

**8.4 TWO RIVERS COMMUNITY SCHOOL - MATERIAL CHANGE OF USE - EDUCATIONAL ESTABLISHMENT - LOT 71 ON SP292140 - CHEWKO ROAD & 267 MCIVER ROAD, MAREEBA - MCU/23/0012****Date Prepared:** 20 June 2024**Author:** Coordinator Planning Services**Attachments:**

1. Proposal Plans
2. State Assessment and Referral Agency response dated 30 May 2024
3. Submissions

**APPLICATION DETAILS**

APPLICATION		PREMISES	
<b>APPLICANT</b>	Two Rivers Community School	<b>ADDRESS</b>	Chewko Road & 267 McIver Road, Mareeba
<b>DATE LODGED</b>	27 July 2023	<b>RPD</b>	Lot 71 on SP292140
<b>TYPE OF APPROVAL</b>	Development Permit		
<b>PROPOSED DEVELOPMENT</b>	Material Change of Use – Educational Establishment		
<b>FILE NO</b>	MCU/23/0012	<b>AREA</b>	28.73 hectares
<b>LODGED BY</b>	Freshwater Planning Pty Ltd	<b>OWNER</b>	Stelbay Pty Ltd
<b>PLANNING SCHEME</b>	Mareeba Shire Council Planning Scheme 2016		
<b>ZONE</b>	Rural zone		
<b>LEVEL OF ASSESSMENT</b>	Impact Assessment		
<b>SUBMISSIONS</b>	Six (6)		

**EXECUTIVE SUMMARY**

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

The application is impact assessable and six (6) properly made submissions were received in response to public notification of the application.

The application and supporting material has been assessed against the Mareeba Shire Council Planning Scheme 2016 and does not conflict with any relevant planning instrument.

The key issues of the proposed development are the upgrading of access to the development and the establishment of vegetation buffer along the site's southern boundary to protect the ongoing farming activities on the adjoining farm.

Draft conditions were provided to the Applicant / care of their consultant and have been agreed.

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	
<b>APPLICANT</b>	Two Rivers Community School	<b>ADDRESS</b>	Chewko Road & 267 Mclver Road, Mareeba
<b>DATE LODGED</b>	27 July 2023	<b>RPD</b>	Lot 71 on SP292140
<b>TYPE OF APPROVAL</b>	Development Permit		
<b>PROPOSED DEVELOPMENT</b>	Material Change of Use – Educational Establishment		

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), concurrence 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 – Educational Establishment

(B) APPROVED PLANS:



Plan/Document Number	Plan/Document Title	Prepared by	Dated
162/A021 Issue 5	Existing Site - 2021	LIFE Design Consulting	24/07/2023
162/A031 Issue 9	Masterplan – Final Entire Site	LIFE Design Consulting	10/10/2023
162/A041b Issue 7	Masterplan -2041 School	LIFE Design Consulting	10/10/2023
162/A041c Issue 6	Masterplan 2041 School B&W	LIFE Design Consulting	10/10/2023
162/A111 Issue 5	Stage 1 Plan	LIFE Design Consulting	24/07/2023
162/A112 Issue 3	Stage 1 Plan – Parking and Drop-off	LIFE Design Consulting	24/07/2023
162/A121 Issue 5	Stage 2 Plan	LIFE Design Consulting	24/07/2023
162/A131 Issue 6	Stage 3 Plan	LIFE Design Consulting	24/07/2023
162/A141 Issue 4	Stage 4 Plan	LIFE Design Consulting	24/07/2023
162/A151 Issue 4	Stage 5 Plan	LIFE Design Consulting	24/07/2023
162/A161 Issue 7	Final Plan	LIFE Design Consulting	24/07/2023
162/A162 Issue 3	Final Plan – Parking and Drop-off	LIFE Design Consulting	24/07/2023
162/A901 Issue 4	3D Views - Birdseye	LIFE Design Consulting	24/07/2023
162/A902 Issue 4	3D Views - Birdseye	LIFE Design Consulting	24/07/2023
162/A903 Issue 4	3D View from Entry	LIFE Design Consulting	24/07/2023
162/A911 Issue 4	3D Views – Internal courtyard	LIFE Design Consulting	24/07/2023

(C) ASSESSMENT MANAGER’S CONDITIONS (COUNCIL)

(a) Development assessable against the Planning Scheme

1. Development must be carried out generally 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 applicable to each stage must be complied with to the satisfaction of Council’s delegated officer prior to the commencement of the relevant stage of the use except where specified otherwise in these conditions of approval.
  - 2.2 Prior to the commencement of each stage of the use, the applicant must notify Council that all the conditions of the development permit have been complied with, except where specified otherwise in these conditions of approval.



### 3. General

- 3.1 The development approval would not have been issued if not for the conditions requiring the construction of infrastructure or the payment of infrastructure charges within the conditions of approval or the Adopted Infrastructure Charges Notice.
- 3.2 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.
- 3.3 All payments or bonds required to be made to the Council pursuant to any condition of this approval must be made prior to commencement of the use and at the rate applicable at the time of payment.
- 3.4 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.

#### 3.5 Waste Management

- 3.5.1 On site refuge storage area/s must be provided and be screened from view from adjoining properties and road reserve by 1 metre wide landscaped screening buffer or 1.8m high solid fence or building.
- 3.5.2 Where bulk bins are used and are to be serviced on site, prior to the issue of a development permit for building works, Council's delegated officer must be satisfied that internal access is of adequate design and construction to allow waste collection/delivery vehicles to enter and exit the site in a forward gear only.
- 3.5.3 All waste storage areas must remain covered and no food scraps disposed of on-site so as to not encourage scavenging from wildlife and birdlife.

#### 3.6 Noise Nuisance

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.

#### 3.7 Air Conditioner & Building Plant Screening

The applicant/developer 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.



### 3.8 Emissions

Emissions associated with the development must not cause an 'environmental nuisance' within the meaning of the Environmental Protection Act (1994) to any sensitive receptor.

### 3.9 Safety fencing

A child proof fence or physical barrier is provided to prevent unintended access to the following areas, directly from indoor or outdoor areas intended to accommodate children:

- (a) Vehicle manoeuvring and parking areas;
- (b) Refuse storage and servicing areas; and
- (c) Air conditioning, refrigeration plant and mechanical plant.

The location and extent of fencing shall be determined by the applicant/developer after carrying out a risk assessment.

### 3.10 Student Enrolments

The total number of enrolled students shall not exceed three hundred (300), unless prior approval is granted by Council for an expansion of the existing use.

### 3.11 Bushfire Management

3.11.1 A Bushfire Hazard Management Plan for the site, incorporating evacuation procedures, must be prepared to the satisfaction of Council's delegated officer. The approved use must comply with the requirements of the Bushfire Hazard Management Plan at all times.

3.11.2 An on-site water supply for firefighting purposes must be provided with a minimum capacity of 5,000 litres that must comprise either:

- (a) a stand-alone tank; or
- (b) a reserve section in the bottom part of the main water supply tank; or
- (c) a dam; or
- (d) a swimming pool.

Where tank water supply is provided, the outlet must be fitted with a 50mm ball valve with a camlock fitting for connection to firefighting appliances.

### 3.12 Biosecurity Management Plan

A Biosecurity Management Plan must be prepared and implemented for the site.

## 4. Infrastructure Services and Standards

### 4.1 Development Access

4.1.1 The access off Chewko Road must be designed and constructed in accordance with FNQROC Development Manual standard drawing



for Rural Access S1105. The width and turn radius of the seal must be determined based on swept paths of the largest vehicle that would enter and exit the site.

- 4.1.2 The full length of the access road from Chewko Road to the property boundary must be upgraded/constructed to provide pavement and seal of a suitable standard to accommodate expected traffic volumes accessing the school.
- 4.1.3 The access road must be of a suitable width to accommodate two-way traffic including two buses passing each other. Turning paths confirming that vehicles can safely navigate the bends along the access road must be provided as part of the Operational Works application.
- 4.1.4 The railway level crossing must be upgraded in accordance with the State Assessment and Referral Agency response dated 30 May 2024.
- 4.1.5 The intersection of the existing access to the neighbouring properties to the south must be formalised from the new access road.

The works described above must be undertaken prior to commencement of use of Stage 1, at no cost to Council and will require approval under an Operational Works permit.

#### 4.2 External Works

- 4.2.1 Design and construct the widening of Chewko Road pavement and seal on both approaches to the access intersection to provide trafficable shoulders of a width and length in accordance with Austroads Guide to Traffic Management Part 6 and Austroads Guide to Road Design Part 4A for a Rural Basic left and right turn treatment (BAL and BAR).

The works described above must be undertaken prior to commencement of use of Stage 1, at no cost to Council and will require approval under an Operational Works permit.

#### 4.3 Revised Traffic Impact Assessment – Stage 6

- 4.3.1 A revised Traffic Impact Assessment (TIA) report must be submitted to Council prior to Stage 6 when all facilities constructed as part of Stage 1 to 5 is in operation. The TIA should analyse the impact that the development related traffic will have on Council's road network as a result of this stage and be based on actual traffic counts at the time.

Any external works determined to be required by Council following review of the revised assessment must be undertaken at no cost to Council and will require approval under an Operational Works permit.

#### 4.4 Car Parking/Internal Driveways

- 4.4.1 The applicant/developer must ensure the development is provided with staged on-site car parking spaces generally in accordance with



the approved plans, which are available solely for the parking of vehicles associated with the use of the premises.

- 4.4.2 All car parking spaces and internal driveways must be concrete, bitumen or asphalt sealed and appropriately drained prior to the commencement of the use and to the satisfaction of Council's delegated officer.
  - 4.4.3 The car park must be designed in accordance with AS2890.1 Off-Street Car Parking including parking bay dimensions, aisle widths, speed control etc. The design is to be certified by an RPEQ that the car park provisions comply with Australian standards.
  - 4.4.4 An internal traffic circulation design plan demonstrating swept paths must be submitted as part of the development application for Operational Works to demonstrate that adequate provision has been made for the manoeuvring of vehicles and buses.
  - 4.4.5 All parking spaces and trafficable areas must be maintained in good order and safe repair for the life of the development, to the satisfaction of Council's delegated officer.
- 4.5 Stormwater Management
- 4.5.1 Prior to building or operational works commencing, the applicant/developer 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.

The Stormwater Management Plan must allow for the proposed staging of the development.
  - 4.5.2 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.
  - 4.5.3 The applicant/developer must construct the stormwater drainage infrastructure for the development in accordance with the approved Stormwater Management Plan and Report.
  - 4.5.4 All stormwater drainage must be collected from site and discharged to an approved legal point of discharge.
- 4.6 Landscaping and Fencing
- 4.6.1 Prior to the commencement of the use of the site, a landscape plan must be prepared and submitted to Council's delegated officer for consideration and approval.
  - 4.6.2 The landscaping plan must incorporate the following:



- (i) A minimum 10 metre wide vegetated landscape buffer for the full length of the buffer zone shown on the approved plans.
- (ii) A minimum 10 metre wide vegetated landscape buffer for 115 metres along the common boundary with Lot 1 on RP708284, directly to the south of the sports field/running track.
- (iii) A 1.8 metre high colorbond (neutral colour) solid screen fence must be established along the site's common boundary with Lot 1 on RP708284 for the full length of the vegetated landscape buffers required under (i) and (ii).
- (iv) The planting of one (1) shade tree for every six (6) parking spaces.

4.6.3 Landscaping associated with 4.6.2 (i) and (ii) must include ground cover, shrubs and trees that will grow to form an effective buffer of no less than four (4) metres in height.

4.6.4 Plant species are to be generally selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.

4.6.5 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.

4.6.6 All landscaping must be maintained for the life of the development.

#### 4.7 Lighting

Where installed, external lighting must be designed and installed in accordance with *AS4282 – Control of the obtrusive effects of outdoor lighting* so as not to cause nuisance to residents or obstruct or distract pedestrian or vehicular traffic.

#### 4.8 Non-Reticulated Water Supply

The development must be provided with a potable water supply that can satisfy the standards for drinking water set by the Australian Drinking Water Guidelines 2004 (National Health and Medical Research Council and the National Resource Management Ministerial Council).

All non-potable sources of water must be sign posted "non-potable water supply".

#### 4.9 On-Site Wastewater Management

All on site effluent disposal associated with the approved use must be in compliance with the latest version of On-Site Domestic Wastewater Management Standard (ASNZ1547) to the satisfaction of the Council's delegated officer.

Note: Any on-site wastewater treatment system with a total daily peak design capacity of at least 21 equivalent persons (EP) is an Environmentally



Relevant Activity (ERA 63 - Sewerage Treatment) and an Environmental Authority is required.

4.10 Electricity Supply

The development must be connected to the electricity supply network.

4.11 Telecommunications Infrastructure

The development must be provided with a connection to the national broadband network or telecommunication services.

(D) ASSESSMENT MANAGER'S ADVICE

- (a) An Adopted Infrastructure Charges Notice has been issued with respect to the approved development. The Adopted Infrastructure Charges Notice details the type of infrastructure charge/s, the amount of the charge/s and when the charge/s are payable.

- (b) The Adopted Infrastructure Charges Notice does not include all charges or payments that are payable with respect to the approved development. 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.

- (c) 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.

- (d) 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.

- (e) 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.dcceew.gov.au](http://www.dcceew.gov.au).

- (f) 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.dsdsatsip.qld.gov.au](http://www.dsdsatsip.qld.gov.au).

(g) Electric Ants

Electric ants are designated as restricted biosecurity matter under the *Biosecurity Act 2014*.

Certain restrictions and obligations are placed on persons dealing with electric ant carriers within the electric ant restricted zone. Movement restrictions apply in accordance with Sections 74–77 of the *Biosecurity Regulation 2016*. Penalties may be imposed on movement of electric ant carriers and electric ants in contravention of the legislated restrictions. It is the responsibility of the applicant to check if the nominated property lies within a restricted zone.

All persons within and outside the electric ant biosecurity zone have an obligation (a **general biosecurity obligation**) to manage biosecurity risks and threats that are under their control, they know about, or they are expected to know about. Penalties may apply for failure to comply with a general biosecurity obligation.

For more information please visit the electric ant website at [Electric ants in Queensland | Business Queensland](http://Electric ants in Queensland | Business Queensland) or contact Biosecurity Queensland 13 25 23.

(E) REFERRAL AGENCY CONDITIONS

State Assessment and Referral Agency conditions dated 30 May 2024.

(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

2. That an Adopted Infrastructure Charges Notice be issued for the following infrastructure charge/s for:

Development Type	Rate	Measure	Charge	Credit Detail	Balance
Educational Establishment	per m2 GFA	GFA			
Stage 1	\$65.25	To be determined at building stage	To be determined at building stage	\$13,084.80	To be determined at building stage



<b>Stage 2</b>	<b>\$65.25</b>	To be determined at building stage	To be determined at building stage		To be determined at building stage
<b>Stage 3</b>	<b>\$65.25</b>	To be determined at building stage	To be determined at building stage		To be determined at building stage
<b>Stage 4</b>	<b>\$65.25</b>	To be determined at building stage	To be determined at building stage		To be determined at building stage
<b>Stage 5</b>	<b>\$65.25</b>	To be determined at building stage	To be determined at building stage		To be determined at building stage
<b>Stage 6</b>	<b>\$65.25</b>	To be determined at building stage	To be determined at building stage		To be determined at building stage
<b>TOTAL CURRENT AMOUNT OF CHARGE</b>					To be determined at building stage

## THE SITE

The subject site is situated at Chewko Road, Mareeba and is described as Lot 71 on SP292140. The rural address for the subject site is 267 McIver Road, Mareeba, however practical access is only available via Chewko Road.

The site is irregular in shape with an area of 28.73 hectares and is zoned Rural under the Mareeba Shire Council Planning Scheme 2016.

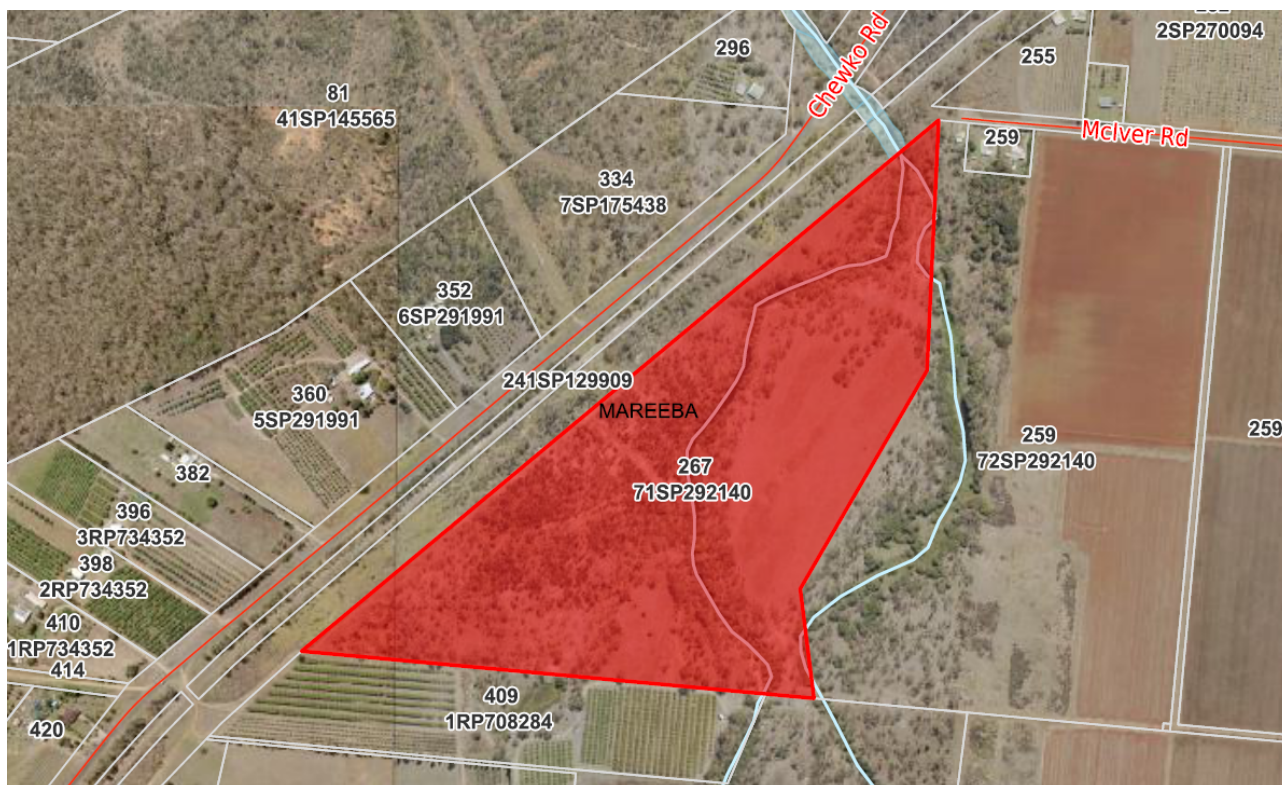
The site contains approximately one (1) kilometre of frontage to an unnamed road reserve running parallel to Chewko Road. None of the site's frontage is constructed. Access is obtained via a gravel driveway at the site's south-western corner. The gravel driveway crosses a rail level crossing before connecting to Chewko Road.

Chewko Road is constructed to approximately 6 metre wide bitumen sealed standard. The Mareeba-Dimbulah railway line also runs parallel to the site's frontage.

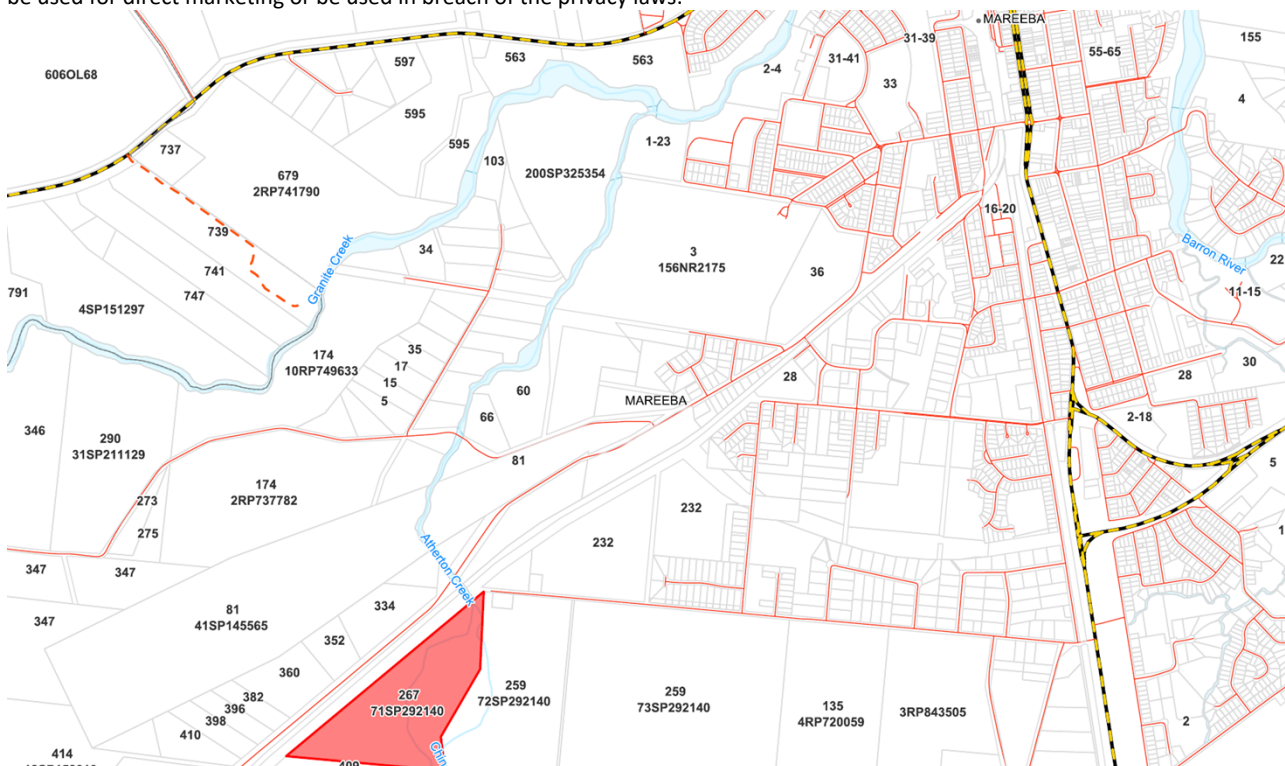
The site is unimproved and mostly vegetated, except for several old agricultural clearings. Chinaman Creek and Atherton Creek both traverse the site.

