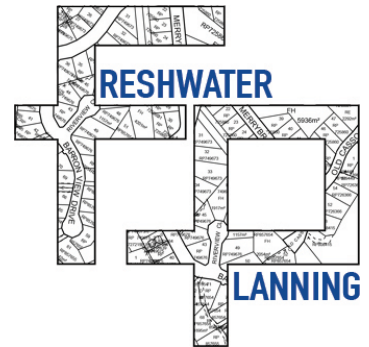


Your Ref: MCU/23/0012
Our Ref: F22/31



14 November, 2023

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

Attention: Carl Ewin
Regional Planning Group

Dear Sir,

**RE: FURTHER AMENDED APPLICATION FOR A MATERIAL CHANGE OF USE – EDUCATIONAL ESTABLISHMENT.
LOT 71 ON SP292140, 267 MCIVER ROAD, MAREEBA.**

This **Further** Amended Application is for a Material Change of Use – Educational Establishment over land described as Lot 71 on SP292140, situated at 267 McIver Road, Mareeba is submitted on behalf of the Two Rivers Community School.

The application comprises of Application Forms, **Amended** Life Design Consulting Proposal Plans, Two Rivers Community School Letter, SmartMap, **Amended** Gilboy Hydraulic Solutions Report, Department's Amended Relevant Purpose, **Rytenskild Traffic Engineering Transport Impact Study, Existing Atherton Creek Crossing Images**, and this Town Planning Submission. It is understood that a Representative of the proponent will provide payment of the Application Fee to Council.

The Site

The subject land is described as Lot 71 on SP292140, Locality of Mareeba and situated at 267 McIver Road, Mareeba. The site is owned by STELBAY PTY LTD, PLUM MURAT AND SKENDER MURAT with the Two Rivers Community School being the applicants for the proposed development. The subject site comprises of a single irregular shaped allotment, has an area of 28.73 hectares and contains frontage to the unconstructed termination of McIver Road and the Tablelands Railway where existing access is provided through a Railway Crossing accessing Chewko Road. The site contains existing Rural Activities and is intersected by Atherton Creek and Chinaman Creek.

In relation to the current State Governmental Mapping the site is Mapped as containing Remnant Vegetation and Regrowth Vegetation and the site designated as including a Wetland of General Ecological Significance. The site is not located within 25 metres of a State Controlled Road. The site is located within 25 metres of a Railway Corridor.

Referral Agencies

The site is Mapped as containing Remnant Vegetation that is 'least concern' Regional Ecosystems. The proposed development comprises of a proposed Educational Establishment Facility located within the Mapped Remnant Vegetation. The proposal is understood to require Referral to the Department of State Development, Infrastructure, Local Government and Planning.

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The site is Mapped as containing a Wetland of General Ecological Significance, being an intersecting waterway through the site. The proposal does not require Referral to the Department of State Development, Infrastructure, Local Government and Planning as the proposal does not undertake any Operational Work that is High Impact Earthworks as defined under Schedule 24 of the Planning Regulation within the Mapped Wetland Area.

The proposal is for the provision of an Educational Establishment provided onsite. As the proposal is for an Educational Establishment that is combination of a Primary School and Secondary School of up to three hundred (300) Students, it is understood to trigger the Threshold within the Local Government Area for Transport and Main Roads. It is therefore considered that the proposal may require Referral to the Department of State Development, Infrastructure, Local Government and Planning for Transport and Main Roads concerns.







The Proposed Development

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 Mclver 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.

Attached to this Submissions is a Report from Gilboy Hydraulic Solutions that provides Engineering commentary in relation to Water Services and Effluent Disposal. The Report notes that the provision of Water Supply can be provided via Rainwater Tanks, Riparian Rights and Bore Supply with any potable water being able to be appropriately treated. In relation to Effluent Disposal, the Report recommends that *'the school should look to dealing with its wastewater treatment and disposal infrastructure using a modular treatment system that has the capacity to be expanded in segments as the school capacity increases. Given that ultimately an ERA63 will be required for this site at Stage 6 and the fact that there is multiple watercourses dividing this site, we are advocating that the school elects to treat its wastewater using an onsite sewage treatment plant capable of producing advanced secondary quality effluent. The plant selected could be in the form of several completely independent satellite systems or a single central modular type, depending on the contours of the land, the reuse of effluent and the expected timing of the stages.'* As the Report notes that an ERA 63 is not required until Stage 6 of the proposed development, it is considered that an ERA 63 is not required with this Application and that any Conditioning for Stage 6 be required to undertake an appropriate Effluent Disposal Report and ERA 63. This is considered to be appropriate and acceptable as the proposed MasterPlan is expected to be completed by 2041 with Stage 6, being the Final Stage not expected to be undertaken within the next 15 years. By the time that Stage 6 is constructed, it is expected that the standards and technologies will be far better and different from those at the current moment.

The site gains access via the existing Railway Level crossing and driveway located in the south-western corner. The Educational Establishment proposes to utilise this existing access as demonstrated on the attached Proposal Plans. It is not expected that the proposed Educational Establishment is likely to generate any traffic between the period of 9:00 am to 3:00 pm with any suggested traffic within this period possibly being two vehicles in and two vehicles out. Further to this, any intensification (growth) of the traffic will be gradual and spread-out over the six (6) Stages of the development which is expected to be fully completed by 2041. Initial Traffic Investigations undertaken have noted that the traffic volumes are not considered to be significant ensuring that any generated traffic shouldn't be problematic for the State nor for the Mareeba Shire Council given all the nearby traffic is on Chewko Road. Chewko Road contains two Extractive Industry Permitted Developments that utilise Chewko Road to access Costin Street to travel on to Cairns, so any generated traffic as a result of the school is not expected to raise any significant issues. Any access provided is to incorporate an appropriate level of safety and can encompass a defined level crossing across the Railway including STOP signage on both sides of the existing level crossing. This Railway is understood to be limited (due to the number of rail movements that occur on the line). These Railway movements are identified to be generally Wednesday and Saturdays by the Savannahlander and is understood to rail motor out to Chillagoe passes through the section of line at about 11:00AM and returns on Saturday approximately at about 2:00PM.

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, with the provided Parking Requirement effectively resulting in 1 space per 10 students and 1 space per staff member. In addition to this, the proposed development will also provide for two (2) Bus Drop-off/Bus Parking Areas to ensure that an acceptable and appropriate level of parking is provided onsite. The dimensions of the proposed car parking spaces can satisfy the requirements of Australian Standard AS2890.1 and all parking spaces/driveway areas can be appropriately sealed, where required.

Initial Professional investigations in relation to any Stormwater effect on the adjoining Railway and or any other properties have noted that the proposed Educational Establishment will have absolutely no affect to Queensland Rail due to the catchment upstream of Queensland Rail being so large that the peak flows generated by this catchment would take hours to reach the Queensland Rail crossing. Freshwater Planning Pty Ltd has been informed that rain intensity decreases over time so when the peak flow from the creek catchment arrives at the Queensland Rail culvert/bridge (several hours into a storm event), the flow from the proposed school has dropped off so much that it is now well below the its pre-development peak discharge (which QUDM requires a development to set as its peak discharge via a detention basin) hence nothing is required. Further the site contains an area of 28.73 hectares encompassing the East Gully, Atherton Creek and Chinaman Creek ensuring that the proposal can be provided with an appropriate level of Stormwater Disposal to legal points of discharge without creating a worsening affect to neighbouring or downstream properties.