Surrounding properties are zoned rural and are primarily used for rural purposes.



**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 – Educational Establishment in accordance with the plans shown in **Attachment 1**.

The application describes the proposed development as follows:

*“The proposed development is for a Material Change of Use – Educational Establishment in the Rural Zone of the Mareeba Shire Council’s Planning Scheme. The site is located at 267 McIver Road, Mareeba and is more particularly described as Lot 71 on SP292140. The site is irregular in shape, has an area of 28.73 hectares and contains Rural Activities. No change to the existing functioning of the Rural Activities will occur as one of the Two Rivers Community School main purpose of the Educational Establishment is to provide an Agriculturally based Education through its Agricultural Activities.*

*A Development Permit for a Material Change of Use is sought to facilitate the staged construction of the Two Rivers Community School over the existing Rural property. The proposal is to provide an Educational Establishment for an ultimate population of 300 students over six (6) stages as demonstrated on the Life Design Consulting Plans. The Final MasterPlan and Student population is expected to be achieved by 2041. Attached within the Life Design Consulting Proposal Plans are an indicative Layouts, Perspectives and 3D Plans for Stage 1 illustrating a Generic Classroom, Amenities, and the Reception/Tuckshop Building. The proposal has been meticulously designed to incorporate a modern, intelligent, and technologically considered workspace to foster the growth of students within a safe and learned environment. The Staging and proposed Student and Staffing numbers are as follows:*

**Stage 1**

*This initial Stage comprises of the construction of two (2) Classrooms, shared Amenities, and a Reception and Resource Centre including a Tuckshop and Kitchen. The first Stage will also see the instalment of the internal accessway, parking area and Bus and Car Drop-Off Areas. Stage 1 will encompass up to fifty (50) students and nine (9) staff.*

- 50 Students – 25 male, 25 female
- 9 Staff – 8 teaching and 1 support staff
- Car Parking Area – 22 parking spaces (2 Disabled)
- Bus Drop-off Area
- 4 Vehicle Car Drop-off Area
- Resource Centre and Reception including a Tuck Shop/Kitchen (Cooking Classroom)
- 2 Classrooms
- Amenities (shared)
- Sports Area



- *Shared Open Spaces (Playgrounds)*

#### Stage 2

*Stage 2 will increase the Student numbers by twenty (20) and supply an additional two (2) Staff. This Stage will provide an Admin Building inclusive of Entry, Reception, Offices and Staff Room and will utilise the existing Amenities for Staff. A new Student Amenities is proposed within Stage 2. This Stage will also see the construction of an additional two (2) Classrooms, with one being a purpose built Music Classroom. The existing Reception and Resource Centre will be converted to a Multipurpose Classroom.*

- *Additional 20 Students – 70 Students in Total – 35 male, 35 female*
- *Additional 2 Staff – 11 Staff Total – 9 teaching and 2 support staff*
- *2 Additional Classrooms (including specific Music Classroom)*
- *Admin Building with Entry, Reception, Offices and Staff Room*
- *Students Amenities*

#### Stage 3

*Stage 3 will increase the Student numbers by fifteen (15) and also supply an additional two (2) Staff. This Stage will facilitate the construction of an Assembly/Multipurpose Hall and additional Shared Open Spaces.*

- *Additional 15 Students – 85 Students in Total – 42 male, 43 female*
- *Additional 2 Staff – 13 Staff Total – 10 teaching and 3 support staff*
- *Assembly/Multipurpose Hall*
- *Additional Shared Open Spaces*
- *Fire Booster Pumps and Tanks*

#### Stage 4

*Stage 4 will increase the Student numbers by twenty-five (25) and supply an additional three (3) Staff. This Stage will provide the conversion of the Multipurpose Classroom to a Science Classroom and facilitate the construction of an additional two (2) Classrooms.*

- *Additional 25 Students – 110 Students in Total – 55 male, 55 female*
- *Additional 3 Staff – 16 Staff Total – 12 teaching and 4 support staff*
- *2 Additional Classrooms (including specific Science and Resources Classrooms)*

#### Stage 5

*Stage 5 will increase the Student numbers by twenty (20) and supply an additional five (5) Staff. This Stage will facilitate the construction of a Library and Flexible Space [inclusive of Amenities (Washrooms)], two further Classrooms (including specific IT Classroom) and additional Student Amenities. As a result of the increased numbers, an additional parking area containing a further ten (10) parking spaces and an extended Bus Drop-off Area is provided. This Stage will finalise the Primary Precinct.*

- *Additional 20 Students – 130 Students in Total – 65 male, 65 female*
- *Additional 5 Staff – 21 Staff Total – 16 teaching and 5 support staff*



- *Library and Flexible Space Building (including Washrooms)*
- *2 Additional Classrooms (including specific IT Classroom)*
- *Student Amenities*
- *Finalisation of the Primary Precinct*
- *Additional Car Parking Area – 10 parking spaces – Totalling 36 parking spaces (4 disabled, 4 Drop-off)*
- *Additional (extended) Bus Drop-Off Areas*

#### Stage 6

*This Final Stage will increase the Student numbers by one-hundred and seventy (170) and supply an additional eight (8) Staff. This Stage will facilitate a full Secondary Precinct and Kindergarten with the construction of a Kindergarten, eight (8) Classrooms including specific Art and Manual Arts Classrooms and further Shared Open Spaces. As a result of the increased numbers, an additional parking area containing a further thirty (32) parking spaces is provided.*

- *Additional 170 Students – 300 Students in Total – 150 male, 150 female*
- *Additional 8 Staff – 29 Staff Total – 24 teaching and 5 support staff*
- *Kindergarten*
- *Introduction of a Secondary Precinct*
- *8 Additional Classrooms (including specific Art and Manual Arts Classrooms)*
- *Additional Car Parking Area – 32 parking spaces – Totalling 68 parking spaces (5 disabled, 4 Drop-off)*
- *Bus Parking Area*

*The Two Rivers Community School has provided Freshwater Planning Pty Ltd, by way of letter (attached), the following in relation to the proposed Educational Establishment (School) over the site.*

*Two Rivers Community School is a proposed new educational institution in Mareeba Shire that aims to provide **high-quality, holistic education** to students from diverse backgrounds and abilities. We believe that schools are an essential part of a growing community, and that Mareeba Shire is a growth area showing a need for local schools to meet the demand. We are experienced educators and active members of the Mareeba community who have a vision of **combining excellence in learning with a community-centred approach** to education. With a combined experience of over 40 years in education in the local area and within Australia, we have the expertise and passion for establishing an institution that excels in fulfilling the needs of our students and community.*

*The school's **mission is to nurture a love for learning** in students and prepare them for their future roles as **positive change-makers in the world**. The school's values are rooted in the wisdom perspective that encourages students to **seek truth, beauty, and goodness** in all aspects of life. The school's ethos is **characterised by inclusivity and care for each student**. The school's culture is shaped by the **principle of service** that inspires students to contribute positively to their communities and the common good.*



*The school's curriculum is based on the Australian Curriculum and incorporates place-based learning principles that connect students to their local environment and culture. The school also offers a range of co-curricular and extracurricular activities that enhance students' creativity, character, and well-being. The school's proposed facilities include modern eco-friendly classrooms, a library, a science lab, an art room, a music room, a sports oval, outdoor learning areas and dedicated agricultural spaces.*

*The proposed school site is situated on land that can be used for agricultural purposes; at Two Rivers Community School, we aim to utilise the most arable land spaces to create educational and learning opportunities for our students based on the rich farming cultural heritage of the tableland's region. We will focus on innovative and sustainable farming methods. We seek to encourage our students to engage with the natural world to gain a deeper appreciation for the environment and the legacy of our farming communities. The school endeavours to provide hands-on agricultural learning experiences, such as planting for food, plant life cycles, biodiversity in natural food systems, soil care, and regenerative land management. We seek to collaborate and partner with local farmers, permaculturists and various field experts to expose our students to a wide range of knowledge and skills. Our school strives to cultivate a sense of community and responsibility among our students towards the natural environment and land care.*

Gilboy Hydraulic Solutions have provided engineering commentary in relation to water services and effluent disposal. Gilboy Hydraulic Solutions note that a water supply can be provided via rainwater tanks, riparian rights and bore supply with potable water being able to be appropriately treated.

In relation to effluent disposal, Gilboy Hydraulic Solutions recommends that the proposed educational establishment use a modular on-site treatment system that has the capacity to be expanded in segments as the school capacity increases. Due to the size of the final system, a ERA63 approval will be required from the State, likely as part of Stage 6.

The site gains access via the existing Railway Level crossing and driveway located in the south-western corner and it is intended that the proposed educational establishment utilise this same access location.

Peak traffic for the proposed educational establishment is expected for drop-off and pick-up periods with minimal traffic expected during the school day (9:00 am to 3:00 pm). Growth in traffic will be gradual and spread-out over the six (6) stages of the development.

The proposal provides for sixty-eight (68) vehicle parking spaces over the six (6) stages, including five (5) disabled Spaces and four (4) drop-off spaces. Bus drop-off/bus parking areas will be provided on-site.

The proposed educational establishment has been setback 20 metres from the adjoining southern property to allow for the establishment of a vegetated buffer. This buffer will include a cleared three (3) metre wide area along the southern boundary for maintenance, access, and hazard separation. The balance of the buffer will be planted to achieve reasonable screening between neighbouring farming operations and the proposed development.

## **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 as a Major



Regional Activity Centre in the Regional Plan. The Regional Plan Map 3- ‘Areas of Ecological Significance’ also identifies the site is:

- *Wetland Area of General Ecological Significance*
- *Terrestrial Area of General Ecological Significance*

**PLANNING SCHEME DESIGNATIONS**

Strategic Framework:	<b>Land Use Categories</b> <ul style="list-style-type: none"><li>• Rural Agricultural Area</li><li>• Rural Other</li></ul> <b>Natural Resource Elements</b> <ul style="list-style-type: none"><li>• Biodiversity Area</li></ul> <b>Transport Elements</b> <ul style="list-style-type: none"><li>• Local Collector Road</li><li>• Principal Cycle Routes</li><li>• Railway Network</li></ul> <b>Infrastructure Elements</b> <ul style="list-style-type: none"><li>• Major Electrical Infrastructure</li></ul>
Zone:	Rural zone
Overlays:	Agricultural Land Overlay Airport Environs Overlay Bushfire Hazard Overlay Environmental Significance Overlay Extractive Resources Overlay Hill and Slope Overlay Regional Infrastructure Overlay Transport Infrastructure Overlay

**Planning Scheme Definitions**

The proposed use is defined as:

<b>Column 1 Use</b>	<b>Column 2 Definition</b>	<b>Column 3 Examples include</b>	<b>Column 4 Does not include the following examples</b>
Educational establishment	Premises used for training and instruction designed to impart knowledge and develop skills.  The use may include outside hours school care for students or on-site student accommodation.	Pre-preparatory, preparatory and primary school, secondary school, special education, college, university, technical institute, outdoor education centres	Child care centre, home based child care, family day care

**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 Settlement pattern and built environment****3.3.1 Strategic outcomes**

- (1) Mareeba Shire is intended to support a widely dispersed population in a variety of settings, including rural towns, small rural settlements, villages, rural residential areas, cropping lands, grazing lands and broad-hectare grazing properties. Future development maintains this settlement pattern and the distinct character that it provides to the shire. The settlement pattern also ensures the continuing viability of the shire's rural economy, particularly through the provision of high quality services.

Comment

The proposed development reinforces Mareeba's role as a Major Regional Activity Centre and does not compromise the intended settlement pattern.

- (2) Mareeba Shire is supported by a network of compact, *activity centres* of varying scales. These *activity centres* form the primary focus for population growth. Each *activity centre* will maintain its individual character while growing to support and service the local economies of its catchments. The level of service provision within each *activity centre* is consistent with its role and function within the defined activity centre hierarchy. Growth is managed to ensure a high level of centre amenity and streetscape character is maintained, thus fostering vibrant, lively hubs of social interaction, trade and exchange.

Comment

The increased level of service to be offered by the proposed development is consistent with Mareeba's role as a Major Regional Activity Centre.

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



Comment

The subject site contains three fragmented areas of Class A area agricultural land.

The largest of these areas at approximately 9.2 hectares is the proposed school agriculture area sited between Chinaman and Atherton Creeks. This area will be actively used for agricultural purposes as part of the school's curriculum.

The two smaller areas of Class A will contain the school oval and the school's built infrastructure.

These two smaller areas are already fragmented to the point that their development for school infrastructure will not be a further loss of productive capacity.

The benefits arising from the agricultural training to be offered by the school will far out way the small alienation of Class A land.

A vegetated buffer will be conditioned along the southern boundary of the school to protect farming operations on adjoining Lot 1 on RP708284.

Chewko Road, the rail corridor and unnamed road reserve provide for reasonable buffering of the farming activities on the western side of Chewko Road.

The proposed development does not conflict with this strategic outcome.

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

Comment

The design of the proposed development as prepared by LIFE Designs achieves this strategic outcome.

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

Comment

The development can be reasonably conditioned to comply.

### **3.3.2 Element—Activity centres network**

#### **3.3.2.1 Specific outcomes**

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

Comment

Mareeba is a major regional activity centre. The scale of proposed development is consistent with a major regional activity centre.



### 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.

Comment

The proposed development does not compromise the role and function of Mareeba as the major regional activity centre for the Mareeba Shire.

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

Comment

The proposed development increases the level of services available within Mareeba.

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

Comment

The proposed development complies with 5(a).

### 3.3.11 Element—Rural areas

#### 3.3.11.1 Specific outcomes

- (1) *Rural areas* include rural activities and land uses of varying scale, consistent with surrounding land use, character and site conditions.
- (6) *Agricultural areas* will be retained in viable holdings and not fragmented or compromised by unsuitable development. Uses and development within this precinct will not cause land use conflicts with primary production or will ensure these conflicts are mitigated.
- (7) *Rural areas* preserve lands for future uses beyond the life of the planning scheme.

Comment

The proposed development is sited within the rural zone for the following reason:

*The proposed school site is situated on land that can be used for agricultural purposes; at Two Rivers Community School, we aim to utilise the most arable land spaces to create educational and learning opportunities for our students based on the rich farming cultural heritage of the tableland's region. We will focus on innovative and sustainable*



*farming methods. We seek to encourage our students to engage with the natural world to gain a deeper appreciation for the environment and the legacy of our farming communities. The school endeavours to provide hands-on agricultural learning experiences, such as planting for food, plant life cycles, biodiversity in natural food systems, soil care, and regenerative land management. We seek to collaborate and partner with local farmers, permaculturists and various field experts to expose our students to a wide range of knowledge and skills. Our school strives to cultivate a sense of community and responsibility among our students towards the natural environment and land care.*

The subject site contains three (3) fragmented areas of Class A agricultural land.

The largest of these areas at approximately 9.2 hectares is the proposed school agriculture area sited between Chinaman and Atherton Creeks. This area will be actively used for agricultural purposes as part of the school's curriculum.

The two smaller areas of Class A will contain the school oval and the school's built infrastructure.

These two smaller areas are already fragmented to the point that their development for school infrastructure will not be a further loss of productive capacity.

The benefits arising from the agricultural training to be offered by the school will far out way the small alienation of Class A land.

A vegetated buffer will be conditioned along the southern boundary of the school to protect to farming operations on adjoining Lot 1 on RP708284.

Chewko Road, the rail corridor and unnamed road reserve provide for reasonable buffering of the farming activities on the western side of Chewko Road.

The proposed development does not conflict with these specific outcomes.

### **3.3.14 Element—Natural hazard mitigation**

#### **3.3.14.1 Specific outcomes**

- (1) The risk of loss of life and property associated with bushfires, cyclones, flooding, landslides and other weather related events are minimised through the appropriate use of land having regard to its level of susceptibility to the hazard or potential hazard.
- (2) Development in an area subject to a natural hazard incorporates appropriate siting and design measures that mitigate risks to infrastructure, buildings and the community.

#### Comment

The proposed development site is not mapped as being at risk from flood or landslide hazard.

The bushfire hazard is typical of the surrounding area and a bushfire hazard management plan will be conditioned.



All buildings will need to be constructed to the appropriate cyclonic standard.

### 3.4 Natural resources and environment

#### 3.4.1 Strategic outcomes

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

##### Comment

Vegetation will be retained outside Area A on the State Assessment and Referral Agency Vegetation Management Plan VMP 2311-38006 SRA.

No clearing is proposed along the banks of either waterway.

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

##### Comment

Vegetation will be retained outside Area A on the State Assessment and Referral Agency Vegetation Management Plan VMP 2311-38006 SRA.

No clearing is proposed along the banks of either waterway.

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

##### Comment

Vegetation will be retained outside Area A on the State Assessment and Referral Agency Vegetation Management Plan VMP 2311-38006 SRA.



No clearing is proposed along the banks of either waterway.

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

Comment

The development could be conditioned to minimise air and acoustic impacts.

Schools are typically located in dense urban areas with numerous sensitive receptors much closer than being proposed for this development. There is no expectation that this school will cause unacceptable nuisance to surrounding residents.

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

Comment

The subject site is not a known or suspected contaminated site.

The subject site is not identified as being at risk of substantial UXO.

### **3.4.3 Element—Pest and weed management**

#### **3.4.3.1 Specific outcomes**

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

Comment

The development can be conditioned to comply.

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

Comment

The development can be conditioned to comply.

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

Comment

The development can be conditioned to comply.

### **3.4.4 Element—Biodiversity areas**

#### **3.4.4.1 Specific outcomes**



- (1) Development avoids adverse impacts on the ecological values of *biodiversity areas* and where avoidance is not possible the adverse impacts are minimised and, for an area of high ecological significance, no net loss in biodiversity values is achieved.

Comment

Vegetation will be retained outside Area A on the State Assessment and Referral Agency Vegetation Management Plan VMP 2311-38006 SRA.

No clearing is proposed along the banks of either waterway.

### **3.4.6 Element—Watercourses and wetlands**

#### **3.4.6.1 Specific outcomes**

- (1) Hydrological flows, riparian ecology and ecosystem services of watercourses and wetlands are maintained, protected and enhanced.

Comment

Vegetation will be retained outside Area A on the State Assessment and Referral Agency Vegetation Management Plan VMP 2311-38006 SRA.

No clearing is proposed along the banks of either waterway.

- (3) The water quality of rivers and creeks, which ultimately flow to the Great Barrier Reef and the Gulf of Carpentaria, is not compromised or polluted through sediment, gross pollutants or chemical run off from new or existing development.

Comment

The development will be conditioned to comply.

- (5) Where development occurs on land including and adjoining watercourses and wetlands it provides appropriate setbacks and buffers and enhances these areas through revegetation.

Comment

Vegetation will be retained outside Area A on the State Assessment and Referral Agency Vegetation Management Plan VMP 2311-38006 SRA.

No clearing is proposed along the banks of either waterway.

### **3.4.8 Element—Air and noise quality**

#### **3.4.8.1 Specific outcomes**

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

Comment

The development could be conditioned to minimise air and acoustic impacts.



Schools are typically located in dense urban areas with numerous sensitive receptors much closer than being proposed for this development. There is no expectation that this school will cause unacceptable nuisance to surrounding residents.

### **3.4.9 Element—Contaminated land**

#### **3.4.9.1 Specific outcomes**

- (1) Development avoids, or appropriately remediates, contaminated land.

Comment

Complies. The subject site is not a known or suspected contaminated site.

- (3) Development of land with substantial Unexploded Ordnance (UXO) potential only proceeds following the conduct of UXO investigations and any necessary remediation by a qualified UXO investigation and remedial search contractor.

Comment

The subject site is not identified as being at risk of substantial UXO.

### **3.5.3 Element—Cultural heritage**

#### **3.5.3.1 Specific outcomes**

- (3) Indigenous cultural heritage is protected, preserved and respected in accordance with traditional custom and practice and within the statutory framework of the *Aboriginal Cultural Heritage Act 2003*. 'Areas of Cultural Significance' have been broadly considered in the Strategic Framework.

Comment

An advice statement is included on each decision notice.

### **3.6 Transport and infrastructure**

#### **3.6.1 Strategic outcomes**

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

Comment

The development can be conditioned to comply.

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

Comment



The proposed development will not impact on the ongoing use of the railway network.

### 3.6.2 Element—Road network

#### 3.6.2.1 Specific outcomes

- (1) The shire's road network is upgraded and extended to provide for the safe, efficient movement of vehicles and to cater for new development.

Comment

The development can be conditioned to comply.

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

Comment

The development can be conditioned to comply.

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

Comment

The development can be conditioned to comply.

### 3.6.3 Element—Rail network

#### 3.6.3.1 Specific outcomes

- (1) The *railway network* may become more viable and active in response to rising oil prices and greenhouse gas abatement measures, and development should consider the potential for and impacts of ongoing use of the *railway network* for both freight and passenger transport.

Comment

The proposed development will not impact on the ongoing use of the railway network.

### 3.6.5 Element—Public and active transport

#### 3.6.5.1 Specific outcomes

- (2) Mareeba Shire's *activity centres* are well serviced with walking and cycling infrastructure, including:
  - (a) footpaths;
  - (b) shade trees;
  - (c) seating along key routes and in major trip generation areas;
  - (d) bike paths and lanes, including *principal cycle routes*;
  - (e) end of trip facilities.

Comment

The development can be conditioned to comply as relevant to this site.



**3.6.7 Element—Water supply and wastewater services****3.6.7.1 Specific outcomes**

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

Comment

The development can be conditioned to comply.

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

Comment

The development can be conditioned to comply.

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

Comment

The development can be conditioned to comply.

**3.6.8 Element—Stormwater management****3.6.8.1 Specific outcomes**

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

Comment

The development can be conditioned to comply.

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

Comment

The development can be conditioned to comply.

**3.6.9 Element—Waste management****3.6.9.1 Specific outcomes**

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

Comment

The development can be conditioned to comply.

**3.6.10 Element—Energy supply**



**3.6.10.1 Specific outcomes**

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

Comment

The development will comply.

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

Comment

High voltage transmission lines run along the unnamed road reserve adjoining the proposed development and across the northern tip of the subject site.

The closest habitable building will be at least 50 metres from the closest transmission line.

**3.6.11 Element—Information and communication technology****3.6.11.1 Specific outcomes**

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

Comment

The development can be conditioned to comply.