The proposed Educational Establishment has been setback 20 metres from the adjoining southern property. This Buffer Zone of 20 metres will include a cleared 3.0 metre wide area along the Southern Boundary for maintenance, access, and hazard separation. The hatched Buffer Zone will be planted creating significant buffering between the proposed development and the adjoining Rural Activities. Any plantings located onsite and particularly within the Buffer Zone will be provided as the preferred plant species which is understood to comply with the requirements of the Planning Scheme Policy. Landscaping is an important feature of a site, the proposed landscaping will be sourced from local plant nurseries to ensure that readily available and suitable plant species are planted. Plantings of various species, colour scheme, densities and heights will be selected to create a visually attractive site. Any Landscaping and Buffering is considered to contribute to the Landscaping character of the Shire, complimenting the immediate surrounds and surrounding vicinity.

The site is located in the Rural Zone of the Mareeba Shire Council's Planning Scheme. A Material Change of Use for the proposed Educational Establishment is an Impact Assessable Use within this Zone. The application is Impact Assessable.


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

Relevant Purpose Determination


The Department of Resources on the ~~11-April~~ 07 November, 2023 provided an Amended Relevant Purposes Determination under Section 22A of the Vegetation Management Act, 1999, for the Two Rivers Community School located over Lot 71 on SP292140 (attached). The assessment of the proposed development with the Department required the provision of Information demonstrating how any clearing of infrastructure cannot reasonably be avoided or minimised with the proponents, through Freshwater Planning Pty Ltd, providing the follow reason for size, sighting and location of the proposed development over the site. The following information is provided to demonstrate to 'demonstrate how clearing for the infrastructure cannot reasonably be avoided or minimised'. Applications should demonstrate:

- *Why infrastructure needs to be in the proposed location and can't be located elsewhere? (avoided)*

The current proposed Infrastructure over the is site has been meticulously designed to mitigate risks and ensure safety in addition to resolving any other issues that might arise on any other areas of the property. The major factors influencing the proposed location of the Infrastructure are as follows:

 *The physical constraints of the site are the main reasons for the proposed location.*

- ✚ The proposed location is additionally considered to be located within an area to minimise any environmental outcomes over the site outside the exiting Rural cleared areas.
 - ✚ The large existing cleared areas are proposed to be utilised for a Sports Oval and for the Permaculture Aspect (Agricultural) of the School. These cleared areas are located to the east of one of the dividing watercourses (South Gully) and provided on lower elevation more susceptible to Flooding and the likes.
 - ✚ The remaining part of the land is very broken and not suitable to build infrastructure on.
 - ✚ The proposed current area being the flattest area of the land and therefore suitable for the proposed building site for the school.
 - ✚ Waterways that run through the property that are prone to flooding during extreme weather events, the proposed area is flat and the least susceptible to Flood.
 - ✚ The current area is elevated away from the flooding areas, providing appropriate Flood Immunity.
 - ✚ Accessibility, it is closer to the constructed Road Network therefore more appropriately located in relation to available the entry points to the school's location. This also ensures that Carparking, servicing, Emergency Services, etc are prioritised while also catering for any specials needs such as disability access etc.
- Why infrastructure needs to be the size and scale proposed? (minimised)
- ✚ The size and scale of the Infrastructure has been designed to incorporate the proposed number of students at its maximum. The proposal is for a Staged Development with the Infrastructure to be provided in stages as the School Students numbers increase and as per demand for enrolment conducted through a community survey. The School has been meticulously designed based upon the natural environment and Educational aspect of the school which will focus on Education through Agriculture. The size and scale infrastructure is considered to be acceptable and appropriate for any Educational Establishment (School). It is noted that the size and scale has been reduced to minimise any clearing by providing Classrooms that contain multi-age classrooms, thereby minimising the requirement for further buildings.
- How the infrastructure layout has been consolidated to 'minimise' clearing required? If not, why it was not reasonable to do so? (minimised)
- ✚ The Infrastructure has been designed and positioned in relation to the physical and natural features over the site, which has been outlined in the abovementioned items. The site is constrained by these physical and natural features determining that the proposed location is most appropriate for the site. The existing layout has been appropriately spaced to ensure the provision of open spaces, natural vegetation, noise amelioration, fire separation, acceptable setbacks and to incorporate the proposed number of students at its maximum. The proposal is for a Staged Development with the Infrastructure to be provided in stages as the School Students numbers increase. The proposal further minimises the infrastructure required by providing Classroom that contain multi-age classrooms, thereby minimising the requirement for further buildings. In addition, the ability to provide both high school and primary school in a closer proximity allows to minimise to use the usage of more land and locate the amenities closer to each other. Any School requires the provision of large open space areas for the provision of sporting activities with the proposed sports field is situated on land that is currently cleared which further demonstrates that meticulous design has been considered to minimise the clearing of trees unnecessary. In addition the carpark has been located strategically to avoid dense tree growth areas therefore the current proposed carpark site minimises the clearing of more trees. It is considered that the proposal has minimised and consolidated the proposed infrastructure to reduce any necessary clearing for Infrastructure provided over the site.
- How the 'avoid and minimise' principles on page 6 of the application form checklist have been followed to minimise the adverse impacts of clearing? If not, why it was not reasonable to do so? (minimise adverse impacts of clearing)

 The proposal has been meticulously designed to ensure the minimising of any required clearing over the site based upon the natural and physical characteristics of the site and the sites constraints in addition to the main purpose/focus of the Educational Establishment based upon an Agricultural education. The abovementioned items have outline reasons for the location, size, scale and positioning of the proposed infrastructure in relation to the site taking into consideration the Educational aspects and focuses of the Educational Establishment. The proposal provides for appropriate setbacks to the existing Gullies and other natural features of the site. Again it is noted that the provision of the structures outside of the existing Category X Areas due to the Agricultural focus of the school and existing Agricultural Activities over the site and the provision of a Sports Field located within an existing cleared area to minimise any further or additional clearing over the site for the required activities of the proposed Educational Establishment. These existing Category X Areas are located on the eastern side of the South Gully and provided within less immune areas of the site that are more prone to Flooding. These Category X Areas are additionally located some distance from any constructed Road Reserve making the provision of access and servicing difficult without requiring additional clearing, locating the Infrastructure within these Category X Areas would result in unnecessary clearing for the provision of access and services (inclusive of substantial watercourse crossings) for the provision of necessary services and access to utilise the Category X Areas. The proposed Clearing for the Relevant Purpose of the provision of Infrastructure for the proposed Educational Establishment over the site is considered acceptable and appropriate as it has been meticulously designed and positioned to ensure to minimise and avoid where possible any appropriate clearing.

Far North Queensland Regional Plan 2009-2031

Lot 71 on SP292140 is identified as being in the Regional Landscape and Rural Production Area designation of the FNQ Regional Plan Mapping.

The FNQ Regional Plan notes that ‘Mareeba and surrounding areas will continue to play an important role in natural resource management and agricultural science... There is a key regional growth area on the south side primarily consisting of Future Residential zoned land.’ The proposal is located on the Southside of Mareeba, positioning the Educational Establishment in proximity to the provided Growth Areas of Mareeba within the FNQ Regional Plan. The proposal is for an Educational Establishment that will retain Rural Activities over the site to aid in ‘creating 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. The Two Rivers Community School seeks 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’ (Two Rivers Community School).

The Intent of the Regional Landscape and Rural Protection Area (RLRPA) is to identify, protect and manage through an integrated Planning Approach. This Intent protects these areas from encroachment by inappropriate development, particularly urban or rural residential developments. The FNQ Regulatory Provisions of the RLRPA support Community Activities and Sport and Recreation Facilities. The proposal is a Community Activity that incorporates Sport and Recreation Facilities within the Educational Establishment, provided within a Rural Allotment utilising the existing Rural Activities. It is noted that the Regional Landscape Values suggest that ‘appropriate incentives are needed to encourage landholders to take up sustainable farming practices and natural resource management measures’ which falls in-line with the proposed Educational Establishment’s Mission Goals as provided above.

The proposal is considered to be provided as an Environmentally friendly development sympathetic to the Rural Landscape and Rural Production Area with the site being provided within the Rural Zone. The proposal utilises the existing Rural Activities over the site ensuring not to impact on the Good Quality Agricultural Land whilst guaranteeing to be sympathetic to the nature of the site provided in an appropriate scale.

The Material Change of Use is within the RLRPA with the proposed development's purpose to provide Community Infrastructure to support the Mareeba Township and surrounding communities with an additional Agriculturally based Education Facility. It is considered that while the site is designated in the Regional Landscape and Rural Production Area of the FNQ Regional Plan, the proposed development is considered acceptable and appropriate providing an overriding Community Benefit. The proposal is for a Material Change of Use to provide necessary services to Mareeba which will continue to support the communities needs of the Mareeba Township and Region.

It is additionally noted that a separate assessment against the Regional Plan is not required due to the fact that the Tablelands Regional Council Planning Scheme appropriately advances the Far North Queensland Regional Plan 2009-2031, as it applies to the Planning Scheme area. However, the Objective of Rural Subdivisions within the FNQ Regional Plan is for *'the region's Rural Production Areas and Natural Resources are protected by limiting land fragmentation'*. The proposed development is not in conflict with this Objective as it does not further fragment the existing Regional Landscape and Rural Productions Area, instead integrating these into the proposed Educational Establishment.

It is considered that the proposed Material Change of Use is not in conflict with the Intent and Objectives for the Regional Landscape and Rural Production Area Designation within the FNQ Regional Plan 2009-2031, especially given that the proposal results in an overwhelming Community Benefit to Mareeba and the Shire.

Strategic Framework

The site is designated as containing partial Agricultural Land on the Strategic Framework Mapping within the Mareeba Shire Planning Scheme. The Mareeba Shire Council's Strategic Intent's Way Forward for the Mareeba Shire notes that the *'Mareeba Shire continues to foster the development of a range of economic activity including primary industries, tourism, renewable energy, mining and resource activity, regionally significant industry, education and research, cultural and arts activities. New and expanding industries contribute to the ongoing prosperity of Mareeba Shire, through economic diversification and increases in activity of regional, national and international significance'*. The proposed development is for the provision of a new Educational Establishment within Mareeba that will ensure to foster not only the growth of Mareeba but also providing an overwhelming Community Benefit resulting in the Townships economic growth.

The proposal provides for an additional Educational Establishment within the Mareeba Activity Centre which is considered to be a Major Regional Activity Centre. The proposal is considered of appropriate scale which will draw from a wider catchment while promoting local facilities directly supporting the local catchment and community. The proposed Educational Establishment, which is considered a Regional Scale Service, compliments that role and function of Mareeba providing additional Educational Facilities to service the Shire. The proposal is considered to provide supporting Community Infrastructure ensuring that Mareeba maintains its Major Regional Activity Centre Specific Outcomes.

The Mareeba Shire's Specific Outcomes for the Rural Areas Element, require that *'Land in rural areas is maintained in economically viable lot sizes, ensuring that regional landscape and rural production values are not compromised by fragmentation, alienation or incompatible land uses'* and that any Uses within the Rural Areas *'are developed in the Rural Area in a way which; does not impede or conflict with agricultural activities and production; and does not compromise rural character and scenic qualities; and does not adversely impact on ecological and biodiversity values'*. The proposal provides for an overriding Community Benefit within a Rural Allotment incorporating the existing Rural Activities. The proposal is not in conflict with the Elements of the Rural Area.

The proposed development provides for additional Community Facilities to meet the need of the Mareeba Shire community as outlined within the Strategic Outcomes of the Community Identify and Diversity Strategic Framework. It is considered that the proposal provides Community Facilities that are compatible with the surrounding area, provided with a high level of amenity and safety for all users, and are easily accessible to the majority of residents.

The proposal has been meticulously designed and located to ensure that the development provides access to important education for all Mareeba residents. The proposed Educational Establishment is considered to be appropriately located, accessible and safe while ensuring to utilise the existing Rural Activities that are undertaken onsite (Education Facility that is dependent on the natural resources of the locality). The proposal is considered to provide a Use supporting the Mareeba Township and surrounding area while not conflicting with the Strategic Framework of the Mareeba Shire Council's Planning Scheme.

Rural Zone Code

The site is designated in the Rural Zone of the Mareeba Shire Planning Scheme. The Purpose of the Rural Zone *'provide opportunities for non-rural uses that are compatible with agriculture, the environmental features, and landscape character of the rural area where the uses do not compromise the long-term use of the land for rural purposes'*. The Purposes further investigate this by allowing the Rural Zone to *'provide for a range of uses, compatible and associated with rural or ecological values including recreational pursuits and tourist activities; prevent adverse impacts of development on ecological values'* as long as the *'The viability of both existing and future rural uses and activities is protected from the intrusion of incompatible uses; and The viability of both existing and future rural uses and activities is protected from the intrusion of incompatible uses'* It is considered that the proposed development is considered to meet the Purposes of the Rural Zone.