**3.7 Economic development****3.7.1 Strategic outcomes**

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

Comment

The proposed development is sited within the rural zone for the following reason:

*The proposed school site is situated on land that can be used for agricultural purposes; at Two Rivers Community School, we aim to utilise the most arable land spaces to create educational and learning opportunities for our students based on the rich farming cultural heritage of the tableland's region. We will focus on innovative and sustainable farming methods. We seek to encourage our students to engage with the natural world to gain a deeper appreciation for the environment and the legacy of our farming communities. The school endeavours to provide hands-on agricultural learning experiences, such as planting for food, plant life cycles, biodiversity in natural food systems, soil care, and regenerative land management. We seek to collaborate and partner with local farmers, permaculturists and various field experts to expose our*



*students to a wide range of knowledge and skills. Our school strives to cultivate a sense of community and responsibility among our students towards the natural environment and land care.*

The subject site contains three (3) fragmented areas of Class A agricultural land.

The largest of these areas at approximately 9.2 hectares is the proposed school agriculture area sited between Chinaman and Atherton Creeks. This area will be actively used for agricultural purposes as part of the school's curriculum.

The two smaller areas of Class A will contain the school oval and the school's built infrastructure.

These two smaller areas are already fragmented to the point that their development for school infrastructure will not be a further loss of productive capacity.

The benefits arising from the agricultural training to be offered by the school will far out way the small alienation of Class A land.

A vegetated buffer will be conditioned along the southern boundary of the school to protect to farming operations on adjoining Lot 1 on RP708284.

Chewko Road, the rail corridor and unnamed road reserve provide for reasonable buffering of the farming activities on the western side of Chewko Road.

The proposed development does not conflict with this strategic outcome.

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

#### Comment

Complies.

The subject site meets the requirement to be near or within Mareeba.

### **3.7.2 Element—Rural and Agricultural land**

#### **3.7.2.1 Specific outcomes**

- (1) *Agricultural areas* are preserved for the purpose of primary production and are protected from fragmentation, alienation and incompatible development.
- (2) *Other rural areas* are maintained in economically viable holdings and continue to develop and expand their rural infrastructure and operations.



- (4) Built infrastructure and non-agricultural uses within farms will be co-located and clustered with existing farm dwellings and infrastructure to prevent encroachment on productive land.
- (5) Development ensures rural activities in all *rural areas* are not compromised by incompatible development and fragmentation.

#### Comment

The proposed development is sited within the rural zone for the following reason:

*The proposed school site is situated on land that can be used for agricultural purposes; at Two Rivers Community School, we aim to utilise the most arable land spaces to create educational and learning opportunities for our students based on the rich farming cultural heritage of the tableland's region. We will focus on innovative and sustainable farming methods. We seek to encourage our students to engage with the natural world to gain a deeper appreciation for the environment and the legacy of our farming communities. The school endeavours to provide hands-on agricultural learning experiences, such as planting for food, plant life cycles, biodiversity in natural food systems, soil care, and regenerative land management. We seek to collaborate and partner with local farmers, permaculturists and various field experts to expose our students to a wide range of knowledge and skills. Our school strives to cultivate a sense of community and responsibility among our students towards the natural environment and land care.*

The subject site contains three fragmented areas of Class A agricultural land.

The largest of these areas at approximately 9.2 hectares is the proposed school agriculture area sited between Chinaman and Atherton Creeks. This area will be actively used for agricultural purposes as part of the school's curriculum.

The two smaller areas of Class A will contain the school oval and the school's built infrastructure.

These two smaller areas are already fragmented to the point that their development for school infrastructure will not be a further loss of productive capacity.

The benefits arising from the agricultural training to be offered by the school will far out way the small alienation of Class A land.

A vegetated buffer will be conditioned along the southern boundary of the school to protect to farming operations on adjoining Lot 1 on RP708284.

Chewko Road, the rail corridor and unnamed road reserve provide for reasonable buffering of the farming activities on the western side of Chewko Road.

The proposed development does not conflict with these specific outcomes.

### **3.7.9 Element— Education, research, culture and the arts**

#### **3.7.9.1 Specific outcomes**



- (3) New education, research, cultural and arts facilities are established in appropriate, accessible, safe and well serviced locations within Mareeba Shire.

Comment

The subject site is accessible via sealed road with a good flood immunity. The proposed development will be self-reliant in terms of water and sewerage services.

The location allows for the proposed development to include agricultural activities, whilst still being accessible to students. As a comparison, the distance from the Mareeba Post Office to the proposed development is slightly shorter than the distance from the Post Office to the former Mareeba TAFE.

- (4) Education, research, cultural and arts facilities of limited scale are established in *rural areas* only where the facility is dependent on the natural resources of the locality.

Comment

The proposed development is sited within the rural zone for the following reason:

*The proposed school site is situated on land that can be used for agricultural purposes; at Two Rivers Community School, we aim to utilise the most arable land spaces to create educational and learning opportunities for our students based on the rich farming cultural heritage of the tableland's region. We will focus on innovative and sustainable farming methods. We seek to encourage our students to engage with the natural world to gain a deeper appreciation for the environment and the legacy of our farming communities. The school endeavours to provide hands-on agricultural learning experiences, such as planting for food, plant life cycles, biodiversity in natural food systems, soil care, and regenerative land management. We seek to collaborate and partner with local farmers, permaculturists and various field experts to expose our students to a wide range of knowledge and skills. Our school strives to cultivate a sense of community and responsibility among our students towards the natural environment and land care.*

The benefits arising from the agricultural training to be offered by the school will far out way the small alienation of agricultural land.

### Relevant Developments Codes

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

- 6.2.9 Rural zone code
- 8.2.1 Agricultural land overlay code
- 8.2.2 Airport environs overlay code
- 8.2.3 Bushfire hazard overlay code
- 8.2.4 Environmental significance overlay code
- 8.2.5 Extractive resources overlay code
- 8.2.8 Hill and slope overlay code
- 8.2.9 Regional infrastructure corridors and substations overlay code
- 8.2.12 Transport infrastructure overlay code



- 9.3.3 Community 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 outcome where no acceptable outcome applies) of the relevant codes set out below, provided reasonable and relevant conditions are attached to any approval.

Relevant Codes	Comments
Rural zone code	<p>The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.</p> <p>Further discussion is warranted regarding the following performance outcomes:</p> <ul style="list-style-type: none"> <li>Performance Outcome PO6 – Amenity</li> </ul> <p>Refer to planning discussion section of report for commentary.</p>
Agricultural land overlay code	<p>The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.</p> <p>Further discussion is warranted regarding the following performance outcomes:</p> <ul style="list-style-type: none"> <li>Performance Outcomes PO1, PO2 and PO3</li> </ul> <p>Refer to planning discussion section of report for commentary.</p>
Airport environs overlay code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Bushfire hazard overlay code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Environmental significance overlay code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Extractive resources overlay code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Hill and slope overlay code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.



Regional infrastructure corridors and substations overlay code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Transport infrastructure overlay code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Community activities co	<p>The application complies or can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.</p> <p>Further discussion is warranted regarding the following performance outcomes:</p> <ul style="list-style-type: none"> <li>• Performance Outcome PO5</li> </ul> <p>Refer to planning discussion section of report for commentary.</p>
Landscaping code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Parking and access code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Works, services and infrastructure code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.

#### **(D) Planning Scheme Policies/Infrastructure Charges Plan**

The following planning scheme policies are relevant to the application:

Planning Scheme Policy 4 - FNQROC Regional Development Manual

A condition will be attached to any approval requiring any development works be designed and constructed in accordance with FNQROC Development Manual standards.

#### **(E) Adopted Infrastructure Charges Notice**

Under Adopted Infrastructure Charges Resolution (No. 1) 2024, a standard charge of \$108.80 per m<sup>2</sup> of gross floor area (GFA) applies to an Educational Establishment.

In accordance with Part 4.1(d) of Adopted Infrastructure Charges Resolution (No. 1) 2024, a 40% discount will be applied to development charges where no connection to Council's reticulated water and sewer network exists.

The applicable charge for the proposed development will be \$65.25 per m<sup>2</sup> of GFA.

This charge will be payable at each stage when the accurate GFA can be calculated.

Development Type	Rate	Measure	Charge	Credit Detail	Balance
------------------	------	---------	--------	---------------	---------



Educational Establishment	per m2 GFA	GFA			
Stage 1	\$65.25	To be determined at building stage	To be determined at building stage	\$13,084.80	To be determined at building stage
Stage 2	\$65.25	To be determined at building stage	To be determined at building stage		To be determined at building stage
Stage 3	\$65.25	To be determined at building stage	To be determined at building stage		To be determined at building stage
Stage 4	\$65.25	To be determined at building stage	To be determined at building stage		To be determined at building stage
Stage 5	\$65.25	To be determined at building stage	To be determined at building stage		To be determined at building stage
Stage 6	\$65.25	To be determined at building stage	To be determined at building stage		To be determined at building stage
TOTAL CURRENT AMOUNT OF CHARGE					To be determined at building stage

## REFERRAL AGENCY

The application triggered referral to the State Assessment and Referral Agency (SARA) as a referral agency for:

- Clearing native vegetation; and
- State transport infrastructure thresholds.

That Department advised in a letter dated 30 May 2024 that they require the conditions to be attached to any approval (**Attachment 2**).

These conditions relate to vegetation clearing, railway corridor (stormwater & railway level crossing), public passenger transport (school buses) and pedestrian/cycle access.

## Internal Consultation

Technical Services & NJM Engineering Consulting

Council Officers sought external expert assessment and advice in respect of the developments traffic impacts from NJM Engineering Consulting, a specialist transport engineer.

NJM Engineering Consulting have assessed the applicant's Transport Impact Assessment and recommend reasonable conditions requiring the following actions:

- **Development Access**
  - (i) The access off Chewko Road must be designed and constructed in accordance with FNQROC Development Manual standard drawing for Rural Access S1105. The width and



turn radius of the seal must be determined based on swept paths of the largest vehicle that would enter and exit the site.

- (ii) The full length of the access road from Chewko Road to the property boundary must be upgraded/constructed to provide pavement and seal of a suitable standard to accommodate expected traffic volumes accessing the school.
- (iii) The access road must be of a suitable width to accommodate two-way traffic including two buses passing each other. Turning paths confirming that vehicles can safely navigate the bends along the access road must be provided as part of the Operational Works application.
- (iv) The railway crossing must be upgraded in accordance with relevant standards to the satisfaction of Queensland Rail and Council. (**Note:** Railway level crossing upgrade has been conditioned in the State Assessment and Referral Agency response)
- (v) The intersection of the existing access to the neighbouring property to the south must be formalised to provide safe and accessible access to this property from the new access road.

The works described above must be undertaken prior to commencement of use of Stage 1, at no cost to Council and would require approval under an Operational Works permit.

- **External Works**

- (i) Design and construct the widening of Chewko Road pavement and seal on both approaches to the access intersection to provide trafficable shoulders of a width and length in accordance with Austroads Guide to Traffic Management Part 6 and Austroads Guide to Road Design Part 4A for a Rural Basic left and right turn treatment (BAL and BAR).

The works described above must be undertaken prior to commencement of use of Stage 1, at no cost to Council and would require approval under an Operational Works permit.

- **Revised Traffic Impact Assessment – Stage 6**

- (i) A revised Traffic Impact Assessment (TIA) report must be submitted to Council prior to Stage 6 when all facilities constructed as part of Stage 1 to 5 is in operation. The TIA should analyse the impact that the development related traffic will have on Council's road network as a result of this stage and be based on actual traffic counts at the time.

Any external works determined to be required by Council following review of the revised assessment must be undertaken at no cost to Council and would require approval under an Operational Works permit.

- **Internal Layout**

- (i) The car park must be designed in accordance with AS2890.1 Off-Street Car Parking including parking bay dimensions, aisle widths, speed control etc. The design is to be certified by an RPEQ that the car park provisions comply with Australian standards.



- (ii) An internal traffic circulation design plan demonstrating swept paths must be submitted as part of the development application for Operational Works to demonstrate that adequate provision has been made for the manoeuvring of vehicles and buses.

Conditions addressing NJM Engineering Consulting's advice have been drafted and form part of this report's recommendation.

## PUBLIC NOTIFICATION

The development proposal was placed on public notification from 8 May 2024 to 31 May 2024. The applicant submitted the notice of compliance on 3 June 2024 advising that the public notification requirements were carried out in accordance with the requirements of the Act.

Six (6) properly made submissions were received with two (2) objecting to the proposed development. A full copy of each submission has been attached for Council's consideration (**Attachment 3**).

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

<b>Grounds for objection /support</b> <small>Note: These are limited to relevant planning considerations.</small>	<b>Comment</b>
<p>Concern about safety and location of school entrance. Submitter suggests two entrances with a new rail level crossing for the school and keeping the existing rail level crossing for 407/409 Chewko Road.</p> <p>The speed limit will need to be reduced on Chewko Road.</p> <p>Cost of upgrades should not be borne by Council/ratepayers.</p>	<p>It is not possible for Council to condition a new rail level crossing as the rail corridor allotment does not form part of this application.</p> <p>The idea for a second rail level crossing was originally put forward by the applicant in a superseded version of this application. The second rail level crossing was removed from the application when the required Queensland Rail landowner's consent was not forthcoming.</p> <p>The current access arrangements have been reviewed by Queensland Rail and NJM Engineering Consulting. Upgrades to the Chewko Road access intersection, the rail level crossing and the access road have been conditioned to meet the relevant traffic safety standards.</p> <p>Speed limits will be considered during the detailed design preparation.</p> <p>The cost of all upgrades/servicing will be met by the applicant.</p>
<p>Mclver Road will be used as a shortcut.</p>	<p>There is no practical access between the school and Mclver Road.</p>
<p>Submitter requests that the vegetated buffer along the subject site's southern property boundary be extended to the sports oval site.</p>	<p>Agreed. The buffer should extend to this point and the draft conditions have been worded accordingly.</p>
<p>Submitter does not want the development to place any limitations on their right to farm.</p>	<p>The submitter may continue to farm in accordance with their current legal rights to do so. The vegetated buffer is intended to reduce the potential for future land use conflicts and has been used for a previous school (St Stephens Mareeba) and multiple residential developments on Mclver Road.</p>



The school should have a biosecurity management plan to protect the Mareeba agricultural sector.	Agreed. The development will be conditioned accordingly.
School lighting should be kept minimal to avoid adverse impacts on residents and wildlife.	The standard light emission condition will be imposed.
Noise limits should be set for any evening/after hour functions and school bell should consider chiming/music etc.	The standard environmental emissions condition will be imposed. This condition reinforces the applicant's obligations under the <i>Environmental Protection Act 1994</i> .
A wildlife corridor exists through the site and should be maintained.	Vegetation clearing is limited to an area of approximately 2 hectares to accommodate the school's built infrastructure. Vegetation outside of this area, including along both waterways, is protected under the State Assessment and Referral Agency response.  Fencing will not be conditioned outside of the cleared areas.
If riparian water is used, sufficient water should be left for other users.	The school's water supply will be a combination of bore, riparian and rainwater. This combination of sources allows for a balanced supply without excessive use of any individual source.
That Council consider adding a future cycleway to connect to the school.	Noted. For Council's consideration.
That there be no minor amendments to the development without further public consultation.	Council and the applicant are bound by the <i>Planning Act 2016's</i> test for 'Minor Change'. Council cannot approve a change that does not meet the minor change test without further public consultation.
Will the cost of the school be met by State and Federal Govt?	The applicant is able to seek funding as are all other educational facilities.
The school may expand.	The current application is for 300 students as shown on the proposal plans. The school may expand in the future; however this will require a further development application and development approval in order for it to occur.
A 2014 application for a large Islamic school was rejected.	This application was withdrawn and is not relevant to the current application.  The underlying faith of the school is not a relevant planning consideration.
Multiple submitters endorse the proposed development as it will be of great benefit to the community and serve Mareeba's continuing growth.	Noted.
Submitter objects to the development on the basis that it may impact on their farming practices (spraying etc).	The submitter is located on the western side of Chewko Road.  Chewko Road, the rail corridor and unnamed road reserve provide for reasonable buffering of the farming activities on the western side of Chewko Road.  The closest point of the submitter's farm is approximately 165 metres from the closest habitable school building. Vegetation present in the Chewko Road road reserve and the rail corridor further buffer the site.



**Submitters**

<b>Name of Principal submitter</b>	<b>Address</b>
1. E Maksuti	42 Catherine Atherton Drive, Mareeba QLD 4880
2. C & S Bassani	PO Box 468, Mareeba QLD 4880
3. A Islam	akilislam@gmail.com
4. M Iminov	259 McIver Road, Mareeba QLD 4880 cynthiamurat@hotmail.com
5. A Webb	1 Owens Street, Mareeba QLD 4880 webbyfnq@gmail.com
6. M & T Tiraboschi	PO Box 867, Mareeba QLD 4880 thelimeman@bigpond.com

**PLANNING DISCUSSION**

Compliance with Performance Outcome PO6 of the Rural zone code, Performance Outcomes PO1, PO2, PO3 of the Agricultural land overlay code and Performance Outcome PO5 of the Community activities code is discussed below:

**Rural zone code****Amenity****PO6**

*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.*

**AO6**

*No acceptable outcome is provided.*

**Comment**

Of the matters nominated in PO6, those most likely to impact local area amenity are traffic and privacy.

Traffic impacts are expected to be typical for a school, being peak movements at drop off and pick up times. Traffic outside of the times is expected to be minimal.



Traffic impacts will be minimised through the conditioning of road and access upgrades. Provided these upgrades are undertaken, local area amenity is expected to be maintained.

Privacy for the adjoining farm to the south will be maintained through the conditioning of a vegetated buffer and fencing along the relevant length of the common boundary.

Standard conditions to protect amenity in respect to the other matters will be applied to the development.

### **Agricultural land overlay code**

#### **PO1**

*The fragmentation or loss of productive capacity of land within the 'Class A' area or 'Class B' area identified on the **Agricultural land overlay maps (OM-001a-n)** is avoided unless:*

- (a) an overriding need exists for the development in terms of public benefit;*
- (b) no suitable alternative site exists; and*
- (c) loss or fragmentation is minimised to the extent possible.*

#### **AO1**

*Buildings and structures are not located on land within the 'Class A' area or 'Class B' area identified on the Agricultural land overlay maps (OM-001a-n) unless they are associated with:*

- (a) animal husbandry; or*
- (b) animal keeping; or*
- (c) cropping; or*
- (d) dwelling house; or*
- (e) home based business; or*
- (f) intensive animal industry (only where for feedlotting); or*
- (g) intensive horticulture; or*
- (h) landing; or*
- (i) roadside stalls; or*
- (j) winery.*

#### Comment

The subject site contains three fragmented areas of Class A area.

The largest of these areas at approximately 9.2 hectares is the proposed school agriculture area sited between Chinaman and Atherton Creeks. This area will be actively used for agricultural purposes as part of the school's curriculum.

The two smaller areas of Class A will contain the school oval and the school's built infrastructure.

These two smaller areas are already fragmented to the point that their development for school infrastructure will not be a further loss of productive capacity.

The benefits arising from the agricultural training to be offered by the school will far out way the small alienation of Class A land.



**PO2**

*Sensitive land uses in the 'Class A' area, 'Class B' area or the 'Broadhectare rural' area identified on the **Agricultural land overlay maps (OM-001a-n)** are designed and located to:*

- (a) avoid land use conflict;*
- (b) manage impacts from agricultural activities, including chemical spray drift, odour, noise, dust, smoke and ash;*
- (c) avoid reducing primary production potential; and*
- (d) not adversely affect public health, safety and amenity.*

**AO2**

*No acceptable outcome is provided.*

Comment

A vegetated buffer will be conditioned along the southern boundary of the school to protect to farming operations on adjoining Lot 1 on RP708284.

Chewko Road, the rail corridor and unnamed road reserve provide for reasonable buffering of the farming activities on the western side of Chewko Road.

**PO3**

*Development in the 'Class A' area or 'Class B' area identified on the Agricultural land overlay maps (OM-001a-n):*

- (a) ensures that agricultural land is not permanently alienated;*
- (b) ensures that agricultural land is preserved for agricultural purposes; and*
- (c) does not constrain the viability or use of agricultural land.*

**AO3**

*No acceptable outcome is provided.*

Comment

The subject site contains three fragmented areas of Class A area.

The largest of these areas at approximately 9.2 hectares is the proposed school agriculture area sited between Chinaman and Atherton Creeks. This area will be actively used for agricultural purposes as part of the school's curriculum.

The two smaller areas of Class A will contain the school oval and the school's built infrastructure.

These two smaller areas are already fragmented to the point that their development for school infrastructure will not be a further loss of productive capacity.

The benefits arising from the agricultural training to be offered by the school will far out way the small alienation of Class A land.

**Community activities code****PO5**



*Community activities are highly accessible to the community they serve and are located to encourage multi-purpose trips.*

**AO5.2**

*Development is located:*

- (a) within 800 metres walking distance of the Centre zone; or*
- (b) within 400 metres walking distance of a public transport stop; or*
- (c) provided with a connection to the pedestrian and cycle network.*

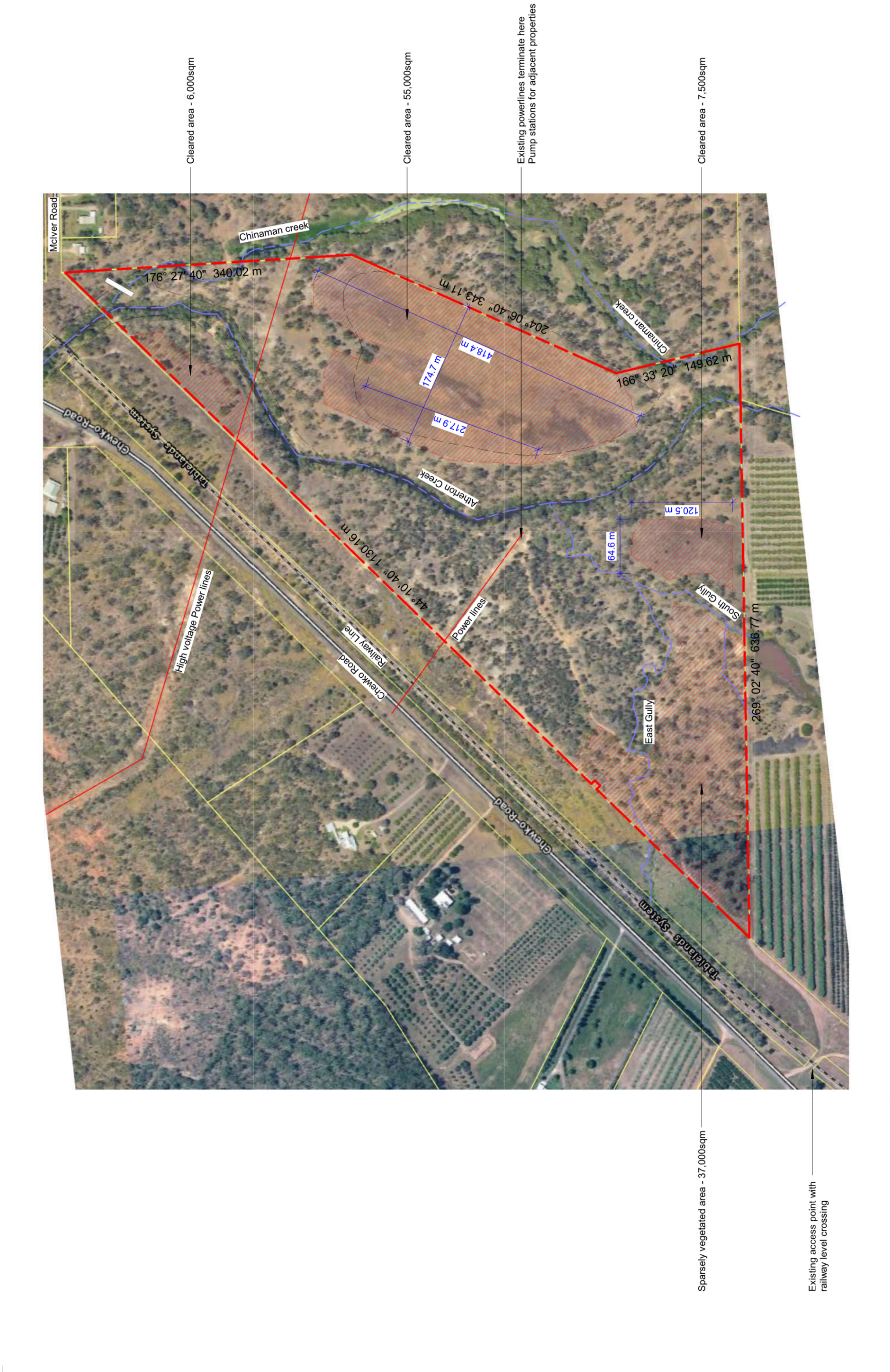
Comment

There are no sites suitable for an agricultural based school which would meet the criteria under AO5.2.

The subject site balances good accessibility with the site features needed to offer an agricultural based curriculum.

The subject site satisfies overall outcome (d) in that it is accessible, functional and safe.





**Two Rivers Community School, Mareeba**  
267 Mclver Road, Mareeba QLD 4883 (access off Chewko Road)  
Lot 71 on SP292140, 287,300sqm, Zoned Rural

**Existing Site - 2021**  
162 / A021

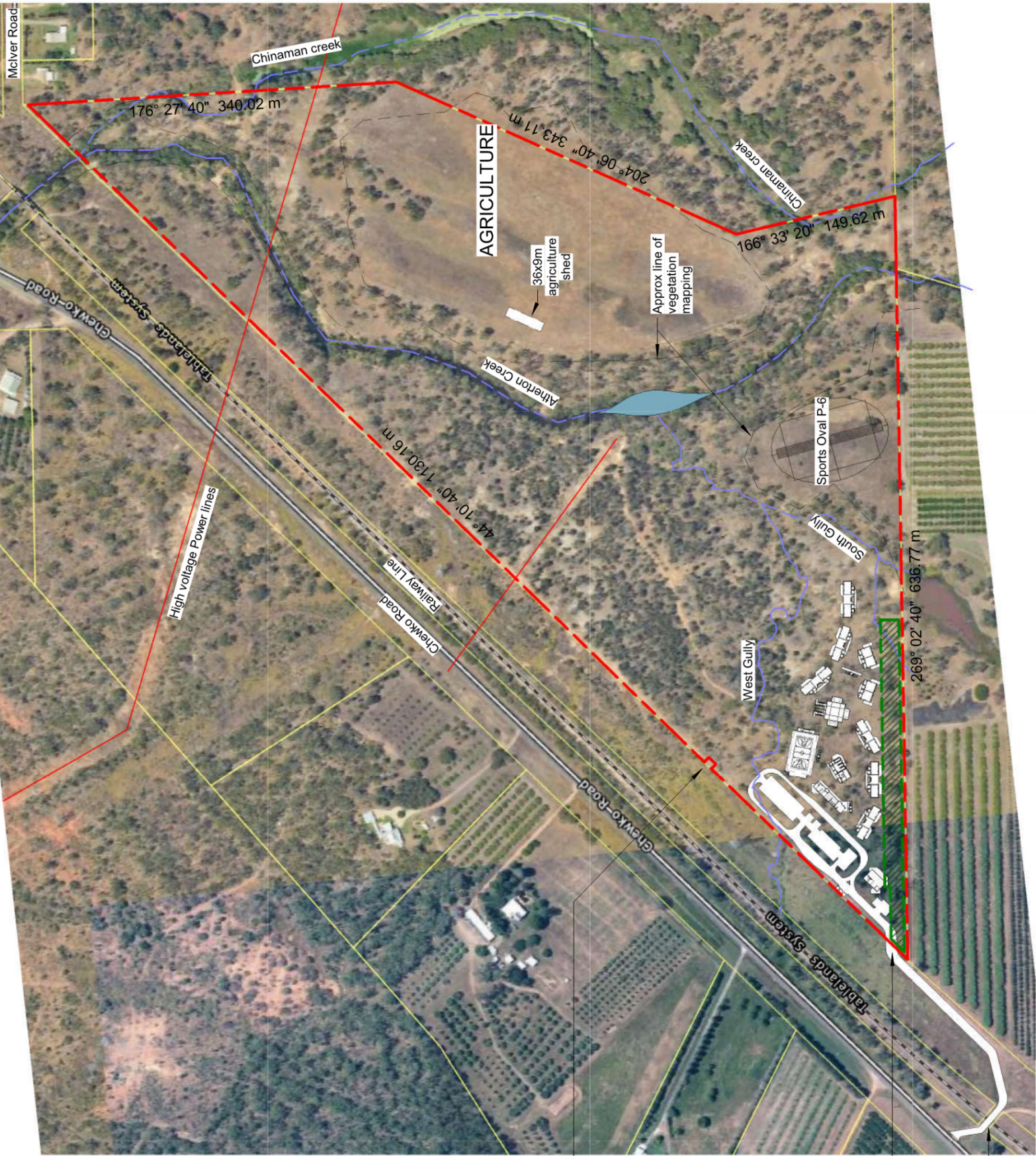
Issue	Details	Initial	Date
5	Updated Parking Layout	SBW	24.07.2023
4	Revised Access Point	SBW	20.07.2023
3	Updated for Review	SBW	12.09.2022
2	Updated with Survey info	SBW	14.06.2022
1	Preliminary	SBW	28.04.2022

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Contact: Stuart Withington BOAQ-5335, 0490 906 716, stuart@lifedesign.net.au www.lifedesign.net.au



1



Suggested Ergon Transformer location if required (TBC)

Site Entry

Existing access point with railway level crossing

Two Rivers Community School, Mareeba  
267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)  
Lot 71 on SP292140, 287,300sqm, Zoned Rural

1 : 4000 @ A3  
Masterplan - Final Entire Site  
162 / A031  
10/10/2023 15:35:32

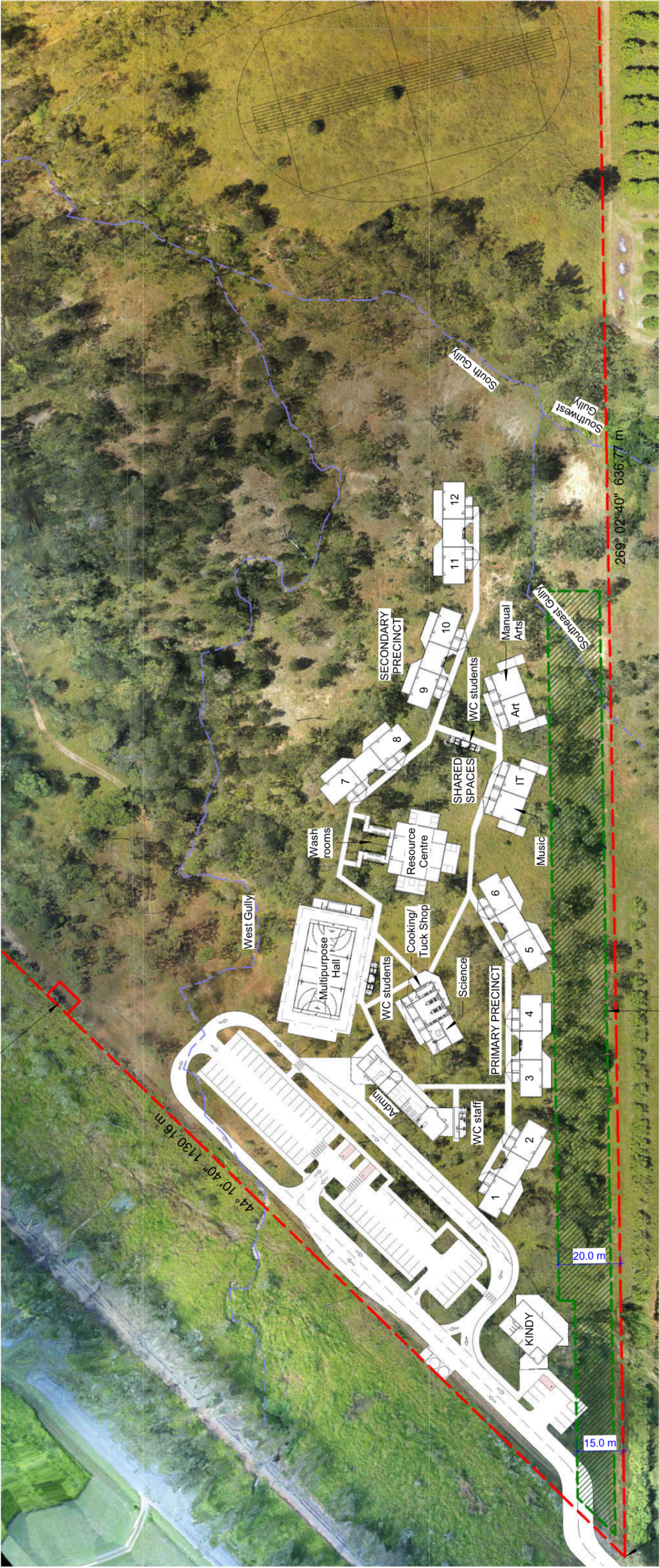
Issue	Details	Initial	Date
9	Updated Oval and Shed	SBW	10.10.2023
8	Updated Parking Layout	SBW	24.07.2023
7	Revised Access Point	SBW	20.07.2023
6	Updated Stages with revised parking	SBW	19.06.2023
5	Updated Labels	SBW	13.01.2023
4	Updated for Review	SBW	12.09.2022

Contact: Stuart Withington BOAQ-5335, 0490 906 716, stuart@lifedesign.net.au www.lifedesign.net.au

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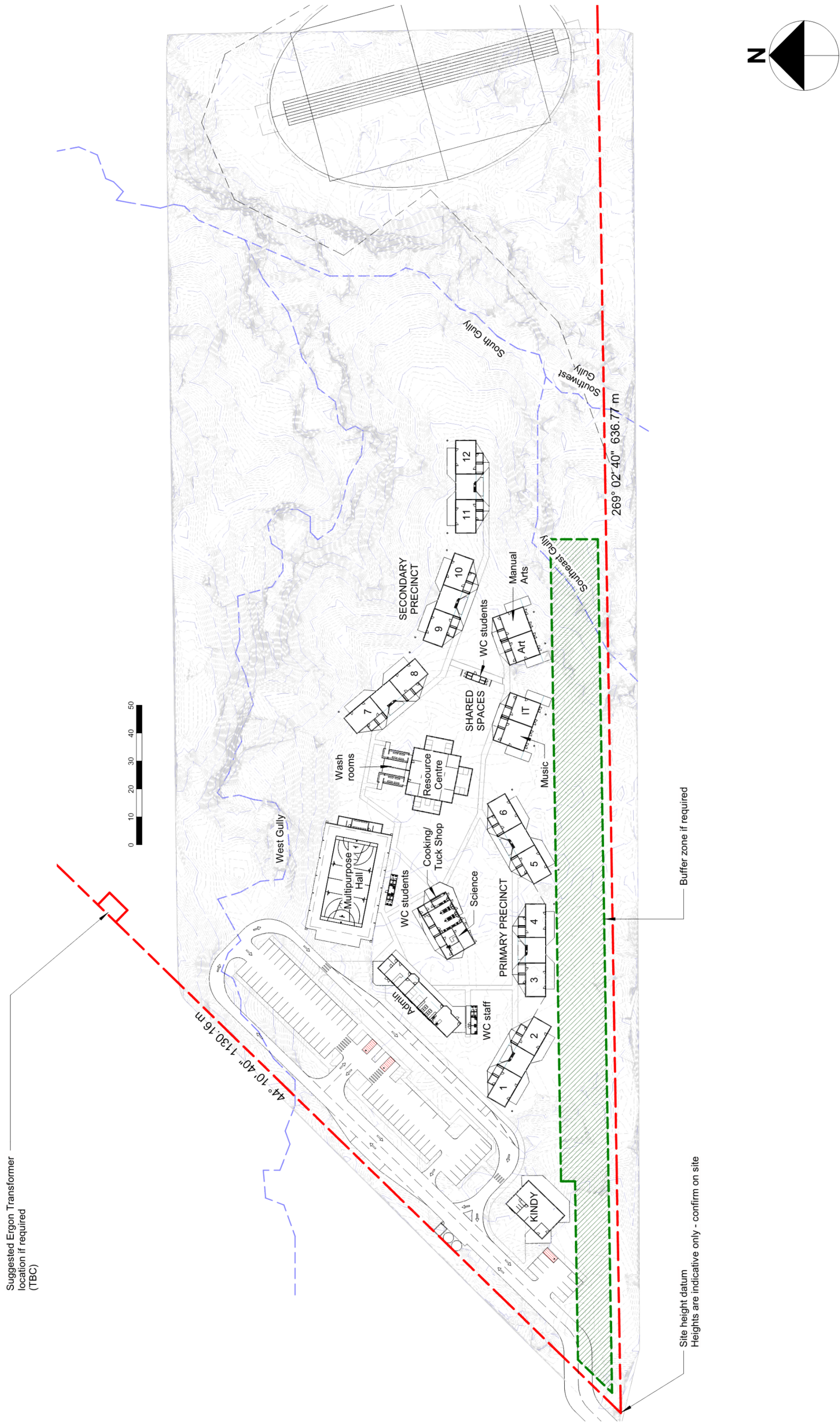
**Masterplan - 2041 School**  
162 / A041b

Issue	Details	Initial	Date
7	Updated Oval and Shed	SBW	10.10.2023
6	Updated Parking Layout	SBW	24.07.2023
5	Revised Access Point	SBW	20.07.2023
4	Updated Stages with revised parking	SBW	19.06.2023
3	Updated for Review	SBW	12.09.2022
2	Updated with Survey info	SBW	14.06.2022

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**Two Rivers Community School, Mareeba**  
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**Masterplan 2041 School B&W**  
162 / A041c  
10/10/2023 15:36:19

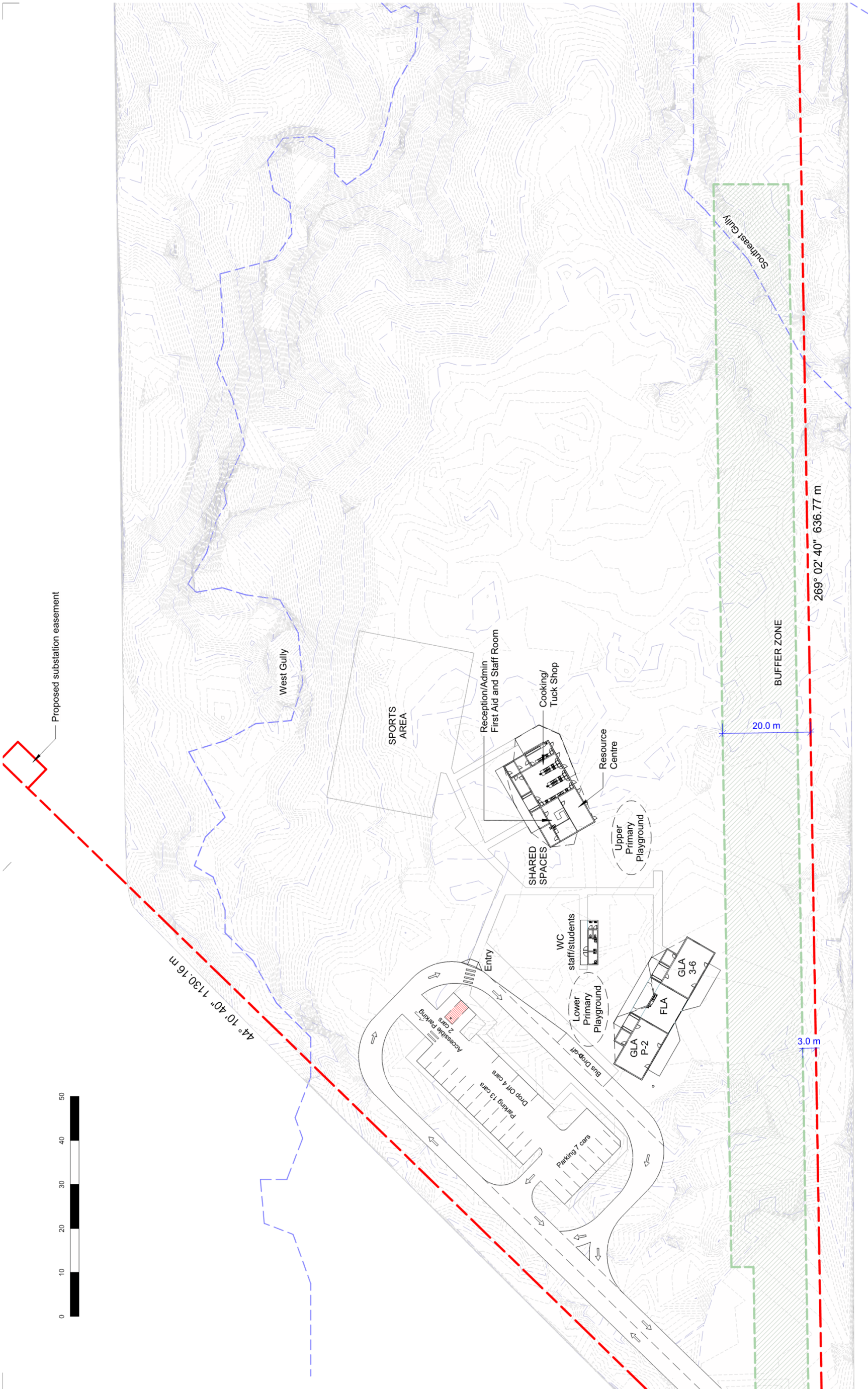
Issue	Details	Initial	Date
6	Updated Oval and Shed	SBW	10/10/2023
5	Updated Parking Layout	SBW	24/07/2023
4	Revised Access Point	SBW	20/07/2023
3	Updated Stages with revised parking	SBW	19/06/2023
2	Updated for Review	SBW	12/06/2022
1	Updated with Survey info	SBW	14/06/2022

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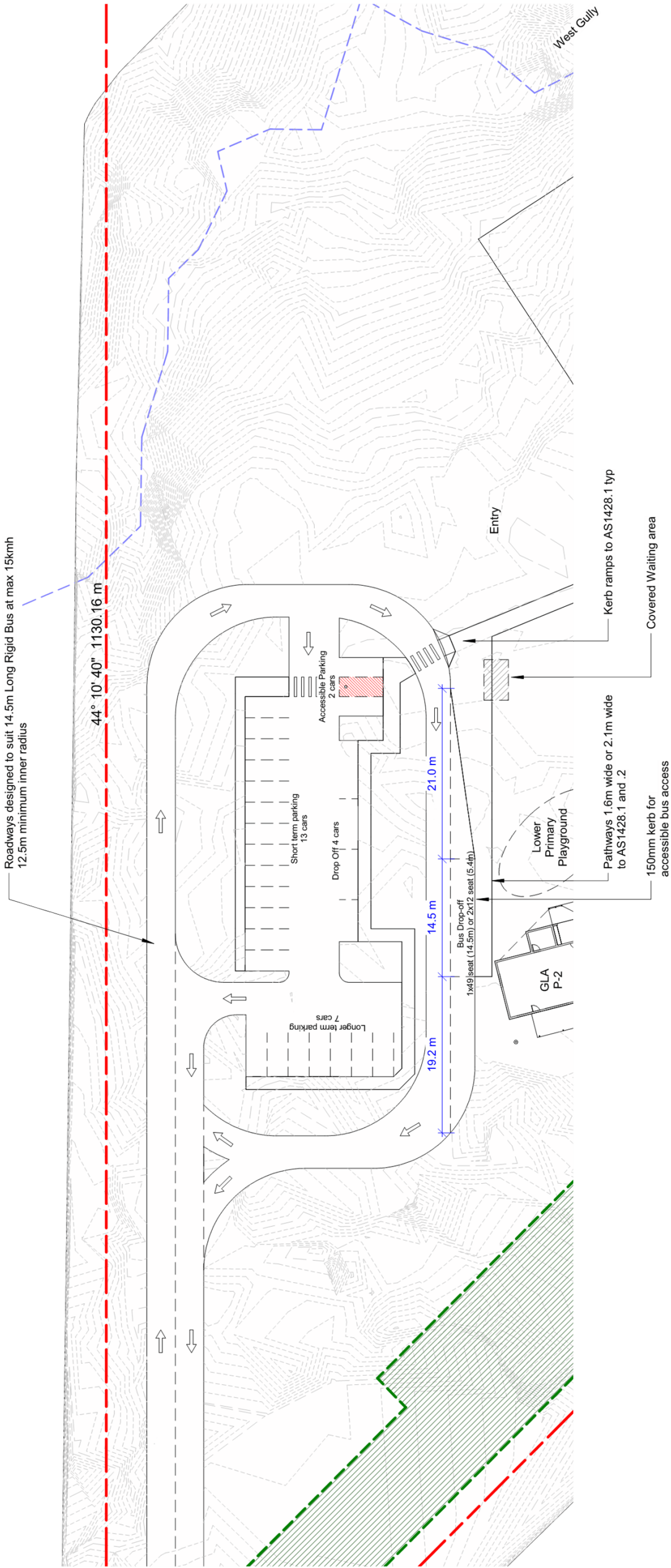
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**Stage 1 Plan**  
**162 / A111**