Performance outcomes	Acceptable outcomes	Comments
For self-assessable and assessable development		
Height		
PO1 Building height takes into consideration and respects the following: (a) the height of existing buildings on adjoining premises; (b) the development potential, with respect to height, on adjoining premises; (c) the height of buildings in the vicinity of the site; (d) access to sunlight and daylight for the site and adjoining sites; (e) privacy and overlooking; and (f) site area and street frontage length.	AO1.1 Development, other than buildings used for rural activities, has a maximum building height of: (a) 8.5 metres; and (b) 2 storeys above ground level.	Complies, Any non-Rural structures will be less than 8.5 metres in height and not more than 2 storeys above ground level.
	AO1.2 Buildings and structures associated with a rural activity including machinery, equipment, packing or storage buildings do not exceed 10 metres in height.	Complies Any new Buildings or structures associated with the Rural Use will not exceed 10 metres in height.
Siting, where not involving a Dwelling house Note—Where for Dwelling house, the setbacks of the Queensland Development Code apply.		
PO2	AO2.1 Buildings and structures include a minimum setback of: (a) 40 metres from a frontage to a State-controlled road; and (b) 10 metres from a boundary to an adjoining lot.	Complies, The proposed Educational Facility is setback significantly from any road frontage and adjoining boundaries.

Performance outcomes	Acceptable outcomes	Comments
<p>Development is sited in a manner that considers and respects:</p> <ul style="list-style-type: none"> (a) the siting and use of adjoining premises; (b) access to sunlight and daylight for the site and adjoining sites; (c) privacy and overlooking; (d) air circulation and access to natural breezes; (e) appearance of building bulk; and (f) relationship with road corridors. 	<p>A02.2</p> <p>Buildings and structures, where for a Roadside stall, include a minimum setback of 0 metres from a frontage to a road that is not a State-controlled road.</p>	<p>Not Applicable.</p> <p>Not Roadside Stall proposed.</p>
	<p>A02.3</p> <p>Buildings and structures, expect where a Roadside stall, include a minimum setback of:</p> <ul style="list-style-type: none"> (a) 10 metres from a frontage to a sealed road that is not a State-controlled road; and (b) 100 metres from a frontage to any other road that is not a State-controlled road; 	<p>Complies,</p> <p>The proposed Educational Facility is setback significantly from any road frontage and adjoining boundaries.</p>
Accommodation density		
<p>PO3</p> <p>The density of Accommodation activities:</p> <ul style="list-style-type: none"> (a) respects the nature and density of surrounding land use; (b) is complementary and subordinate to the rural and natural landscape values of the area; and (c) is commensurate to the scale and frontage of the site. 	<p>A03.1</p> <p>Residential density does not exceed one dwelling house per lot.</p>	<p>Not Applicable.</p> <p>No Residential Use proposed.</p>
	<p>A03.2</p> <p>Residential density does not exceed two dwellings per lot and development is for:</p> <ul style="list-style-type: none"> (a) a secondary dwelling; or (b) Caretaker's accommodation and includes building work or minor building work with a maximum gross floor area of 100m²; or (c) Rural worker's accommodation. 	<p>Not Applicable.</p> <p>No Residential Use proposed.</p>
For assessable development		
Site cover		
<p>PO4</p> <p>Buildings and structures occupy the site in a manner that:</p> <ul style="list-style-type: none"> (a) makes efficient use of land; (b) is consistent with the bulk and scale of buildings in the surrounding area; and (c) appropriately balances built and natural features. 	<p>A04</p> <p>No acceptable outcome is provided.</p>	<p>The provision of the Educational Facility will be sure to make efficient Use of the land, keeping with the Rural aspect of the site. Any structure will be of appropriate scale and will ensure to balance the natural features of the site.</p>
<p>PO5</p> <p>Development complements and integrates with the established built character of the Rural zone, having regard to:</p> <ul style="list-style-type: none"> (a) roof form and pitch; (b) eaves and awnings; (c) building materials, colours and textures; and (d) window and door size and location. 	<p>A05</p> <p>No acceptable outcome is provided.</p>	<p>The proposed structure within the proposed development will be provided to compliment the Rural Zone and in particularly the natural characteristics of the site. The proposal is for an Educational Establishment that utilises the existing Rural Activities over the site, any structures will ensure to reflect the proposed Uses of the site.</p>

Performance outcomes	Acceptable outcomes	Comments
Amenity		
PO6 Development must not detract from the amenity of the local area, having regard to: <ul style="list-style-type: none"> (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.	The proposal is for an Educational Establishment that utilises the existing Rural Activities over the site, any development over the site will ensure not to detract the amenity of the local area instead protecting the area and surrounding allotments amenity. The proposed development will reflect the existing amenity of the site and surrounding area.
PO7 Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to: <ul style="list-style-type: none"> (a) noise; (b) hours of operation; (c) traffic; (d) advertising devices; (e) visual amenity; (f) privacy; (g) lighting; (h) odour; and (i) emissions. 	AO7 No acceptable outcome is provided.	The proposal is for an Educational Establishment that utilises the existing Rural Activities over the site, any development over the site will ensure to ameliorate any existing negative environmental impacts. The purpose of the development is to protect the area and surrounding allotments amenity and natural environment. The proposed development will reflect the existing amenity of the site and surrounding area.

The proposed development is considered to generally comply with the Code achieving the Acceptable Outcomes and where not able to be met, or are available, meet the Performance Outcomes of the Code. The proposed development is considered appropriate and not in conflict with the Rural Zone Code as it provides for a supporting Use to service the immediate and surrounding industries and Townships in addition to utilising the existing Rural Activities and Uses over the site.

Community Activities Code

The proposed development incorporates Educational Establishment Activities in addition to the existing Rural Activities over the site. The proposal provides for a 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 with the Final MasterPlan and Student population expected to be achieved by 2041. This Educational Establishment Activities will provide an attractive development complimenting the existing character and nature of the Rural Zone. Assessment against the relevant aspects of the Community Activities Code is provided below.

Performance outcomes	Acceptable outcomes	Comments
For accepted development subject to requirements and assessable development		
Amenity and privacy		
PO1 Community activities are appropriately located and designed to avoid adverse impacts on sensitive uses related to: (a) noise; (b) lighting; and (c) overlooking. Note—These provisions apply to any adjoining sensitive use, both on an adjoining site and on the same site as the Community activity.	AO1 Along any common boundary with a sensitive land use, development incorporates: (a) a 1.8 metre high solid screen fence; and (b) screening to windows which: (i) face the boundary; (ii) have a sill height less than 1.5 metres; and (iii) are not wholly screened by the boundary fence.	Not Applicable. The proposal is for an Educational Establishment over the site. The location has been appropriately designed to avoid adverse impacts on any adjoining sensitive Uses. It is not considered that the site adjoins any sensitive Land Uses. The proposal is not considered to significantly affect the amenity of the surrounding Sensitive Uses.
If for Educational establishment or Child care centre		
PO2 Development is located on a site that is capable of accommodating: (a) all facilities necessary for the use; (b) required landscaping and buffering; and (c) appropriately designed access, manoeuvring and parking areas.	AO2 The development is located on a site with a minimum: (a) site area of 800m ² ; (b) road frontage of 20 metres; and (c) road reserve width of 20 metres.	Complies, The site contains an area of 28.73 hectares and a frontage and Road Reserve width of greater than 20 metres.
PO3 The design of the development does not result in any safety hazard for children or other users of the facility.	AO3 A child proof fence or physical barrier is provided to prevent unintended access to the following areas, directly from indoor or outdoor areas intended to accommodate children: (a) Vehicle manoeuvring and parking areas; (b) Refuse storage and servicing areas; and (c) Air conditioning, refrigeration plant and mechanical plant.	Not Applicable. The site contains 28.73 hectares with the Educational Establishment Uses provided within particular areas of the site. The proposal is not considered to result in any safety hazard for children or other users of the Facilities.
For assessable development		
Location		
AO4 Development is compatible with the amenity of the surrounding area, having regard to: (a) the location and type of vehicular access and parking; (b) hours of operation; (c) waste storage and collection; (d) advertising devices and signage; (e) visual amenity; (f) privacy; and (g) noise, odour and dust emissions.	AO4 No acceptable outcome is provided.	Complies, The proposal is located within an existing Rural venture. The proposal is not considered to significantly affect the amenity of the surrounding area. The proposal is considered to maintain and enhance the existing character of the site and surrounding area, in particularly the natural environment and Rural Areas.