Issue	Details	Initial	Date
5	Updated Parking Layout	SBW	24.07.2023
4	Revised Access Point	SBW	20.07.2023
3	Updated Stages with revised parking	SBW	19.06.2023
2	Updated Staging	SBW	07.11.2022
1	Updated for Review	SBW	12.08.2022

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Version: 1, Version Date: 15/11/2023

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**Two Rivers Community School, Mareeba**  
267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)  
Lot 71 on SP292140, 287,300sqm, Zoned Rural

**Stage 1 Plan - Parking and Drop-off**

1 : 500 @ A3

162 / A112  
24/07/2023 15:09:00

Issue  
1  
2  
3

Updated Parking Layout  
Revised Access Point  
Parking Layouts

SWW  
SWW  
SWW

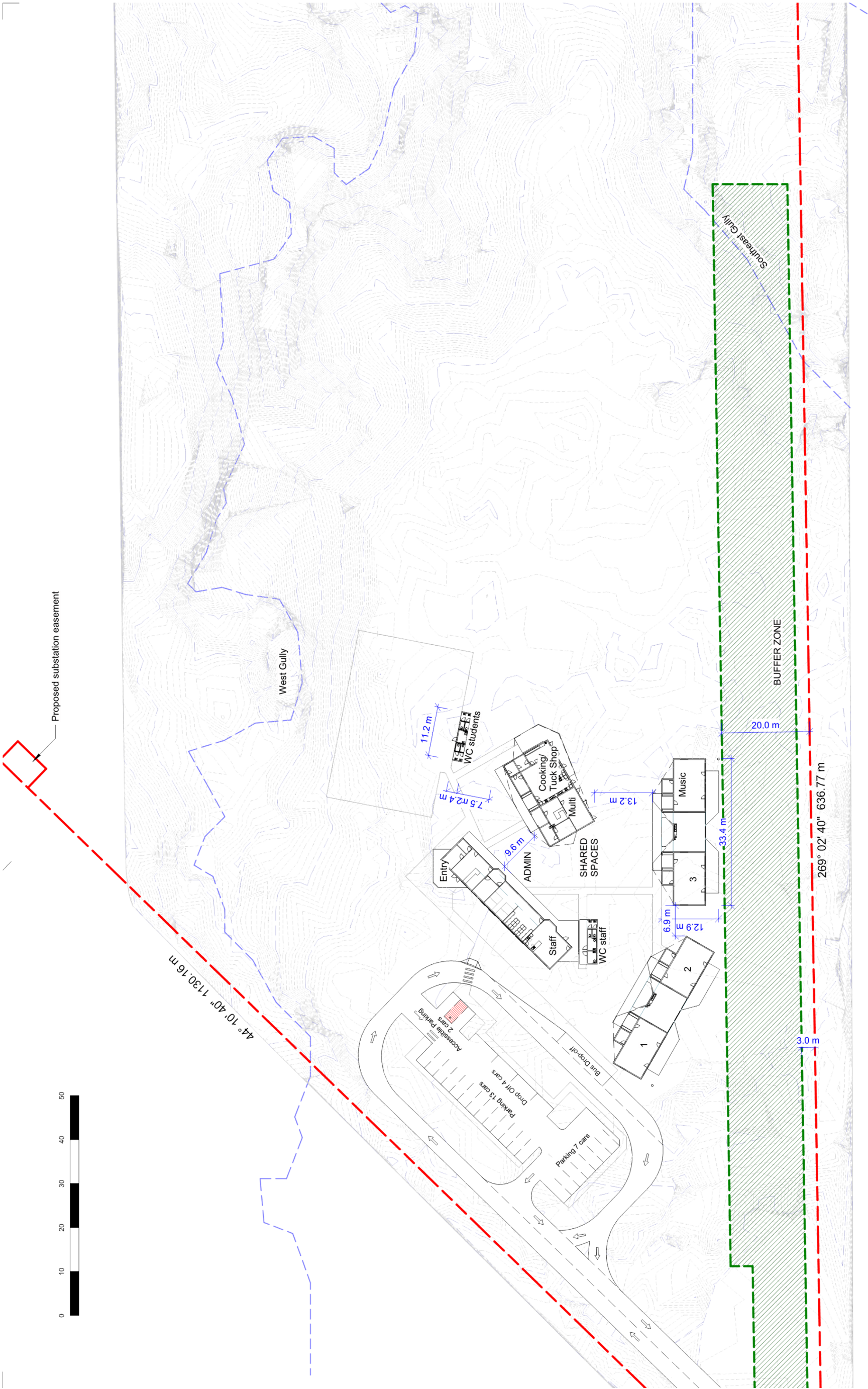
Initial  
Initial  
Initial

Date  
24.07.2023  
20.07.2023  
20.02.2023

Document Set ID: 4292677  
Version: 1, Version Date: 15/11/2023

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**Two Rivers Community School, Mareeba**  
 267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)  
 Lot 71 on SP292140, 287,300sqm, Zoned Rural

**1 : 750 @ A3**  
**Stage 2 Plan**  
 162 / A121  
 24/07/2023 15:09:01

Issue	Details	Initial	Date
5	Updated Parking Layout	SBW	24.07.2023
4	Revised Access Point	SBW	20.07.2023
3	Updated Stages with revised parking	SBW	19.06.2023
2	Updated Staging	SBW	07.11.2022
1	Updated for Review	SBW	12.08.2022

Contact: Stuart Withington BOAQ-5335, 0490 906 716, [stuart@lfe-design.net.au](mailto:stuart@lfe-design.net.au) [www.lfe-design.net.au](http://www.lfe-design.net.au)

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**Two Rivers Community School, Mareeba**  
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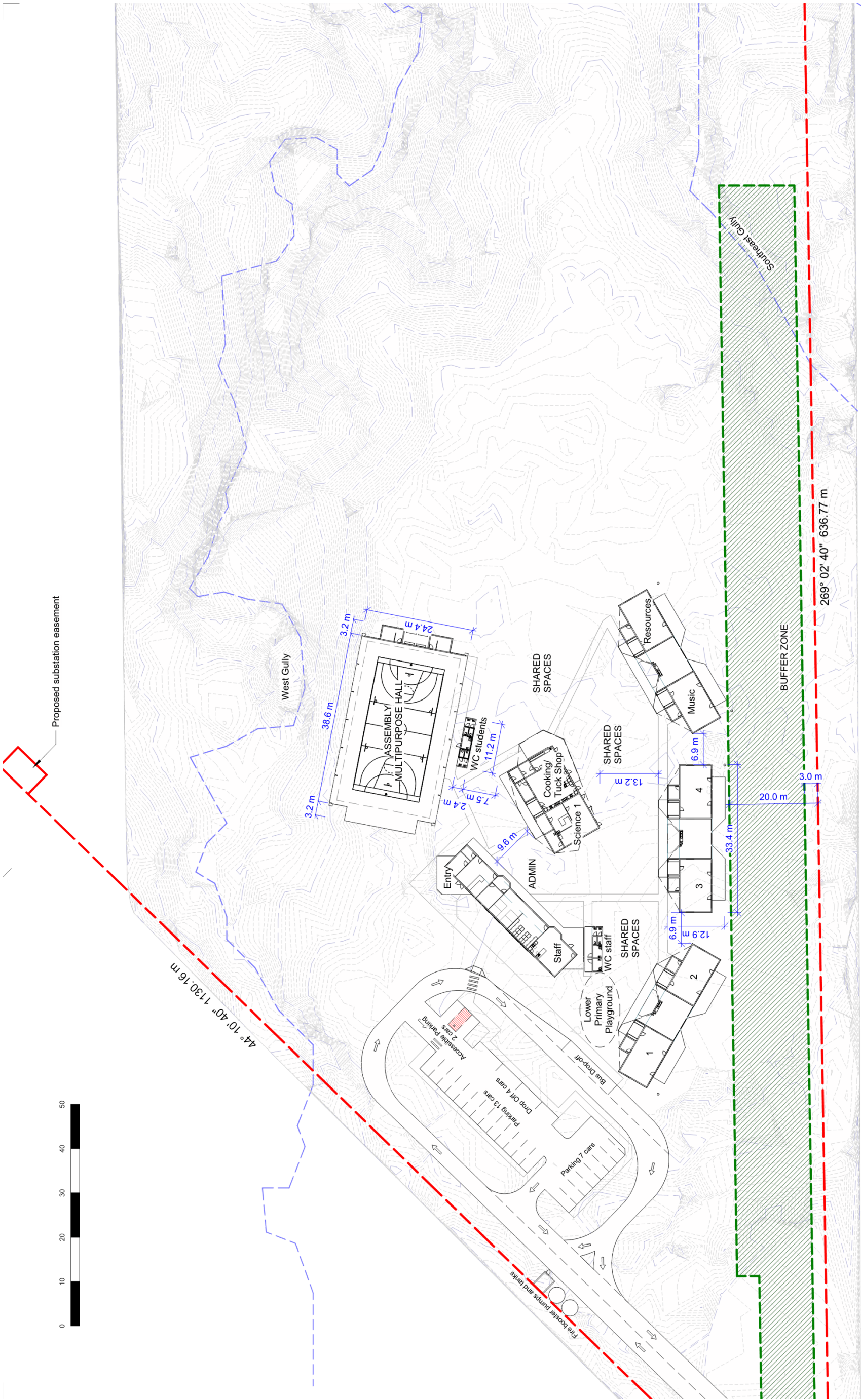
**1 : 750 @ A3**  
**Stage 3 Plan**  
**162 / A131**

Issue	Details	Initial	Date
6	Updated Parking Layout	SBW	24.07.2023
5	Revised Access Point	SBW	20.07.2023
4	Updated Stages with revised parking	SBW	19.06.2023
3	Updated Staging	SBW	07.11.2022
2	Updated for Review	SBW	12.08.2022
1	Updated masterplan Options	SBW	02.06.2022

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Version: 1, Version Date: 15/11/2023

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**1 : 750 @ A3**  
**Stage 4 Plan**  
**162 / A141**

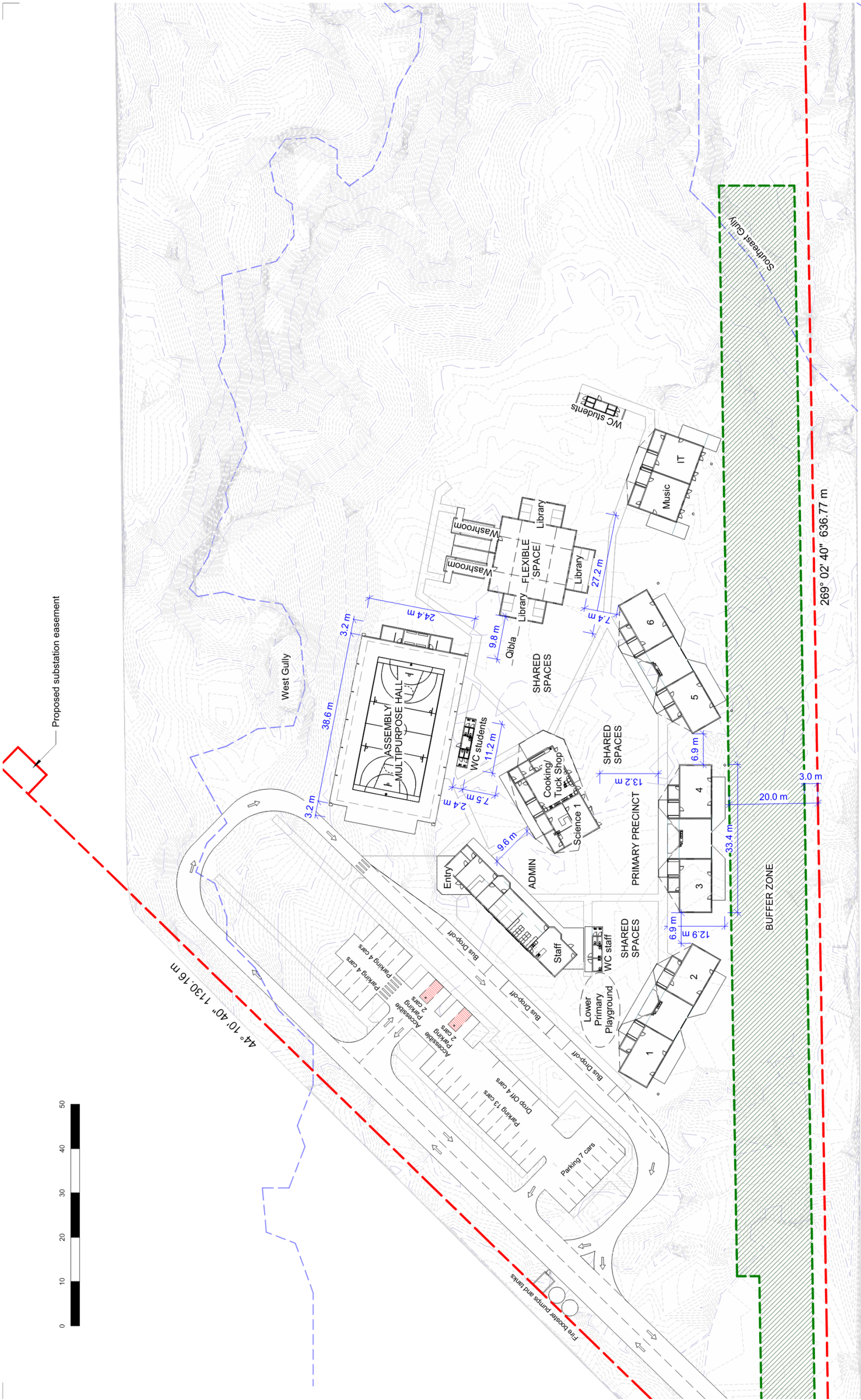
Issue	Details	Initial	Date
4	Updated Parking Layout	SBW	24.07.2023
3	Revised Access Point	SBW	20.07.2023
2	Updated Stages with revised parking	SBW	19.06.2023
1	Updated Staging	SBW	07.11.2022

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Version: 1, Version Date: 15/11/2023





**Two Rivers Community School, Mareeba**  
267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)  
Lot 71 on SP292140, 287,300sqm, Zoned Rural

**1 : 750 @ A3**  
**Stage 5 Plan**  
**162 / A151**

Issue	Details	Initial	Date
4	Updated Parking Layout	SBW	24.07.2023
3	Revised Access Point	SBW	20.07.2023
2	Updated Stages with revised parking	SBW	19.06.2023
1	Updated Staging	SBW	07.11.2022

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Version: 1, Version Date: 15/11/2023

Contact: Stuart Withington BOAQ-5335, 0490 906 716, stuart@lifedesign.net.au www.lifedesign.net.au





**Two Rivers Community School, Mareeba**  
267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)  
Lot 71 on SP292140, 287,300sqm, Zoned Rural

**1 : 750 @ A3**  
**Final Plan**  
**162 / A161**

Issue	Details	Initial	Date
7	Updated Parking Layout	SBW	24.07.2023
6	Revised Access Point	SBW	20.07.2023
5	Updated Stages with revised parking	SBW	19.06.2023
4	Updated Labels	SBW	13.01.2023
3	Updated Staging	SBW	07.11.2022
2	Updated for Review	SBW	12.08.2022

Document Set ID: 4292677  
Version: 1, Version Date: 15/11/2023

Contact: Stuart Withington BOAQ-5335, 0490 906 716, stuart@lifedesign.net.au www.lifedesign.net.au

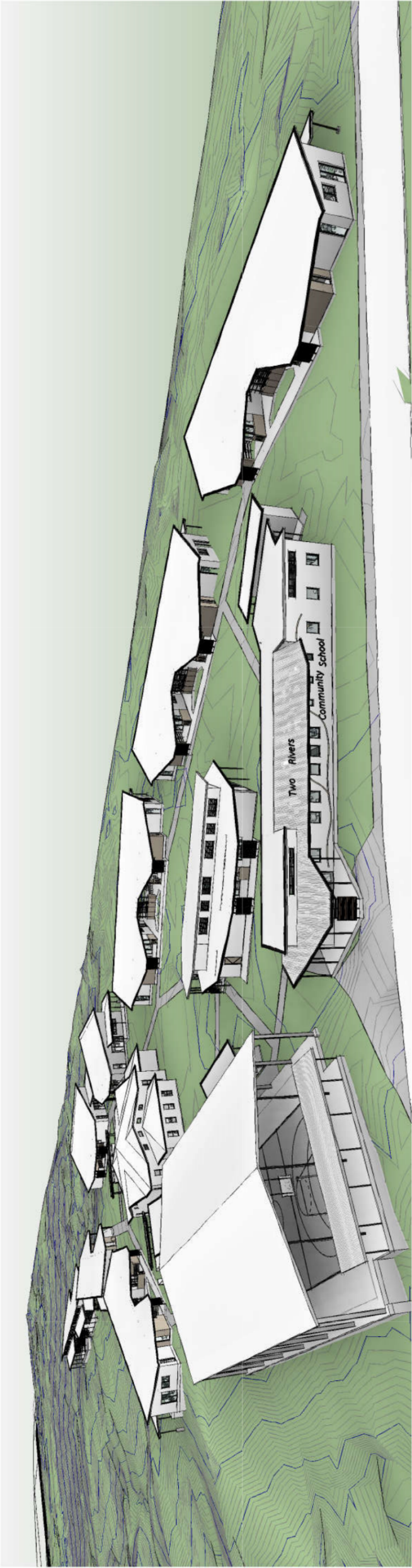




*Two Rivers Community School, Mareeba*  
267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)  
Lot 71 on SP292140, 287,300sqm, Zoned Rural

1 : 500 @ A3				
ng and Drop-off				
162 / A162				
24/07/2023 15:09:26				
	Issue	Details	Initial	Date
	3	Updated Parking Layout	SBW	24.07.2023
	2	Revised Access Point	SBW	20.07.2023
	1	Parking Layouts	SBW	20.02.2023
Contact:	Stuart Wittington BOA-5335,	0490 906 716,	stuart@lifedesign.net.au	www.lifedesign.net.au





1 Persp - Birdseye from car park



2 Persp - Birdseye from East



Two Rivers Community School, Mareeba  
267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)  
Lot 71 on SP292140, 287,300sqm, Zoned Rural

3D Views - Birdseye @ A3  
162 / A901  
24/07/2023 15:10:12

Issue		Details		Initial		Date	
4	Updated Parking Layout	SBW	24.07.2023				
3	Revised Access Point	SBW	20.07.2023				
2	Updated for Review	SBW	12.08.2022				
1	Updated with Survey info	SBW	14.06.2022				

Contact: Stuart Withington BOAQ-5335, 0490 906 716, stuart@lifedesign.net.au www.lifedesign.net.au






1 Persp - Birdseye from North



2 Persp - Birdseye from South



Two Rivers Community School, Mareeba

267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)  
Lot 71 on SP292140, 287,300sqm, Zoned Rural

3D Views - Birdseye @ A3

162 / A902

24/07/2023 15:10:54

4 Updated Parking Layout

3 Revised Access Point

2 Updated for Review

1 Updated with Survey info

SBW

SBW

SBW

SBW

24.07.2023

20.07.2023

12.08.2022

14.06.2022

Initial

Initial

Initial

Initial

Issue

Details

Date

Contact: Stuart Withington BOAQ-5335, 0490 906 716, stuart@lifedesign.net.au www.lifedesign.net.au

Document Set ID: 4292677

Version: 1, Version Date: 15/11/2023





1 Persp - Entry



2 Persp - from bridge



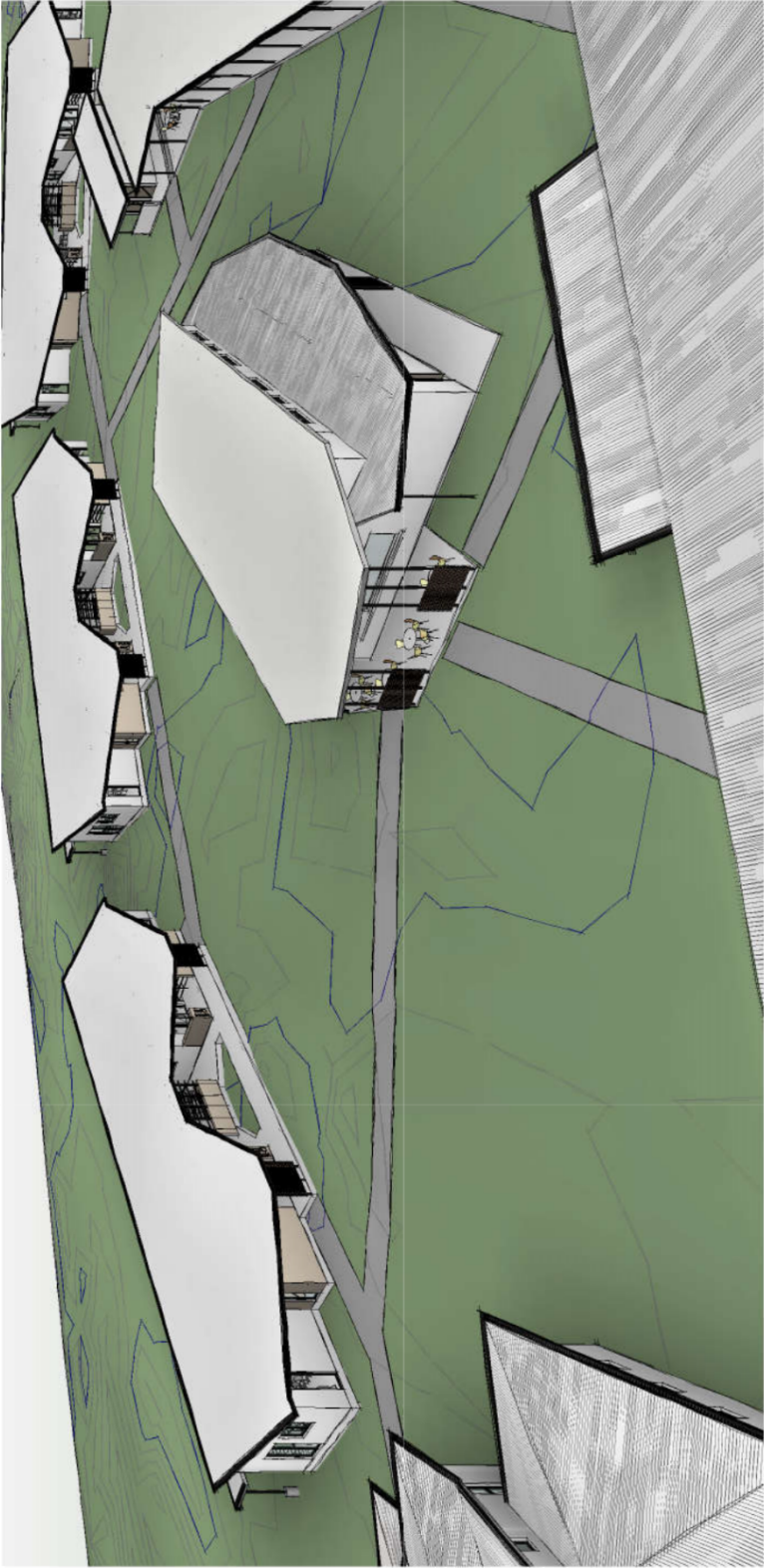
Two Rivers Community School, Mareeba  
267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)  
Lot 71 on SP292140, 287,300sqm, Zoned Rural

3D View from Entry @ A3  
162 / A903  
24/07/2023 15:11:30

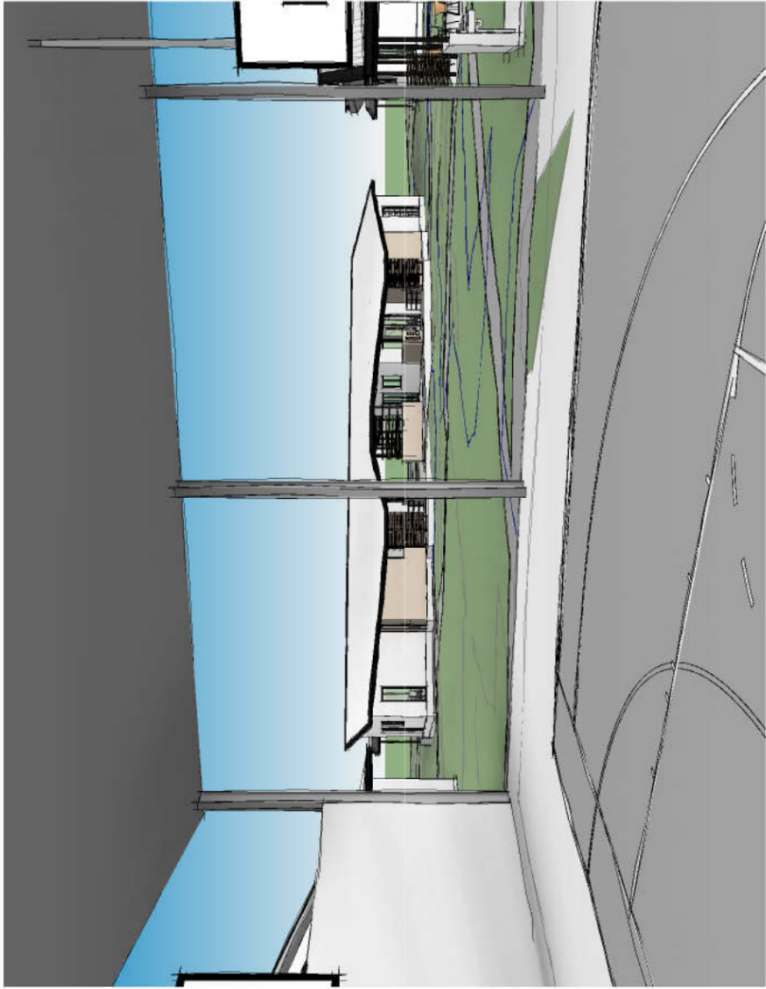
Issue		Details		Initial		Date	
4	Updated Parking Layout	SBW	24.07.2023				
3	Revised Access Point	SBW	20.07.2023				
2	Updated for Review	SBW	12.08.2022				
1	Updated with Survey info	SBW	14.06.2022				

Contact: Stuart Withington BOAQ-5335, 0490 906 716, stuart@lifedesign.net.au www.lifedesign.net.au





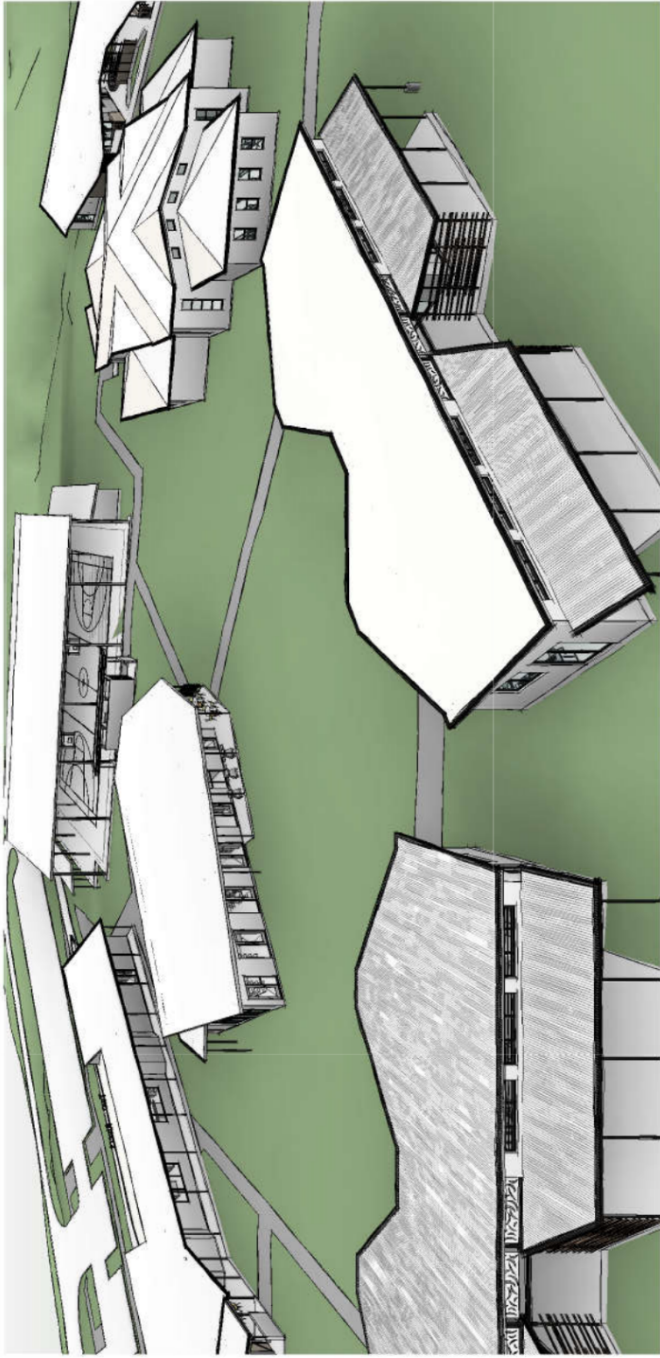
1 Persp - Courtyard from North



4 Persp - Courtyard from Hall



3 Persp - Courtyard from Entry



2 Persp - Courtyard from South



Two Rivers Community School, Mareeba  
267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)  
Lot 71 on SP292140, 287,300sqm, Zoned Rural

@ A3  
3D Views - Internal courtyard  
162 / A911  
24/07/2023 15:12:06

Issue	Details	Initial	Date
4	Updated Parking Layout	SBW	24.07.2023
3	Revised Access Point	SBW	20.07.2023
2	Updated for Review	SBW	12.08.2022
1	Updated with Survey info	SBW	14.06.2022



RA6-N



SARA reference: 2311-38006 SRA  
Council reference: MCU/23/0012  
Applicant reference: F22/31

30 May 2024

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

Attention: Carl Ewin

Dear Sir/Madam

**SARA referral agency response**  
(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 21 December 2023.

**Response**

Outcome:	Referral agency response – with conditions
Date of response:	30 May 2024
Conditions:	The conditions in <b>Attachment 1</b> must be attached to any development approval
Advice:	Advice to the applicant is in <b>Attachment 2</b>
Reasons:	The reasons for the referral agency response are in <b>Attachment 3</b>

**Development details**

Description:	Development permit	Material change of use - Educational Establishment
SARA role:	Referral agency	
SARA trigger:	Schedule 10, Part 3, Division 4, Table 3, Item 1 (10.3.4.3.1) of the Planning Regulation 2017 - Clearing native vegetation	



2311-38006 SRA

Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1  
(10.9.4.1.1.1) of the Planning Regulation 2017 - State transport  
infrastructure thresholds

SARA reference: 2311-38006 SRA  
Assessment manager: Mareeba Shire Council  
Street address: 267 Mciver Road, Mareeba  
Real property description: Lot 71 on SP292140  
Applicant name: Two Rivers Community School C/- Freshwater Planning Pty Ltd  
Applicant contact details: 17 Barron View Drive  
Freshwater QLD 4870  
freshwaterplanning@outlook.com

*Human Rights Act 2019*  
considerations: A consideration of the 23 fundamental human rights protected under  
the *Human Rights Act 2019* has been undertaken as part of this  
decision. It has been determined that this decision does not limit  
human rights.

## Representations

An applicant may make representations to a concurrence agency, at any time before the application is  
decided, about changing a matter in the referral agency response (s.30 Development Assessment  
Rules). Copies of the relevant provisions are in **Attachment 4**.

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

For further information please contact Isley Peacey, Senior Planning Officer, on 4037 3202 or via email  
CairnsSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Brett Nancarrow  
Manager (Planning)

cc Two Rivers Community School, freshwaterplanning@outlook.com  
enc Attachment 1 - Referral agency conditions  
Attachment 2 - Advice to the applicant  
Attachment 3 - Reasons for referral agency response  
Attachment 4 - Representations about a referral agency response provisions  
Attachment 5 - Documents referenced in conditions



2311-38006 SRA

## Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the documents referenced below are found at Attachment 5)

No.	Conditions	Condition timing
<b>Material change of use – Educational Establishment</b>		
10.3.4.3.1 – Native vegetation clearing - The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the Department of Resources 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):		
1.	Clearing of vegetation must: (a) only occur within Area A(A1) and Area C(C1) as shown on the attached: (i) Vegetation Management Plan, prepared by Queensland Government, reference VMP 2311-38006 SRA, Sheet 1 of 1, version 1; and (ii) Attachment to Vegetation Management Plan VMP 2311-38006 SRA Derived Reference Points for GPS; (b) not exceed 3.314 hectares.	At all times
2.	Built infrastructure, other than for roads, tracks, fences and underground services, must not be established, constructed or located within Area C(C1) as shown on the attached: (i) Vegetation Management Plan, prepared by Queensland Government, reference VMP 2311-38006 SRA, Sheet 1 of 1, version 1; and (ii) Attachment to Vegetation Management Plan VMP 2311-38006 SRA Derived Reference Points for GPS.	At all times
3.	Any person(s) engaged or employed to carry out the clearing of vegetation under this development approval must be provided with a full copy of this development approval and must be made aware of the full extent of clearing authorised by this development approval.	Prior to clearing

No.	Conditions	Condition timing
<b>Material change of use – Educational Establishment</b>		
10.9.4.1.1.1– State transport infrastructure thresholds—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):		
<b>Stormwater management</b>		
4.	(a) The stormwater management of the development must not cause a worsening to the operating performance of the railway corridor such that any works on the land must not: (i) create any new discharge points for stormwater runoff onto the railway corridor. (ii) concentrate or increase the velocity of flows to the railway corridor. (iii) interfere with and/or cause damage to the existing stormwater drainage on the railway corridor (iv) surcharge any existing culvert or drain on the railway corridor. (v) reduce the quality of stormwater discharge onto the railway	(a) At all times



2311-38006 SRA

	<p>corridor.</p> <p>(b) Submit RPEQ certification, with supporting documentation, to the Program Delivery and Operations Unit, Far North Queensland Region (Far.North.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been designed in accordance with part (a) of this condition.</p> <p>(c) Submit RPEQ certification, with supporting documentation, to the Program Delivery and Operations Unit, Far North Queensland Region (Far.North.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with part (a) of this condition.</p>	<p>(b) Prior to obtaining development approval for operational work or building work, whichever occurs first, for the first stage</p> <p>(c) Within 20 business days of the completion of works, for the relevant stage</p>
<b>Railway level crossing safety</b>		
5.	<p>(a) The railway level crossing of the Mungana Branch Line at Chewko Road (ID: LXR_02336) must be upgraded to include the following:</p> <ul style="list-style-type: none"> <li>(i) the road approaching the crossing is aligned to be perpendicular to the railway corridor between its intersection with Chewko Road and extending for at least 20m beyond the outer rail track (edge running rail) on the southern approach to the crossing.</li> <li>(ii) a road carriageway width at the level crossing that is at least 7.5m (2 x 3.75m traffic lanes), plus a 1.5m wide verge on both sides of the road.</li> <li>(iii) a sealed surface of asphaltic concrete, or similar material, which extends over the crossing and for a minimum distance of 10m from the outer rail track (edge running rail) on each road approach to the crossing, ensuring a maximum grade change of 6%, in accordance with the following standards: <ul style="list-style-type: none"> <li>• 'Level crossings – Details of Sign Posting', prepared by Queensland Rail, dated 13/08/20, drawing number QR-C-S3394 and issue A.</li> <li>• 'Level crossings – Details of Private and Queensland Rail Maintenance Road Grading and Sign Posting', prepared by Queensland Rail, dated 13/08/20, drawing number QR-C-S3395 and issue A.</li> <li>• a RPEQ certified crossing foundation suitable for the proposed weight and volume of the maximum design vehicle.</li> </ul> </li> </ul> <p>(b) Provide written evidence from the railway manager to the Program Delivery and Operations Unit, Far North Queensland Region (Far.North.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads confirming that the development has been designed and constructed in accordance with part (a) of this condition.</p>	<p>(a) and (b) Prior to the commencement of operational work or building work, whichever occurs first</p>
6.	<p>(a) The railway level crossing of the Mungana Branch Line at Chewko Road (ID: LXR_02336) must be upgraded to include the following safety controls in accordance with AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i>, comprising the following for each road approach to the level crossing:</p> <ul style="list-style-type: none"> <li>(i) a RX-2 assembly with R6-25 signage with two pipe posts in accordance with section 2.2.2 of AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i> and associated Queensland Rail's 'Standard Level</li> </ul>	<p>(a) and (c) Prior to the commencement of operational work or building work, whichever occurs first</p>



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	<p>Crossings Traffic Signs for Private &amp; QR Maintenance Level Crossings', dated 25/05/2005 and drawing number 2588;</p> <p>(ii) stop lines in accordance with section 3.3 and Figure 4.6 of AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i>;</p> <p>(iii) no-overtaking barrier line in accordance with Section 3.5 and Figure 4.6 of AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i>; and</p> <p>(iv) incident Reporting Signage (quoting crossing reference 2336) in accordance with 'Level Crossings – Incident Reporting Sign', prepared by Queensland Rail, dated 16/02/06, drawing number 2622 and Issue A</p> <p>(v) railway crossing advance warning signage on both Chewko Road approaches to the railway level crossing in accordance with Section 2.2.5 and Figure 4.10 of AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i></p> <p>(vi) railway crossing advance warning signage on the southern approach (Unnamed Road) to the railway level crossing in accordance with:</p> <ul style="list-style-type: none"> <li>Section 2.2.5 and Figure 4.10 of AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i>; OR</li> <li>Figure 4.5 of AS1742.7:2016 <i>Manual of uniform traffic control devices, Part 7: Railway Crossings</i>.</li> </ul> <p>(b) The existing safety controls at the railway level crossing of the Mungana Branch Line at Chewko Road (ID: LXR_02336) namely, the railway crossing stop assembly (RX-2) must be removed.</p> <p>(c) Provide written evidence from the railway manager to the Program Delivery and Operations Unit, Far North Queensland Region (Far.North.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads confirming that the development has been designed and constructed in accordance with part (a) and (b) of this condition.</p>	<p>(b) Following the completion of part (a) of this condition</p>
<b>Public passenger transport</b>		
7.	<p>(a) Provide a school bus setdown facility at the location shown on the Stage 1 Plan – Parking and Drop-off, prepared by Life Design, dated 24/07/2023, drawing number 162/A112 and issue 3 (as amended in red).</p> <p>(b) The school bus setdown facility must be in accordance with the <i>Disability Standards for Accessible Public Transport 2002</i> made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i> and include the following components:</p> <p>(i) one (1) continuous bus zone with capacity to accommodate the setdown of 1 x single unit rigid bus of 14.5m in length in accordance with Section 5.6.3.1 and Table 5-7 of Chapter 5 of the <i>Public Transport Infrastructure Manual 2015</i>.</p> <p>(ii) bus zone line marking and bus zone signage at either end of the bus zone in accordance with AS1742.11 – <i>Manual of uniform traffic control devices, Part 11: Parking controls</i>.</p> <p>(iii) a waiting area with shelter, seats and a bin in accordance with P2.1 – P2.4, S2, Outcome 1, Table 2 of <i>Planning for Safe Transport Infrastructure at Schools</i>.</p>	<p>(a) and (b) Prior to the commencement of use for Stage 1</p>



2311-38006 SRA

8.	<p>(a) Provide a school bus setdown facility at the location shown on the Final Plan – Parking and Drop-off, prepared by Life Design, dated 24/07/2023, drawing number 162/A162 and issue 3 (as amended in red).</p> <p>(b) The school bus setdown facility must be in accordance with the <i>Disability Standards for Accessible Public Transport 2002</i> made under subsection 31(1) of the <i>Disability Discrimination Act 1992</i> and include the following components:</p> <ul style="list-style-type: none"> <li>(i) one (1) continuous bus zone with capacity to accommodate the concurrent setdown of 3 x single unit rigid buses of 14.5m in length with independent operation in-between in accordance with Section 5.6.3.1 and Table 5-7 of Chapter 5 of the <i>Public Transport Infrastructure Manual 2015</i>.</li> <li>(ii) bus zone line marking and bus zone signage at either end of the bus zone in accordance with AS1742.11 – Manual of uniform traffic control devices, Part 11: Parking controls.</li> <li>(iii) a waiting area with shelter, seats and a bin in accordance with P2.1 – P2.4, S2, Outcome 1, Table 2 of <i>Planning for Safe Transport Infrastructure at Schools</i>.</li> </ul>	(a) and (b) Prior to the commencement of use for Stage 5
9.	<p>The property access and internal roadway shown on Masterplan 2041 School B&amp;W, prepared by Life Design, dated 10/10/2023, drawing number 162/A041c and issue 6 (as amended in red) must be designed and constructed to be in accordance with the following to accommodate a single unit rigid bus of 14.5m in length:</p> <ul style="list-style-type: none"> <li>(c) accommodate the swept path of a single unit rigid bus of 14.5m in length in accordance with Austroads Design Vehicles and Turning Path Templates;</li> <li>(d) include wayfinding signage to identify the separate vehicular routes to passenger loading zones, parking areas, exits and the like in accordance with the Queensland Manual of Uniform Traffic Control Devices, Part 2: Traffic Control Devices for General Use; and</li> <li>(e) provide priority movement to the 'bus route' over private vehicle routes by installing give way pavement marking and signage in accordance with sections 2.5 and 5.5.2 of Queensland Manual of Uniform Traffic Control Devices, Part 2: Traffic Control Devices for General Use.</li> </ul>	Prior to the commencement of use for the relevant stage
<b>Pedestrian and cyclist access</b>		
10.	<p>(a) Provide the external and internal pedestrian pathway network, generally in accordance with the Stage 1 Plan – Parking and Drop-off, prepared by Life Design, dated 24/07/2023, drawing number 162/A112 and issue 3 (as amended by SARA in red).</p> <p>(b) The active transport network in part (a) of this condition must be in accordance with Table 1: Active Transport and Schedule 1 of <i>Planning for Safe Transport Infrastructure at Schools</i>.</p>	(a) and (b) Prior to the commencement of use for the relevant stage



2311-38006 SRA

## Attachment 2—Advice to the applicant and assessment manager

Advice to the applicant:

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> , its regulation or the State Development Assessment Provisions (SDAP) (version 3.0). If a word remains undefined it has its ordinary meaning.
Clearing of native vegetation	
2.	To request an electronic file of the GPS coordinates/Derived Reference Points contained in an Attachment of this decision notice, email a request to the Department of Resources at <a href="mailto:vegetation.support@resources.qld.gov.au">vegetation.support@resources.qld.gov.au</a> include application reference 2311-38006 SRA.
Works on a railway corridor	
3.	<p>Pursuant to section 255 of the <i>Transport Infrastructure Act 1994</i>, the railway manager's written approval is required to carry out works in or on a railway corridor or otherwise interfere with the railway or its operations.</p> <p>All works in the railway corridor such as but not limited to pipeline crossings, service and utility connections and level crossing upgrades will require relevant approvals to be obtained from the railway manager such as a licence to enter and construct and a wayleave agreement. Please refer to Queensland Rail specification MD-20-173 – <i>Civil Non-Queensland Rail Underground Services in Queensland Rail Property</i>.</p> <p>Please note: The Department of Transport and Main Roads advise that the upgrades to the railway level crossing will be designed and constructed by the railway manager (Queensland Rail) or its approved contractor at the applicant's expense. The applicant is responsible for obtaining any necessary approvals, contract arrangements, and/or other agreements from the railway manager for the design and construction of the upgraded level crossing.</p> <p>You will also need to contact the railway manager to discuss available track closures to schedule the work, if approved.</p> <p>Please be advised that this referral agency response does not constitute an approval under section 255 of the <i>Transport Infrastructure Act 1994</i> and that such approvals need to be separately obtained from the railway manager.</p> <p>The applicant should contact the Queensland Rail property team at <a href="mailto:QRPropertyWayleaves@qr.com.au">QRPropertyWayleaves@qr.com.au</a> in relation to obtaining the necessary approvals.</p>

Advice to the Assessment Manager under section 56(3) of the *Planning Act 2016*:

General advice	
1.	<p>The railway level crossing of the Mungana Branch Line at Chewko Road (ID: LXR_02336) is a public level crossing and will need to be included within the Interface Agreement with Queensland Rail.</p> <p>Please contact Queensland Rail to discuss this - <a href="mailto:QRPropertyWayleaves@qr.com.au">QRPropertyWayleaves@qr.com.au</a></p>



2311-38006 SRA

### Attachment 3—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

#### The reasons for the SARA's decision are:

The development complies with SDAP State code 6: Protection of state transport networks. Specifically, the development:

- Does not have an adverse impact on state transport infrastructure, public passenger transport infrastructure, active transport infrastructure and public passenger services
- Maintains the operating performance of the transport network;
- Ensures development enables safe and convenient access to public passenger transport
- does not create a safety hazard for users of state transport infrastructure or public passenger services
- does not result in a worsening of the physical condition or operating performance of the state transport network
- does not compromise the state's ability to cost-effectively construct, operate and maintain state transport infrastructure
- provides public passenger transport infrastructure to enable development to be serviced by public passenger transport;
- provides safe and direct access to public passenger transport infrastructure or active transport infrastructure, including access by cycling and walking.