<p>PO5 Community activities are highly accessible to the community they serve and are located to encourage multi-purpose trips.</p>	<p>A05.1 Community activities are not located in a cul-de-sac.</p> <p>A05.2 Development is located:</p> <ul style="list-style-type: none"> (a) within 800 metres walking distance of the Centre zone; or (b) within 400 metres walking distance of a public transport stop; or (c) provided with a connection to the pedestrian and cycle network. 	<p>Complies, The Educational Establishment is not located in a cul-de-sac head. The site is located within the Rural Zone as the School utilises the existing Rural Activities and is considered to be highly accessible.</p>
Amenity and privacy		
<p>PO6 Community activities protect and enhance the character and amenity of the locality and streetscape through the appropriate location and screening of:</p> <ul style="list-style-type: none"> (a) air conditioning; (b) refrigeration plant; (c) mechanical plant; and (d) refuse bin storage areas. 	<p>A06 No acceptable outcome is provided.</p>	<p>Complies, The site contains 28.73 hectares with the proposed Educational Establishment Uses provided within particular areas of the site. The proposal will not create any adverse additional affects to the local area and will not detract from the existing amenity, instead the proposed Facility is considered to enhance the existing amenity.</p>
If for Educational establishment or Child care centre		
<p>PO7 Educational establishments and Child care centres:</p> <ul style="list-style-type: none"> (a) do not detrimentally impact on the amenity or operations of surrounding land uses; and (b) have suitable separation distances and buffering from sensitive uses. 	<p>A07 No acceptable outcome is provided.</p>	<p>Complies, The proposal provides for Educational Establishment Uses within the existing site containing an area of 28.73 hectares. Appropriate and suitable separation and natural buffering is provided for any adjoining or sensitive Land Use. The proposal is not considered to significantly affect the amenity of the surrounding Sensitive Uses.</p>

It is not considered that the proposal is in conflict with the relevant aspects of the Community Activities Code. The proposal provides for more appropriate Community Activities over the site that supports the locals by providing necessary services and Education to Mareeba which will continue to support the communities needs of the Mareeba Township and Region.

It is considered that the proposed Material Change of Use complies with the Intent of the Community Activities Code and is acceptable.

Airports Environs Overlay Code

The site is located inside of the 8km Bird and Bat Zone of the Bird and Bat Strike Zones and within the 6km Light Intensity – Mareeba Overlay Mapping. The proposed Educational Establishment is located over a Rural Allotment containing 28.73 hectares and is not considered to adversely affect the site, immediate vicinity, or surrounds. The proposal is not for a waste disposal site. The proposal is not considered to contribute to the potentially serious hazard from wildlife (bird or bat) strike and will ensure that potential food and waste sources are covered and collected so that they are not accessible to wildlife. It is considered that the Airports Environs Overlay Code is Not Applicable to the proposed Educational Establishment and the proposal will not affect the Bird and Bat Strike Zone and Light Intensity Zone.

Bushfire Hazard Overlay Code

The site is Mapped as containing Very High, High and Medium Bushfire Hazards and Potential Impact Buffer within the Bushfire Hazard Overlay Mapping over the site. The proposed structures will be provided within the Medium Bushfire Hazard Overlay. The proposed Educational Establishment's structures are able to be provided with appropriate setbacks and firebreaks if located within the Mapped Hazard. The proponents will ensure that maintenance and upkeep of the site will be maintained to ensure no build-up of hazardous materials and that existing or proposed firebreaks are maintained. It is not considered that the proposal will affect the Bushfire Hazard of the property as the site will ensure to remove any piling of fuel loads, contains existing firebreaks, and is provided with appropriate water sources. Any appropriate water source will contain sufficient storage of water for Firefighting Supply and will be provided with the appropriate connections where required. It is noted that the site contains Riparian Creeks throughout and adjoining the site for Fire Fighting Purposes.

Environmental Significance Overlay Code

The site is Mapped as containing limited Regulated Vegetation and MSES Waterway Buffering over the site with the MSES Remnant Vegetation generally located within the MSES Waterway Buffering in the existing intersecting Watercourses on the Environmental Significant Overlay Mapping. The proposal will not significantly affect the areas of MSES Remnant Vegetation or Waterway Buffering provided over the site as no structures are located within these Mapped Areas. The proposal is for the construction of an Educational Establishment with limited clearing proposed over the 28.73 hectares site. It is not considered that the proposal will affect the areas of Environmental Significance over the site and can be conditioned to ensure its protection, if required. The proposed development creates an Educational Establishment over the site without significantly affecting the existing natural environment in accordance the Intent of the Environmental Significant Overlay Code.

Slope Overlay Code

The site is Mapped as containing minimal areas of Slope Hazard 15% or greater within the Slope Hazard Overlay Mapping. No new buildings or structures are proposed within any areas Mapped by the Overlay. If any works are proposed over land greater than 15%, a Geotechnical Report can be provided, if required.

Landscaping Code

The proposed development is for the construction of an Educational Establishment. The proposal is located within Rural Zoned Allotment comprising of 28.73 hectares in size. The proposed educational development in addition to the Rural Activities over the site contains existing Remnant Vegetation and Landscaping. No clearing is proposed with the Development Application other than for the proposed Educational Establishment Facility with the existing Landscaping to be maintained and enhanced. The Educational Establishment will contain Shared Open Space Areas and will be appropriately Landscaped and maintained to enhance the proposed School.

The proposed Educational Establishment has been setback 20 metres from the adjoining southern property. This Buffer Zone of 20 metres will include a cleared 3.0 metre wide area along the Southern Boundary for maintenance, access, and hazard separation. The hatched Buffer Zone will be planted creating significant buffering between the proposed development and the adjoining Rural Activities. Any plantings located onsite and particularly within the Buffer Zone will be provided as the preferred plant species which is understood to comply with the requirements of the Planning Scheme Policy. Landscaping is an important feature of a site, the proposed landscaping will be sourced from local plant nurseries to ensure that readily available and suitable plant species are planted. Plantings of various species, colour scheme, densities and heights will be selected to create a visually attractive site. Any Landscaping and Buffering is considered to contribute to the Landscaping character of the Shire, complimenting the immediate surrounds and surrounding vicinity.