The development complies with SDAP State code 16: Native vegetation clearing. Specifically, the development:

- clearing is minimised in order to conserve vegetation, avoid land degradation and loss of biodiversity, and maintain ecological processes;
- greenhouse gas contributions are minimised through continued ability for carbon sequestration processes to occur;
- adequate vegetation is maintained to sustainably manage the impacts of clearing on ecosystems and biodiversity, and avoids significant residual impacts upon MSES; and
- impacts on vegetation are minimised where avoidance is not possible.
- There are no notices requiring compliance, vegetation management requirements or legally secured offset areas within the development site.

#### Material used in the assessment of the application:

- the development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- the SDAP (version 3.0), as published by SARA
- the Development Assessment Rules
- SARA DA Mapping system
- State Planning Policy mapping system
- section 58 of the *Human Rights Act 2019*

### Attachment 4—Representations about a referral agency response provisions

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2311-38006 SRA

## **Attachment 5—Documents referenced in conditions**

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## Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules<sup>1</sup> regarding **representations about a referral agency response**

### Part 6: Changes to the application and referral agency responses

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#### 28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
- (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
  - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
  - (c) the applicant has given written agreement to the change to the referral agency response.<sup>2</sup>
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
- (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and
  - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

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<sup>1</sup> Pursuant to Section 68 of the *Planning Act 2016*

<sup>2</sup> In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.



## Part 7: Miscellaneous

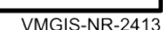
### 30 Representations about a referral agency response

- 30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.<sup>3</sup>

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<sup>3</sup> An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.







**Attachment to Plan: 2311-38006 SRA**  
**Derived Reference Points**  
**Datum: GDA2020, Projection: MGA Zone 55**

**PLANS AND DOCUMENTS**  
**referred to in the REFERRAL**  
**AGENCY RESPONSE**



**SARA ref:** 2311-38006 SRA

**Date:** 30 May 2024

**Notes:** Derived Reference Points are provided to assist in the location of area boundaries.

Responsibility for locating these boundaries lies solely with the landholder and delegated contractor(s).

Coordinates start at a point indicated on the accompanying plan and continue sequentially when labels are not shown.

Part ID	Unique ID	Easting	Northing
C1	1	329230	8117242
C1	2	329196	8117245
C1	3	329196	8117250
C1	4	329198	8117254
C1	5	329200	8117259
C1	6	329203	8117263
C1	7	329206	8117266
C1	8	329209	8117269
C1	9	329214	8117272
C1	10	329218	8117274
C1	11	329218	8117274
C1	12	329226	8117278
C1	13	329227	8117278
C1	14	329227	8117279
C1	15	329227	8117284
C1	16	329227	8117285
C1	17	329227	8117286
C1	18	329225	8117288
C1	19	329225	8117289
C1	20	329224	8117289
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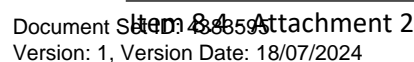
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Page 1 of 2

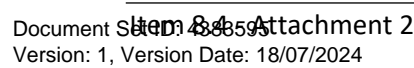


Date: 30 May 2024





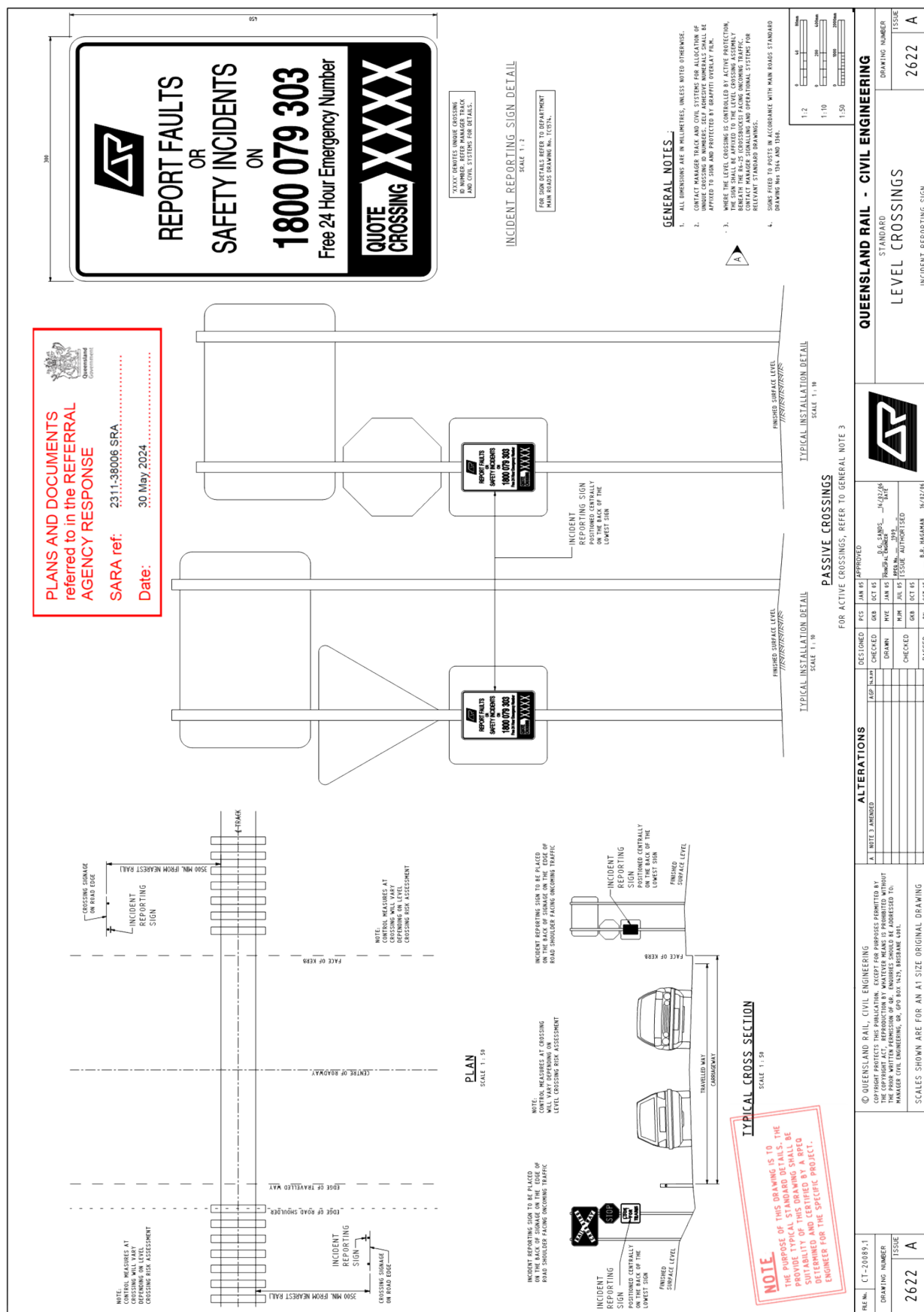




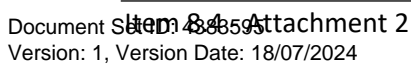


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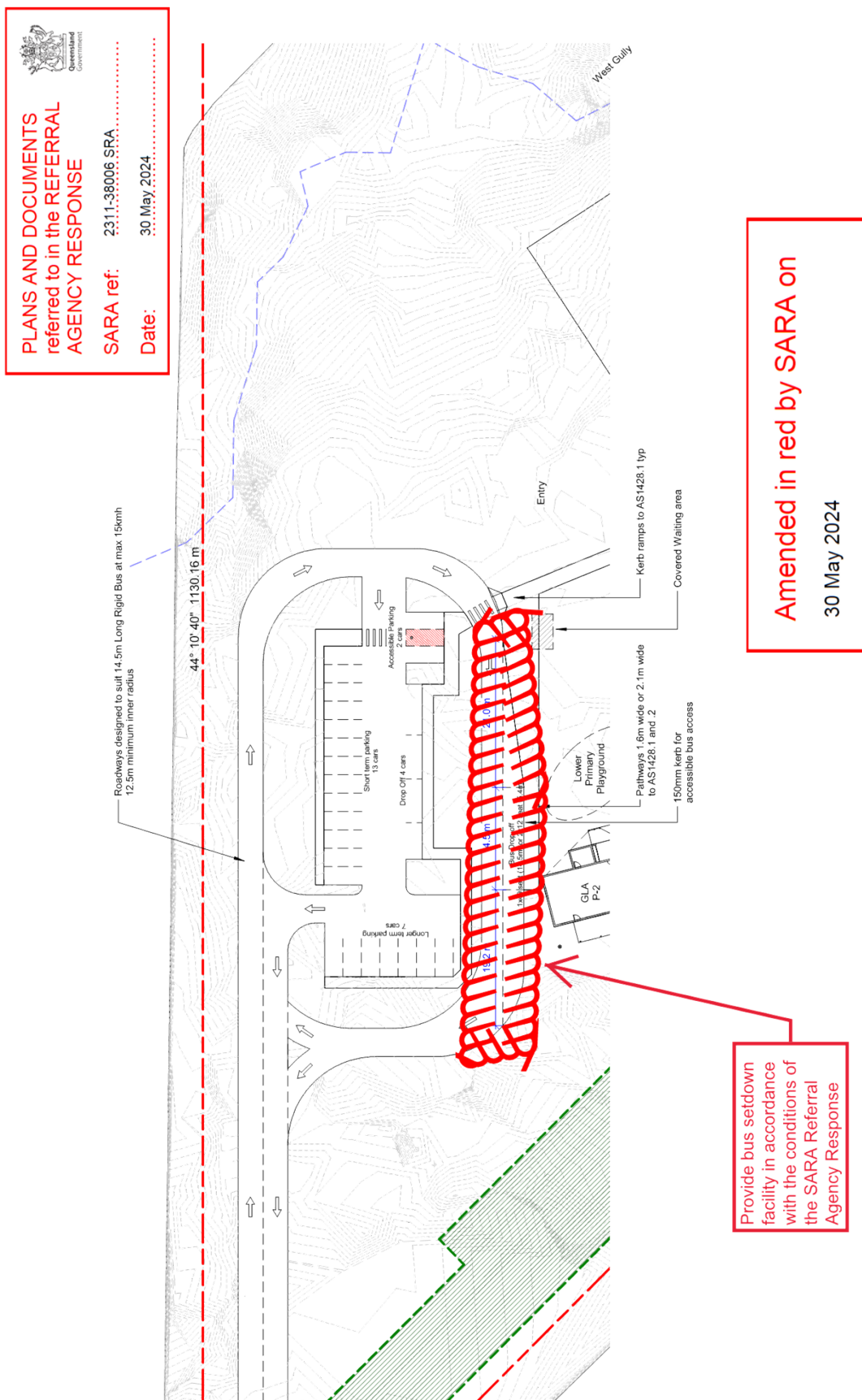















**Two Rivers Community School, Mareeba**

267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)

Lot 71 on SP292140, 287,300sqm, Zoned Rural

1: 500 @ A3

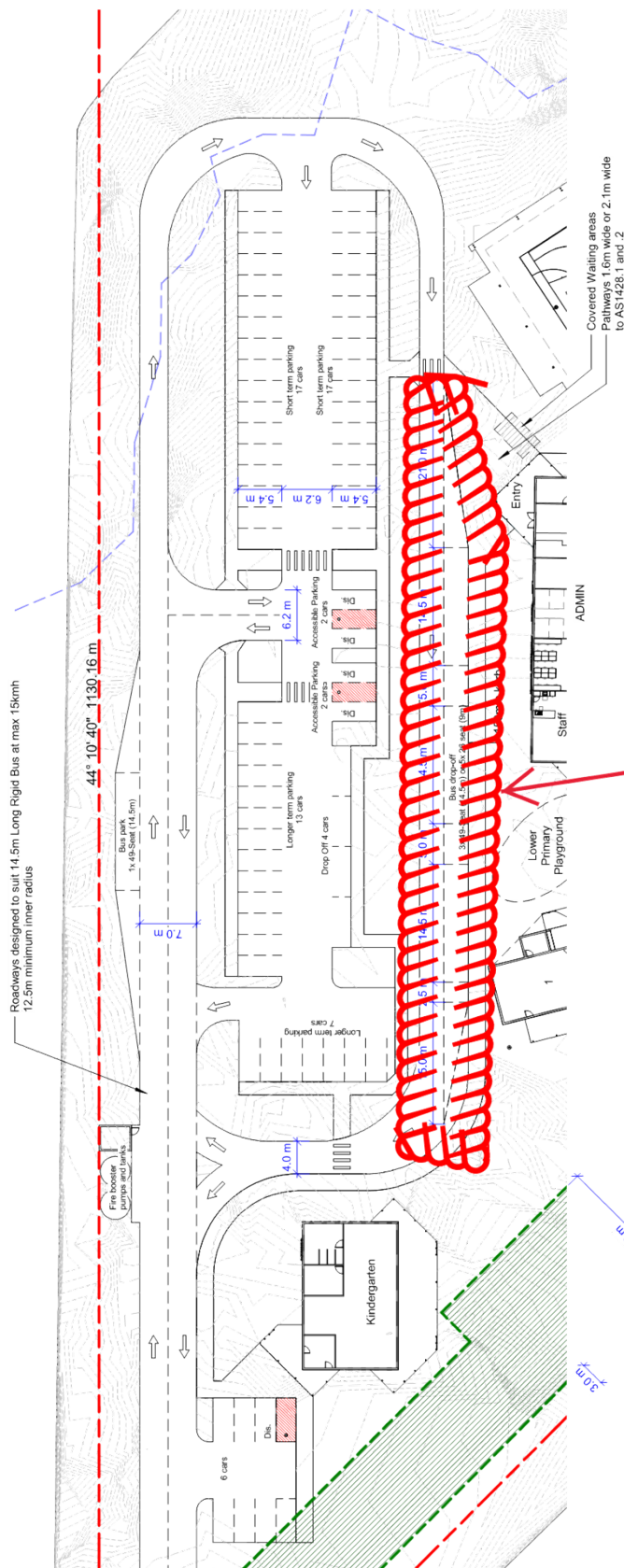
**Stage 1 Plan - Parking and Drop-off**

162 / A112

24/07/2023 15:09:00

Updated Parking Layout	24.07.2023	Initial	Date
1	24.07.2023	Initial	24.07.2023
2	24.07.2023	Initial	24.07.2023
3	24.07.2023	Initial	24.07.2023






Amended in red by SARA on  
30 May 2024

Provide bus setdown facility in accordance with the conditions of the SARA Referral Agency Response

**PLANS AND DOCUMENTS**  
referred to in the REFERRAL  
AGENCY RESPONSE

**SARA ref:** 2311-38006 SRA.....  
**Date:** 30 May 2024.....



**Two Rivers Community School, Mareeba**  
 267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)  
 Lot 71 on SP292140, 287,300sqm, Zoned Rural

**Final Plan - Parking and Drop-off**  
 162 / A162

**1 : 500 @ A3**

Issue	Date	Drawn
3 Updated Parking Layout	24.07.2023	SRW
2 Revised Access Point	26.07.2023	SRW
1 Parking Layouts	28.02.2023	SRW

Contact: Stuart Williamson 0400-5335, 0490 900 716, [stuart@lifedesign.net.au](mailto:stuart@lifedesign.net.au)

[www.lifedesign.net.au](http://www.lifedesign.net.au)

24/07/2023 15:09:26



**From:** "Akil Islam" <akilislam@gmail.com>  
**Sent:** Fri, 31 May 2024 08:22:15 +1000  
**To:** "Info" <info@msc.qld.gov.au>  
**Subject:** Support for MCU/23/0012  
**Attachments:** Letter - Two River - A Islam - FINAL.pdf

Dear Councillors,

Attached is my letter of support for the following application.

Thanks for your consideration.

Kind regards,

Dr Akil Islam

Document Set ID: 4366380  
Version: 1, Version Date: 31/05/2024



30/05/2024

**RE: SUPPORT FOR THE TWO RIVERS COMMUNITY SCHOOL PROJECT**

Dear Mayor and Councillors,

I am an Australian General Practitioner and have served Mareeba and surrounds for 11 years in rural general practice - completing two medical Fellowships, supervising trainee general practitioners, providing medical education for remote GPs, teaching our own JCU medical students and, most recently, advising the Federal Government on patient access and medical workforce constraints over the entire Far North Queensland region, from Mackay to the Torres Strait.

I am also a proud, practising Muslim, a husband, and a father to two primary school aged children.

These teachings, according to my belief, are the foundation and framework upon which one can understand and interact appropriately with everything around them; live a life of purpose and service; and perfect their character - with balance, guidance, mercy and moral strength.

**Thus, I write specifically to voice my support of the Two Rivers Community School proposal, a faith-based Muslim independent school, and also request your support of the school proposal.**

Document Set ID: 4366380  
Version: 1, Version Date: 31/05/2024



I attend the community information session, from which I can report there was broad acceptance of the School's philosophy and objectives by all attendees, who hailed from different backgrounds. The School's vision was to provide an educational environment that values moral conduct, spiritual growth, refinement of character, coexistence with nature, permacultural principles, an individualised approach to learning, social cohesion and transmission of Islamic traditions **as equal and complimentary** to academic progression and excellence. This is encapsulated in its motto of 'knowledge, devotion and service'.

The School fills a clear and pressing need within the Islamic community of Mareeba to cater for the educational needs of its growing next generation of children; in a format based on its own values and traditions, whilst at the same time harmoniously incorporating aspects of our local society, culture, environment and industry.

The Muslim community of Mareeba has been present for nearly 100 years and has contributed positively in every aspect of our society. The Muslim community has always approached other community groups with openness, fairness and respect. It should not be denied this unique opportunity to develop its own school.

Importantly, its proposed site has also gained significant support by neighbours. They are excited by the new development and appreciative of the considerate manner by which the School's committee have engaged with them.

Cohesion, mutual respect, kindness, morality and collaboration has been a key ingredient to making Mareeba the special place it is to live and grow a family. This project is led by some of the best senior educators in the Far North Queensland



region; it has been coordinated by some of our most upstanding local citizens; and it has on its team some of our country's finest technical experts. It is a formula for success.

I therefore strongly encourage you to lend your support to this visionary project, and assist the School's committee in achieving its aims of establishing a uniquely local, community-driven, vibrant faith-based school.

Your sincerely,

Dr Akil Islam MBBS (UWA) FRACGP FACRRM CHIA

General Practitioner, Amaroo Medical

GP Advisor, Workforce Prioritisation and Planning, Northern Queensland Primary Health Network

Document Set ID: 4366380  
Version: 1, Version Date: 31/05/2024



## REVISED ADDITIONAL INFORMATION



1

Planning Act 2016

Application No. MCU/23/0012

Proposal Application for a Development Permit for Material Change of Use-Educational Establishment

Street Address 267 McIver Road and Chewko Road Mareeba

Real Property Description: Lot 71 on SP292140

Planning Scheme: Mareeba Shire Council Planning Scheme 2016

Objection to Two Rivers Community School MCU/23/2012

Name Alan Webb

1 Owens Street Mareeba 4880

0414893460 email: webbyfnq@gmail.com

Dear Mareeba Shire Council,

Submission for the Two River community school.

This is an application for a development that has been done with absolute deliberate dedication of thought and planning over some years.

I would like to comment on traffic safety on Chewko Road.

The road will need major upgrading on Chewko Road from the change of speed sign to the entrance of the school. As the road is now it barely accommodates the large flow of trucks going to and from the sand pit further out.

For road safety, the top of the rise at the speed sign will have to be reduced for traffic travelling right into the Sports complex road.

The road will need widening further down and beyond the bridge and the causeway across Atherton Creek often floods.

This necessary upgrade of the road will be expensive and should not be borne by council.

Without doubt there will be other serious costs incurred and demanded from council over the next decade as this proposed development increases in size and scope as stated in the application.



MAREEBA SHIRE COUNCIL

Document Set ID: 4366909  
Version: 1, Version Date: 03/06/2024



2

Noted, however, that there is a large and detailed section of the application devoted to traffic and parking. McIver Road will undoubtedly be used as a shortcut.

Provision for electrical power would demand that three phase connections will be required. Does this mean an upgrade to existing line facilities, where will the upgrades to power lines be connected at what price?

How many of these sealed road, sealed parking and water, sewage and power connection improvements are costs to be carried by the Two Rivers complex.

- For this project I note that a comprehensive plan for clean water retrenchment use and sewerage waste has been presented. Final usage at stage six will be at least 35 megaliters per year. Then there is constant maintenance on top of that.

A small orchard uses a similar amount at about ten thousand dollars per annum.

There are many millions of dollars involved at this stage, without other forward projections and variations to plans.

Will these costs be covered by state or federal education allocations paid for by the taxpayer?

This application for change of purpose mentions that it is for a Community School and I will add my objections to this submission.

In 2014 the plan for a large Islamic school in Mareeba was rejected with a key issue being a failure to engage directly with the broader community of Mareeba. It was clear with the development application that it was intended to move quietly through the planning process without discussion.

- That application was the groundwork for an illegal foreign imported form of government and culture that is separate and at odds with the established means of Australian law and culture that has been the mainstay of this nation since 1901. This double standard is now admitted and becoming apparent in our capital cities.

Indeed, there are suburbs and areas in the cities of Australia and the western world that are no longer considered safe for Christians or others to be in and there are existing precedents in the city areas that have failed to create a safe environment where a cohesive community and enmeshed society exists.

These 2024 applications although on much reduced scale, may have similar problems in the future.



3

I note that in the 110-page document that is presented by Freshwater Planning to council that 109 pages are for planning and infrastructure.

Only one is for education, the most important reason for this application.

Two Rivers has provided just three paragraphs to explain the educational aspects of this submission, namely page four of 17 of the Two River Community School introduction. It fails to address the broader community impact regarding accommodation required for staffing the facility, local business engagement for supply and local demand, community safety with increased traffic in a township already overcrowded with the COVID migration from the southern market, plus with the contract farm workers.

The other impact to be considered is building the infrastructure and failing to consider the local market impact such as the overcrowded and limited housing or rental market since the COVID epidemic that changed our housing market for availability.

A further point for consideration is that, if approved, there will be many and various variation applications, as the project progresses. Who will check on these to ensure that they are kept within the original specs. Will there be a variation to plans requesting onsite habitation at a later date?

The limited information in the business modelling for locally provided services and supply

Two Rivers claims Holistic education, to whom?

The document provided indicates that whilst all religions are welcome the predominant ethos is Islamic teaching so it focusses on a very limited market share of education but opens up international and southern educational markets for boarding school children which are from the city

Diverse to what?

I do believe that a poignant point to make is the lack of consultation and a solid business case indicating a market of students locally for this type of school which would substantiate the applicants claim of a build to meet local needs.