It is considered that the proposed development complies with the Purpose and Intent of the Landscaping Code given the site's Zoning and natural features.

Parking and Access Code

The proposal is for a staged construction of an Educational Establishment within the 28.73 hectares Rural Allotment. The Planning Scheme's Parking requirements for all establishments requires the provision of 1 space per every 10 students plus 1 space per employee, and provision for 3 vehicles for loading and unloading of passengers.

Page
16

The site gains access via the existing Railway Level crossing and driveway located in the south-western corner. The Educational Establishment proposes to utilise this existing access as demonstrated on the attached Proposal Plans. It is not expected that the proposed Educational Establishment is likely to generate any traffic between the period of 9:00 am to 3:00 pm with any suggested traffic within this period possibly being two vehicles in and two vehicles out. Further to this, any intensification (growth) of the traffic will be gradual and spread-out over the six (6) Stages of the development which is expected to be fully completed by 2041. Initial Traffic Investigations undertaken have noted that the traffic volumes are not considered to be significant ensuring that any generated traffic shouldn't be problematic for the State nor for the Mareeba Shire Council given all the nearby traffic is on Chewko Road. Chewko Road contains two Extractive Industry Permitted Developments that utilise Chewko Road to access Costin Street to travel on to Cairns, so any generated traffic as a result of the school is not expected to raise any significant issues. Any access provided is to incorporate an appropriate level of safety and can encompass a defined level crossing across the Railway including STOP signage on both sides of the existing level crossing. This Railway is understood to be limited (due to the number of rail movements that occur on the line). These Railway movements are identified to be generally Wednesday and Saturdays by the Savannahlander and is understood to rail motor out to Chillagoe passes through the section of line at about 11:00AM and returns on Saturday approximately at about 2:00PM.

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, with the provided Parking Requirement effectively resulting in 1 space per 10 students and 1 space per staff member. In addition to this, the proposed development will also provide for two (2) Bus Drop-off/ Bus Parking Areas to ensure that an acceptable and appropriate level of parking is provided onsite. The dimensions of the proposed car parking spaces can satisfy the requirements of Australian Standard AS2890.1 and all parking spaces/driveway areas can be appropriately sealed, where required.

It is considered that the proposed development is not in conflict with the Purpose or Intent of the Parking and Access Code and is acceptable.

Works, Services, and Infrastructure Code

The proposal is for an Educational Establishment in addition to the existing Rural Activities provided over the site. The site is designated within the Rural Zone and is not connected to reticulated water or sewerage and comprises of 28.73 hectares. Any concentrated Stormwater will be appropriate dispersed over the site and into legal points of discharge if required. The site is connected to power and telecommunications. No change to the existing level of services for the existing and proposed development is envisaged. The proposed Educational Establishment will ensure that no change to the existing nature, character and amenity of the site and surrounding area is envisaged.

Attached to this Submissions is a Report from Gilboy Hydraulic Solutions that provides Engineering commentary in relation to Water Services and Effluent Disposal. The Report notes that the provision of Water Supply can be provided via Rainwater Tanks, Riparian Rights and Bore Supply with any potable water being able to be appropriately treated. In relation to Effluent Disposal, the Report recommends that *'the school should look to*

dealing with its wastewater treatment and disposal infrastructure using a modular treatment system that has the capacity to be expanded in segments as the school capacity increases. Given that ultimately an ERA63 will be required for this site at Stage 6 and the fact that there is multiple watercourses dividing this site, we are advocating that the school elects to treat its wastewater using an onsite sewage treatment plant capable of producing advanced secondary quality effluent. The plant selected could be in the form of several completely independent satellite systems or a single central modular type, depending on the contours of the land, the reuse of effluent and the expected timing of the stages.' As the Report notes that an ERA 63 is not required until Stage 6 of the proposed development, it is considered that an ERA 63 is not required with this Application and that any Conditioning for Stage 6 be required to undertake an appropriate Effluent Disposal Report and ERA 63. This is considered to be appropriate and acceptable as the proposed MasterPlan is expected to be completed by 2041 with Stage 6, being the Final Stage not expected to be undertaken within the next 15 years. By the time that Stage 6 is constructed, it is expected that the standards and technologies will be far better and different from those at the current moment.



Initial Professional investigations in relation to any Stormwater effect on the adjoining Railway and or any other properties have noted that the proposed Educational Establishment will have absolutely no affect to Queensland Rail due to the catchment upstream of Queensland Rail being so large that the peak flows generated by this catchment would take hours to reach the Queensland Rail crossing. Freshwater Planning Pty Ltd has been informed that rain intensity decreases over time so when the peak flow from the creek catchment arrives at the Queensland Rail culvert/bridge (several hours into a storm event), the flow from the proposed school has dropped off so much that it is now well below the its pre-development peak discharge (which QUDM requires a development to set as its peak discharge via a detention basin) hence nothing is required. Further the site contains an area of 28.73 hectares encompassing the East Gully, Atherton Creek and Chinaman Creek ensuring that the proposal can be provided with an appropriate level of Stormwater Disposal to legal points of discharge without creating a worsening affect to neighbouring or downstream properties.

The site is provided with slopes throughout the site with any Filling or Excavation is anticipated within or close to these areas to be limited to site preparation for the Educational Establishment Facility. If any significant Filling or Excavation is required onsite, this will be provided as a part of an Operational Works Approval.

It is considered that the proposed Material Change of Use complies with the Intent of the Works, Services, and Infrastructure Code.

Conclusion

It is considered that the proposed development being a Material Change of Use to facilitate the construction of an Educational Establishment over land described as Lot 71 on SP292140 is appropriate. The proposed design of this development represents a small-scale development that has mitigated all possible negative effects of the surrounding environment and is considered acceptable. In particular, the proposed development:

-  Creates a new Educational Establishment within Mareeba that will ensure to foster not only the growth of Mareeba but also providing an overwhelming Community Benefit resulting in the Townships economic growth;
-  It is not considered that the proposal is in conflict with the Intent or Elements of the Strategic Framework, instead providing a Community Facility that is compatible with the surrounding area, provided with a high level of amenity and safety for all users and are easily accessible to the majority of residents within Rural and Scenic Areas of the Mareeba Shire;

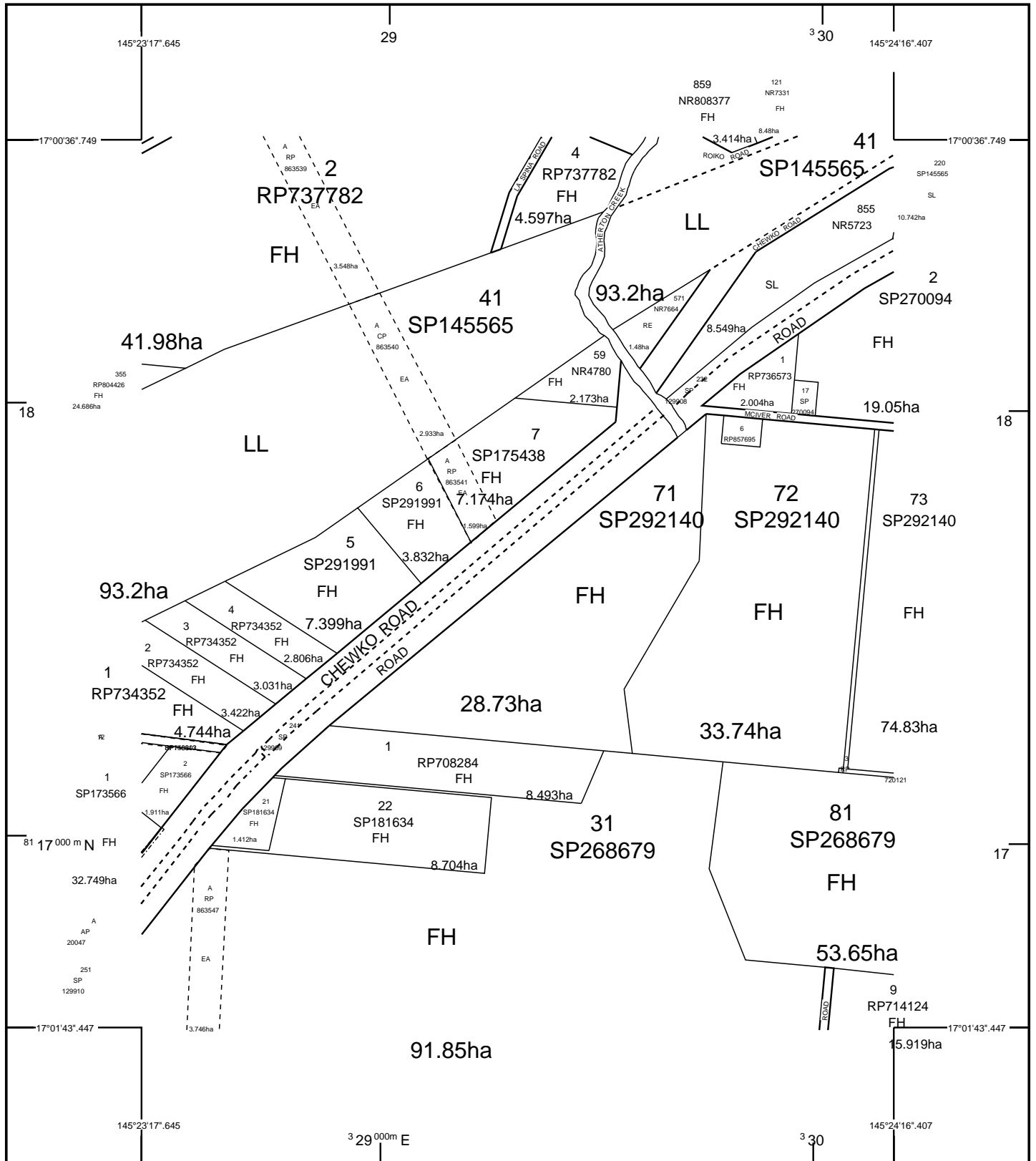
- ✚ Is not in conflict with the Intent or Purposes for land designated in the Rural Zone and utilises the existing Rural Activities over the site ensuring not to impact on the Good Quality Agricultural Land whilst guaranteeing to be sympathetic to the nature of the site provided in an appropriate scale;
- ✚ Will encompass no significant negative impacts to the existing nature and amenity of the area, instead enhancing the amenity and character as the Material Change of Use provides an attractive necessary service supporting the Residential population of Mareeba and the surrounding Townships;
- ✚ Can meet the Performance Outcomes and the Purpose of the Community Activities Codes;
- ✚ Provides for appropriate and acceptable level of servicing without compromising the environmental values of the Shire and Mareeba;
- ✚ Is not in conflict with the Regional Plan's Regional Landscape and Rural Production Area designation as the proposal provides necessary services to Mareeba which will continue to support the communities needs of the Mareeba Township and Region;
- ✚ Provides for an appropriate level of servicing inclusive of sufficient parking and access and the acceptable timely provision of infrastructure and works;
- ✚ The Two Rivers Community School main purpose of the Educational Establishment is to provide an Agriculturally based Education through its Agricultural Activities; and
- ✚ The proposed development is considered acceptable and appropriate providing an overriding Community Benefit. The proposal is for a Material Change of Use to provide necessary services to Mareeba which will continue to support the communities needs of the Mareeba Township and Region

It is considered that the proposal provides an educational Farm-based School that will become an Icon for Educational Establishment in Mareeba and within Far North Queensland.

Freshwater Planning Pty Ltd request that Council provide a copy of the Draft Conditions with sufficient time for review prior to issuing a Decision Notice over the site or tabulating and Item on the Agenda. If you have any queries, please do not hesitate to contact Freshwater Planning Pty Ltd.

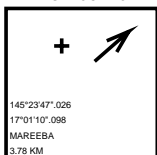
Yours faithfully,


MATTHEW ANDREJIC
FRESHWATER PLANNING PTY LTD



STANDARD MAP NUMBER
7963-11442

MAP WINDOW POSITION &
NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

DCDB	
Lot/Plan	71/SP292140
Area/Volume	28.73ha
Tenure	FREEHOLD
Local Government	MAREEBA SHIRE
Locality	MAREEBA
Segment/Parcel	21242/47

CLIENT SERVICE STANDARDS

PRINTED 25/06/2023

DCDB 22/06/2023 (Lots with an area less than 1500m² are not shown)