It would be a reasonable assumption that if the application was submitted by the local long term Muslim society that is well established in Mareeba that it may have greater merit. However, the absence of their support and silence could indicate there is no local Muslim support for this establishment to succeed and students would have to be identified for boarding if arranged from interstate or overseas.



4

If the international market is the actual target student model the Commonwealth Government has recently launched a crackdown on the number of 'international student visas', again in contradiction to the planning statements made in the applicant's documents.

The 2021 census data indicates that there are only 190 residents indicating their religion as Muslim in Mareeba. In fact, it only represents 0.8 percent of the populous and has only risen from 147 in 2016. A snapshot of demography with adult to child ratios indicate that there is a clear lack of Islamic students available to fill this school locally from within community.

The census data also states that Islam is ranked tenth, below Buddhism which also does not have a local school relating to its religious affiliation.

The size of the proposal and lack of demographic locally would indicate an ulterior purpose and the possibility of a material change of use to the Council when student numbers are not achieved when the primary purpose is an educational facility.

Despite the significant media attention and community discontent regarding the lack of transparency and community engagement in 2014 the applicant has made no attempt to allay any underlying intention by increasing communication broadly across the community with this application.

- The director states that this schools includes is diverse and will include the Jew, Hindu, Sik, the Buddhist or indeed the Christian that this School is beholden to accept, however, the utter reality is that none of these diverse faiths will willingly attend, via the Australian education curriculum and fails to address the existing long-term issues associated with the differentiation of the Sunni and Shiite which creates conflict?

While intensely planned with genuine dedication and the directors' ambitions, he has indicated from discussion that he requires a selection of students away from the State system to a commendably more disciplined education regime and smaller classes.

So, is then a private school with fee paying students? Then no taxpayers' monies should be granted.

The land is donated, then the Two Rivers corporation should self-finance for this enterprise yourselves. There may well be business entities in Mareeba that are associated with this project.



5

Their focus on agriculture is commendable but the area available for cultivation is quite small and if livestock is added then it becomes unworkable. Will the agriculture, irrigation machinery required demand taxpayers funding as well? Water allocation?

Nothing is really stated behind these rather vague statements.

This application, I believe, has now moved on from a local council decision to both state and federal, as funding from both treasuries are necessary to proceed.

The Two Rivers director stated that a figure of 11,000 dollars per student is allocated for, but I do not understand this process.

The west and Australia are involved in a fundamental battle with Islam right now.

Why bring an Islamic holistic training school to Mareeba? There are enough in the capitol cities right now, accountable to none, relying on federal funds to exist.

The council must call for a vote from the Mareeba shire ratepayers', by a referendum, or a poll (survey).

A simple yes or no.

There should not be a need for any discussion before a prepoll, as major stakeholders may begin to use external influence for results.

This is not a decision for the shire councilors alone, and this process will alleviate councilors from any form of responsibility of the end decision.

The present national and international events should be a deciding factor for many.

I have approached and queried many people in Mareeba, it is surprising how many are ignorant of the school, that it is a Muslim entity, and from the immediate negative responses, it is obvious that the submission has been kept at a low level of media advertisement.

More than one person has stated that there is a Catholic school why not a Muslim school. My response is that Christian education does not teach "killing the Infidel.", as is written in other books. None but the teachers of this school will ever know what is taught after normal school hours.

The Two Rivers director has said that he has past experience at other similar education centers. Where is the local area and Australian examples?

As for students, the director states that he will canvas for local students only, none from interstate or overseas. How will this ever be verified?



6

Importing students for schools and universities is an issue of corrupt practices that the federal opposition is bringing before parliament this year.

A further point that must be mentioned is the timing of this application.

- I mentioned this to the director at a meeting, and asked of him this very question.

Have the present national and international issues with Islam and the west events been taken into consideration by the directors?

Considering the antisemitism occurring right now in the nation, how would this school be expected to enroll a student of Jewish faith?

Has the insult to Australia by a foreign flag carrying mob at the Sydney Opera house and subsequent illegal street marches by others wearing masks and again carrying a foreign flag been considered? These mobs and activists also threatened violence to any that disagreed.

The recent events at Australian universities are also a source of genuine concern for all Australians including the Mareeba community that services a marginal area of the population and it does not address the majority.

- There is a genuine and increasing disquiet in the Australian public about these outrageous events from a Muslim minority and the lack of any clear direction or statements from all senior Labor political positions, particularly the PM Albanese, who is in danger of losing a large voter base for any perceived public indiscretions to that minority.

This reflects badly with the mainstream Australians and Mareeba is part of that, allowing an element of apathy.

The director then stated, and I quote, "we do not want another Christchurch here".

As a further example of the Mareeba dilemma, we are part of the Europe that is suffering at the unexpected wave of the incredible numbers of forced illegal immigration and that large areas of some nations are Muslim "no-go" areas to other faiths. (Sydney as well.)

Sweden is close to social unrest against certain immigrants, and if that social unrest and pushback gets violent, then all of Europe will be engulfed in anti-Muslim wave.

There are European Nations that are now rejecting the EU and the enforced refugee and immigration policies, Norway has forcibly expelled thousands, there are riots in Ireland, Belgium has a new government that has all but closed its borders to Muslims. Italy has changed its attitude.



7

Denmark is now actively reacting against immigration. Switzerland has stopped further Muslim developments.

Hungary, Slovenia, Poland now Austria will not allow Muslims and there are no riots or antisemitic unrests in these nations, or applications for community schools.

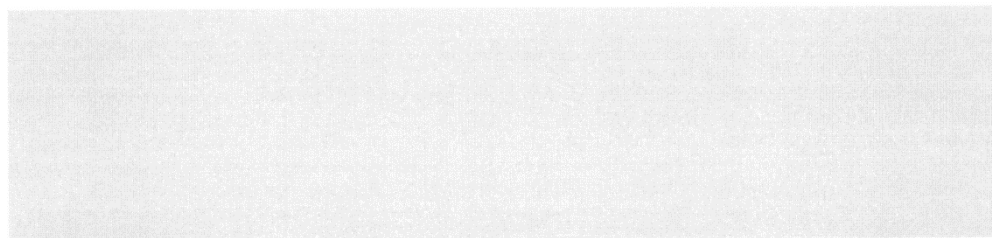
The EU itself is under intense pressure and in denial from failed policies.

Mareeba, with its heritage, is a micro's part of this, and councilors should consider this in their decision-making process for this school, the future is written above.

Considering the above, perhaps the directors of this Two River school be consulted to consider cancelling or at least delaying the application for some time, until these very serious social national disruptions have settled and quietened down from the public concerns, is a further point of discussion for council.

Thanking you Yours faithfully

Alan Webb 1 Owens Street Mareeba 4880







CJ & SJ Bassani

398 Chewko Road

P.O. Box 468

Mareeba

PH. 0428970056

24<sup>th</sup> May 2024

To the Mayor and Councillors

Care of the Town Planning Department

We are putting in a submission to object against the proposed establishment of the school that is going on 267 Mc Iver and Chewko Road, on Lot 71 on SP 292140.

Our reason for this objection is this is a zoned rural area, we have a citrus orchard over the road from this proposed site, and we have great concerns how this will affect us in our farming practices in the future.

We spray chemicals and fertilizers throughout the year on our trees and although all care is taken to avoid spray drift, we are really concerned how having a school across the road will affect our spraying practices.

This is our livelihood and having a school in a rural zone may impact our farming future. Perhaps having a school in a rural zone is not ideal.

This is rural farm area since the tobacco era and our orchard is our only form of income.

We have great fear that this school will not let our farm operate.

Yours Faithfully

Charlie Bassani

Sharon Bassani



Elvis Maksuti  
42 Catherine Atherton Drive  
Mareeba QLD 4880

Mareeba Shire Council  
PO Box 154  
Mareeba QLD 4880

17/05/2021

Dear Councillors,  
Re: Letter of Support – Two Rivers School, Application Ref: MCU/23/0012

I would like to voice my support for the proposed development of Lot 71, 267 McIver Road. I believe the Two Rivers Community School would be a great development for the Mareeba community in general and the Mareeba Islamic Community in particular.

For the Community in general it will provide jobs in the development and ongoing maintenance/administration of the site and an alternative option for education that focuses on a more holistic and nature-based approach. The development of the Two Rivers Community School will also foster links between the Mareeba Islamic Community and the wider community by providing greater opportunities to host and engage with the wider public, something that is limited by the size of our current mosque and hall.

For the Mareeba Islamic Community, the development of the school will aid us in delivering more quality educational and spiritual programs to our young people while engaging them with the natural world. A long-standing part of the Mareeba community, the Mareeba Islamic Community have begun to outgrow our current facilities. The development of the school would alleviate the need for more space on our holy days and during the month of Ramadan.

I can envisage no way in which the development of this land into a school would negatively impact the Mareeba community.

Yours sincerely  
Elvis Maksuti



**From:** "Limes" <thelimeman@bigpond.com>  
**Sent:** Fri, 31 May 2024 14:01:25 +1000  
**To:** "Info" <info@msc.qld.gov.au>; "Planning" <planning@msc.qld.gov.au>; "Brian Millard" <BrianM@msc.qld.gov.au>  
**Subject:** SUBMISSION - MCU/23/0012  
**Attachments:** Submission\_MCU\_23\_0012\_Educational Establishment.pdf  
**Importance:** High

Dear Brian,

Please see attached our Properly Made Submission for MCU/23/0012 –  
EDUCATIONAL ESTABLISHMENT LOT 71 ON SP292140, 267 MCIVER ROAD,  
MAREEBA

Can you please confirm receipt of this Submission by return email.

Regards,  
Marco & Tammy Tiraboschi

*The Lime Man*

*Cure for headaches: Take a lime, cut it in half, and rub it on your forehead. The throbbing will go away.*

Document Set ID: 4366575  
Version: 1, Version Date: 31/05/2024



Marco & Tammy Tiraboschi  
PO BOX 867  
MAREEBA QLD 4880

31 May 2024

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

Attention: Brian Millard  
RE: Submission for MCU/23/0012

**MATERIAL CHANGE OF USE – EDUCATIONAL ESTABLISHMENT  
LOT 71 ON SP292140, 267 MCIVER ROAD, MAREEBA**

We are the neighbouring property owners adjacent to the proposed Educational Establishment (School Site). We are in full support of this MCU Development Application, however we have concerns that we would like Council to address as part of their Report and Decision Notice upon this Application.

Our primary concerns and suggested considerations related to this Development Application can be summarized as follows:

1. School Entrance – Traffic and Road Safety
2. Land Use Conflicts
3. Rural Amenity
4. Biodiversity
5. Water – Riparian Rights
6. Cycle Network Consideration for Council

**1. School Entrance – Traffic and Road Safety**

Our concerns related to the proposed School Entrance, traffic & safety for MCU/23/0012 are as follows:

- That serious consideration is given to the location of the Entrance to the School Site, with respect to traffic safety issues that will be incurred due to the required T-Intersection at Chewko Road:
  - i) proximity to the numerous Property Accesses
  - ii) through traffic movements (in relation to Sight Distance; Queued enter/exit traffic)

We strongly implore that both Council and QLD Rail meet on-site to view the current/proposed Entrance located at 407/409 Chewko Rd, in person, to best see the implications of traffic and road safety concerns we have with respect to developing a T-Intersection at this current entrance location.

As regular users of the current entrance there are significant concerns for Traffic Safety at this location, especially as the Traffic volume is set to increase exponentially\*.

*\* Data response by Freshwater Planning to SARA (4 May 2024) shows that with no development = 20 vehicles per day (VPD) and it is projected to reach 418 VPD by Development completion = nearly 21 times the current traffic volume moving through this entrance / proposed Intersection (excluding heavy vehicles, buses and future residences). Stage 1 = 4 x VPD; Stage 2 = 5.4 x VPD; Stage 3 = 6 x VPD; Stage 4 = 8.2 x VPD; Stage 5 = 8.1 x VPD; Stage 6 = 20.9 x VPD*



We are aware there have been discussions regarding the proposed School Entrance. We are aware that QLD Rail has a role in this matter due to the School Entrance having to cross a QLD Rail Corridor.

We respect the probable constraints within the Rail Corridor, however we wish to put forth 3 possible outcomes to be considered. *\*With No.3 being our preferred option*

1. Use Existing Entrance located at 407/409 Chewko Road
2. Combine both 407/409 Chewko Rd Property Access entrance with a New Entrance directly located for the School Site
3. Two Entrances (xxx m apart): the current Property Access entrance for 407/409 Chewko Rd; and one new entrance for the School

#### 1. Existing Entrance / Property Access

The current Property Access entrance, by means of this Development, will become a T-Intersection with Limited Sight Distance for exiting and through traffic due to the bend in Chewko Rd, that is within approx 50m of the entrance.

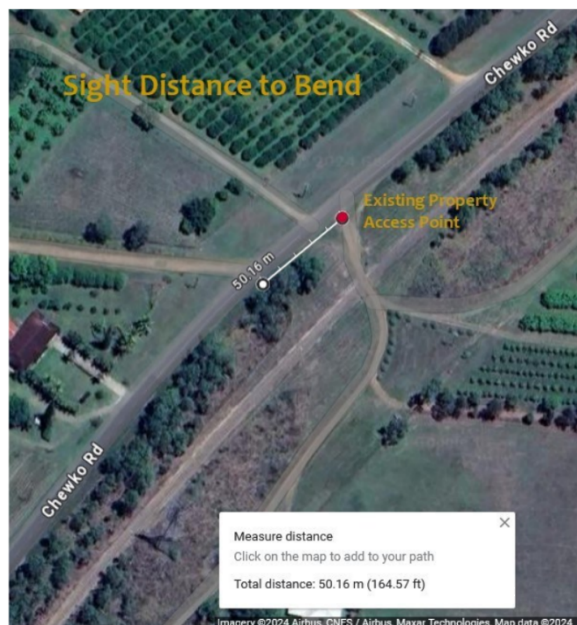
Therefore, we believe all Sight Distance criteria applicable to Intersections are of upmost importance to the safe development of this entrance along Chewko Rd. As well, there are 2 Property Access entrances within this 50m Sight Distance, entering from the opposite side of Chewko Rd, both with multiple residents using the Accesses which also add to traffic flow concerns. See Figure 1.

If combining the current Property Access for 407/409 Chewko Rd with the Development road/traffic needs, we request confirmation / planning on how the revised Property Access will be achieved within the scope of the School Entrance road. Will our Property Access be another intersection off the School road? Where will our Property Access enter/exit the School road?

It is to be noted that currently there are only 2 residences using this Property Access, with the potential to be up to 4 residences in the future with the existing Lots in this location (407 (Lot 21), 409 (Lot 1, Lot 22), and an entrance easement for property access to Lot 31).

Therefore, road and traffic planning should include an appropriate Property Access crossover point coming from the School Entrance road for all current and future residents if the existing entrance is to be used.

Figure 1





## 2. Combine our Property Access with School Access at a New Entrance

Regarding QLD Rail's seeming limitations on having 2 level crossings in close proximity to one another (ie. keeping our current Property Access and adding the School Entrance separately), we would be open to combining both entrances closer to the Development site and removing our current Property Access as a level crossing, therefore assisting with QLD Rail's probable level crossing proximity requirements; and locating the combined entrance further from the traffic safety issues (Sight Distance) with the bend in Chewko Rd and other Property Accesses entering from the opposite side of Chewko Rd.

By combining the entrances, the following benefits would be:

- the new level crossing / Intersection would be further away from the significant traffic safety concerns with the bend in Chewko Rd
- the new entrance / Intersection would have greater Sight Distance safety measures in both directions of Chewko Rd for entering, exiting and through traffic
- the new entrance / Intersection would be at a safer distance from the congestion of other Property Access roads that occur on the opposite side of Chewko Rd
- the new entrance would significantly reduce the length (from approx 260m to 100m) of the two-lane road infrastructure that the Developers would incur if developing a School road from the current entrance at 407/409 Chewko Rd

Again, should this suggested proposal take effect, we request confirmation / planning on how the revised Property Access for 407/409 Chewko Rd will be achieved within the scope of the School entrance road. Will our Property Access be another intersection off the School road? Where will our Property Access enter/exit the School road?





### 3. Two Entrances – one Property Access (existing); one School Intersection/Entrance (proposed)

*\* Our preferred option*

A quick review along the Mungana Branch Railway Corridor, within our capacity as regular citizens, shows there are in fact other level rail crossings within close proximity to one another which indicates that it is possible for QLD Rail to accommodate an additional entrance for this Development. *See Appendix A*

By adding a New Entrance and Level Rail Crossing, the following benefits would be:

- we retain the current entrance for Property Access only and thus no need for an additional Property Access crossover point along the proposed School road
- the new level crossing / Intersection would be further away from the significant traffic safety concerns with the bend in Chewko Rd
- the new entrance / Intersection would have greater Sight Distance safety measures in both directions of Chewko Rd for entering, exiting and through traffic
- the new entrance / Intersection would be at a safer distance from the congestion of other Property Access roads that occur on the opposite side of Chewko Rd at our Current Access:  
*Presently at the entrance of 407/409 Chewko Rd, including 120m either side, there are 5 entrances to 8 separate Titles (7 Residences) all accessing Chewko Rd. Whereas, if the School entrance / intersection was to be moved to approximately 375m North-East towards town, then within 150m either side of the new School entrance, only 2 Property Accesses to only 2 Titles with only 2 residences occur, which is a significant Traffic Impact and Safety difference*
- the new entrance would have less Stacking of traffic implications at the level crossing due to being a direct entrance into the School site, not a sweeping entrance with a Property Access crossover included soon after the rail crossing, where further traffic stacking can occur
- the new entrance would significantly reduce the length (from approx 260m to 100m) of the two-lane road infrastructure that the Developers would incur if developing a School road from the current entrance at 407/409 Chewko Rd

#### APPENDIX A – Examples of Queensland Rail: Close Proximity Level Crossings

Example 1 of 3      Level Crossings approximately 319m apart



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Example 2 of 3 Level Crossings approximately 312m apart



Suggested Development Entrance – Example 3 of 3  
Level Crossings approximately 375m apart





## 2. Land Use Conflicts

Our requests related to Land Use Conflicts for MCU/23/0012 are as follows:

- That the proposed vegetation buffer for the building site also extends to include the full extent of the Sports Oval site further along the southern boundary, which is highly important to mitigate our established and future farming practices, as well as for privacy
- That we can continue all farming practices upon our cropping land (spraying, slashing, appropriate management of feral animals, etc) without hinderance by the proposed Development
- That there is a biosecurity management plan in place that considers the intensification of use and introduction of personnel to the School site, to protect the Mareeba agriculture sector

## 3. Rural Amenity

Our requests related to Rural Amenity for MCU/23/0012 are as follows:

- School lighting is kept to a minimum, to reduce the impact of light flooding upon surrounding rural residents, rural landscape and animal corridors
- Noise limits are set, in particular for any evening functions (Fetes, Graduation Ceremonies, Sporting events etc) so as to be conducive to neighbouring rural properties and neither be excessive in volume nor beyond reasonable time frames
- School alarm / bell systems be set to reduce noise disturbance to neighbouring properties or consider using chiming/music eg. Mountain Creek State School on the Sunshine Coast, QLD

## 4. Biodiversity

Our requests related to Biodiversity for MCU/23/0012 are as follows:

- A noteworthy wildlife corridor exists upon this site and ought to be conserved in a manner reasonable with this Development for both land and aquatic animals (notably the echidnas, macropods, fish, pythons etc that exist within this natural ecosystem) to continue traversing the property
- That suitable fencing is used to maintain a balance between keeping pests out (ie. pigs) and allowing wildlife corridors to operate to the greatest extant, wherever possible
- We wish for it to be noted that there is a reasonable population of Scrub Pythons living in the creek systems, some of significant size and age, that we would hope will be left within the waterways to co-exist with this Development. As local users of both the Atherton Creek and Chinaman Creek systems for the past 50 years, we have sighted a reasonable population of Scrub Pythons living in the creek systems
- By the very ethos of this Development, we hold confidence in that the Developers will be mindful of the school population impacting these local waterways and such ecosystems

## 5. Water

Our requests related to Water for MCU/23/0012 are as follows:

- That if riparian rights are utilised for this Development, that sufficient water can be safeguarded for other users and the waterway ecosystem of the Atherton and Chinaman Creek systems



## 6. Cycle Network

Our requests related to Cycle Network for MCU/23/0012 are as follows:

- As stated in the MSC Planning Scheme, Community Activities Code AO5.2 provide a connection to the pedestrian and cycle networks, that Council considers adding to its future Planning, a cycleway to extend from Roiko Rd intersection through to the School site, to allow the safe movement of students and other community members to and from the School as cyclists or pedestrians

Finally, we request that there be no “minor amendments” allowed to the layout of this Development without seeking further feedback from Submitters and we request that this Development does not allow for future Code Assessable increases of use of the land eg. increase in size, buildings or supporting infrastructure, without public notification and rights to make submissions.

We ask and trust that Council, as it is their correct procedure, will Condition their Report / Decision Notice for this Development accordingly in respect to all other relevant Impact Assessable Codes including, but not limited to: rural zone, building, parking, community activity, effluent treatment, amenity, biosecurity, landscaping, bushfire buffers, environmental significant areas, land use conflicts etc through the Planning Scheme to ensure this Development achieves appropriate outcomes and safeguards in all applicable Codes.

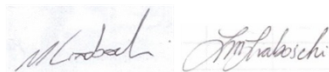
But most importantly we trust that Council will definitely Condition this Development for safer road usage and accesses for all who will utilise this section of Chewko Road.

In conclusion, we would like to highlight our support for this MCU Development, as we believe it is of great benefit to the families who will utilise it, as well as it will represent and compliment the positive and forward progress of the Mareeba Shire community.

We wish the Developers every success in their pursuit of this Educational Establishment.

We await Council's response to our Submission.

Sincerely,



Marco & Tammy Tiraboschi



**From:** "cynthia murat" <cynthiamurat@hotmail.com>  
**Sent:** Fri, 31 May 2024 11:23:11 +1000  
**To:** "Info" <info@msc.qld.gov.au>  
**Subject:** Endorsement for proposed development application (Ref: MCU/23/0012)

To whom it may concern,

Subject: Endorsement for proposed development application (Ref: MCU/23/0012)

As a resident of McIver Road, a neighbouring property to the proposed development, I am pleased to write this letter to endorse and support the approval of this important project.

The approval, aims and outcomes of the proposed development will be of great benefit for our local community and will serve the educational needs of many as Mareeba continues to grow and diversify.

Kind Regards,

Muhammadaziz Iminov  
259 McIver Road,  
Mareeba QLD 4880

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