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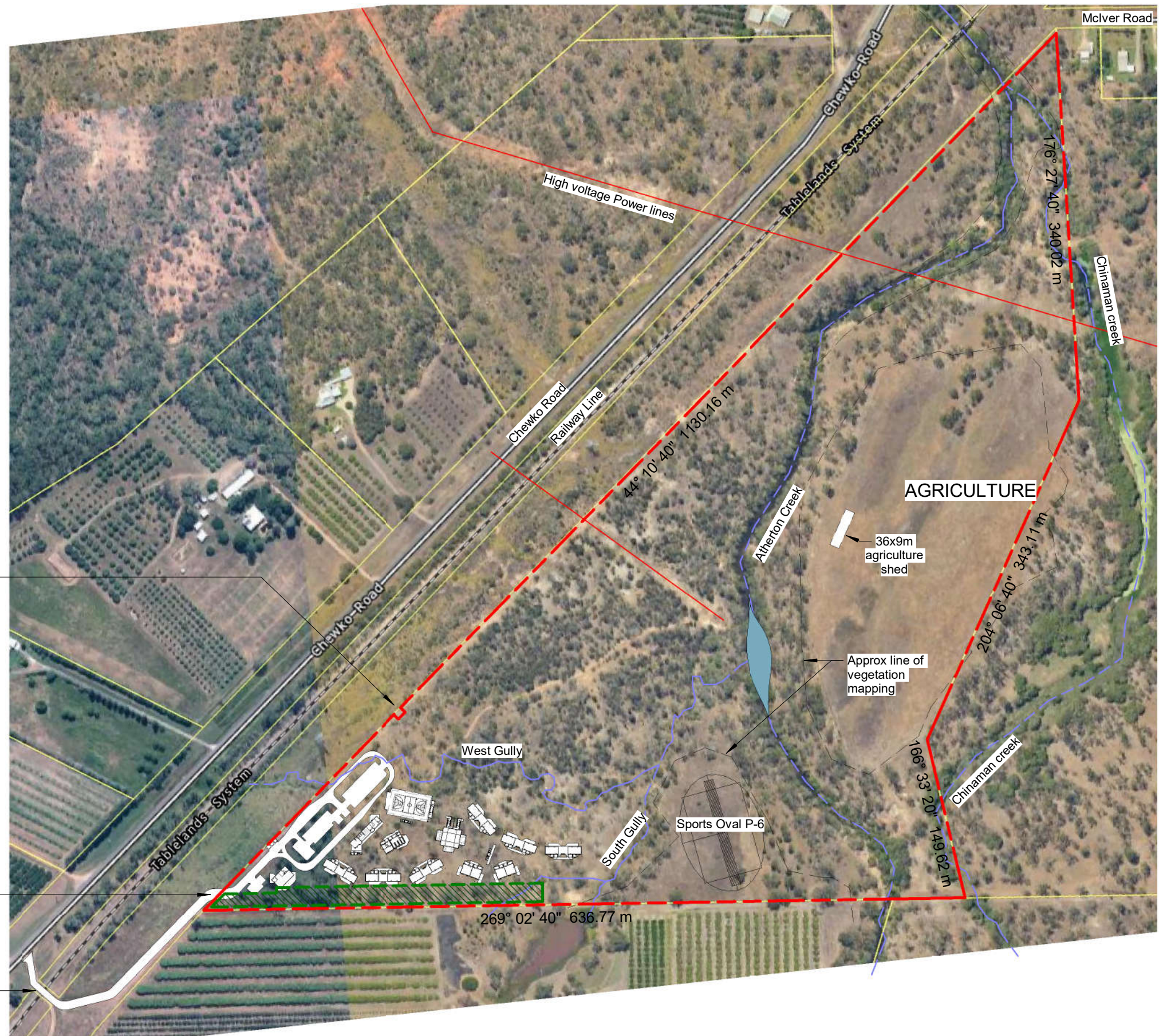
**Queensland
Government**

(c) The State of Queensland,
(Department of Resources) 2023.

Suggested Ergon Transformer location if required (TBC)

Site Entry

Existing access point with railway level crossing



Two Rivers Community School, Mareeba

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

Masterplan - Final Entire Site

1 : 4000 @ A3

162 / A031

10/10/2023 15:35:32

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

Issue	Details	Initial	Date
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Suggested Ergon Transformer location if required (TBC)



Site height datum
Heights are indicative only - confirm on site

Buffer zone if required



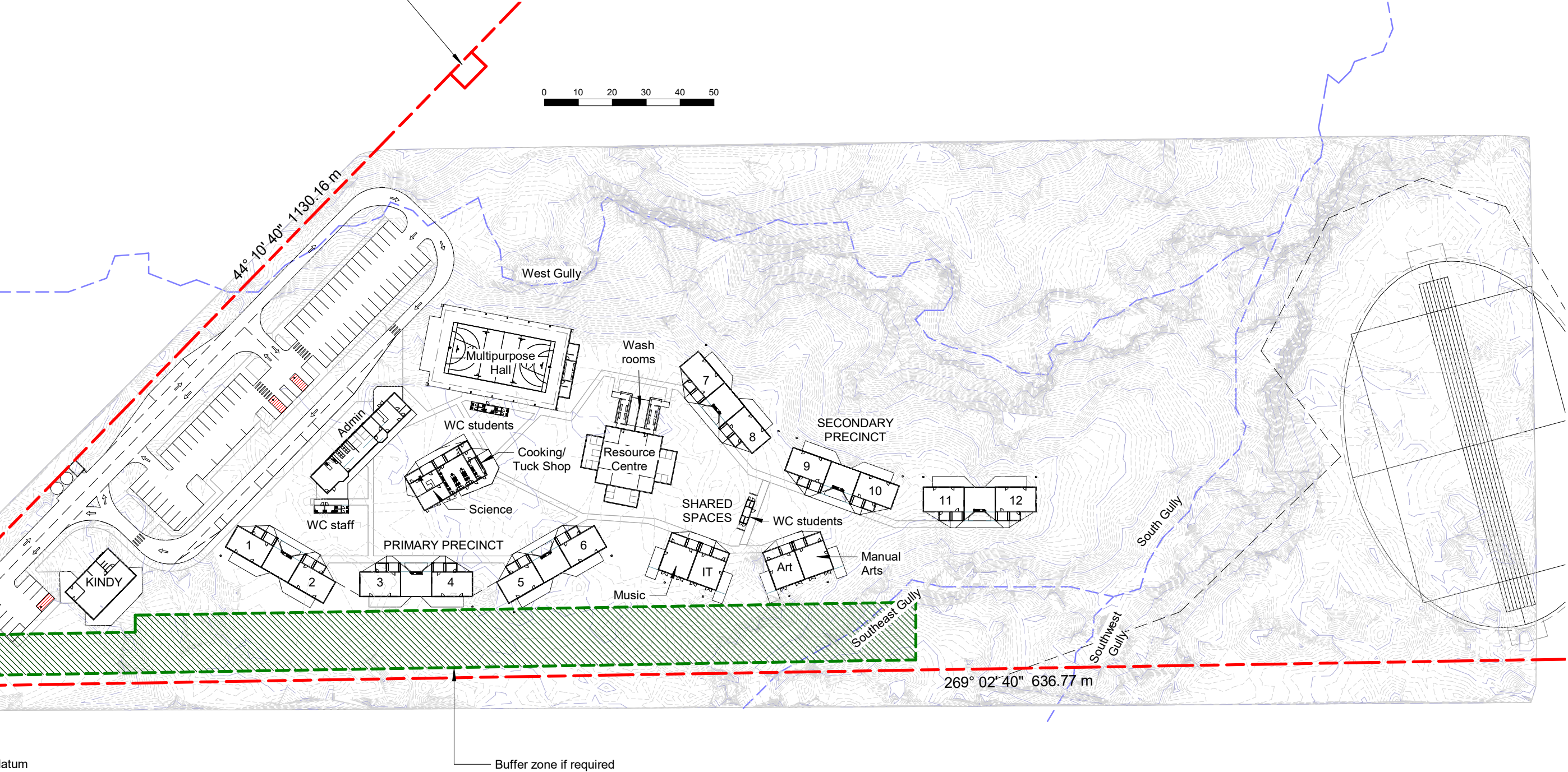
Two Rivers Community School, Mareeba

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

1 : 1250 @ A3
Masterplan - 2041 School
162 / A041b
10/10/2023 15:35:38

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
Issue	Details	Initial	Date

Suggested Ergon Transformer location if required (TBC)



Site height datum
Heights are indicative only - confirm on site

Buffer zone if required



Two Rivers Community School, Mareeba

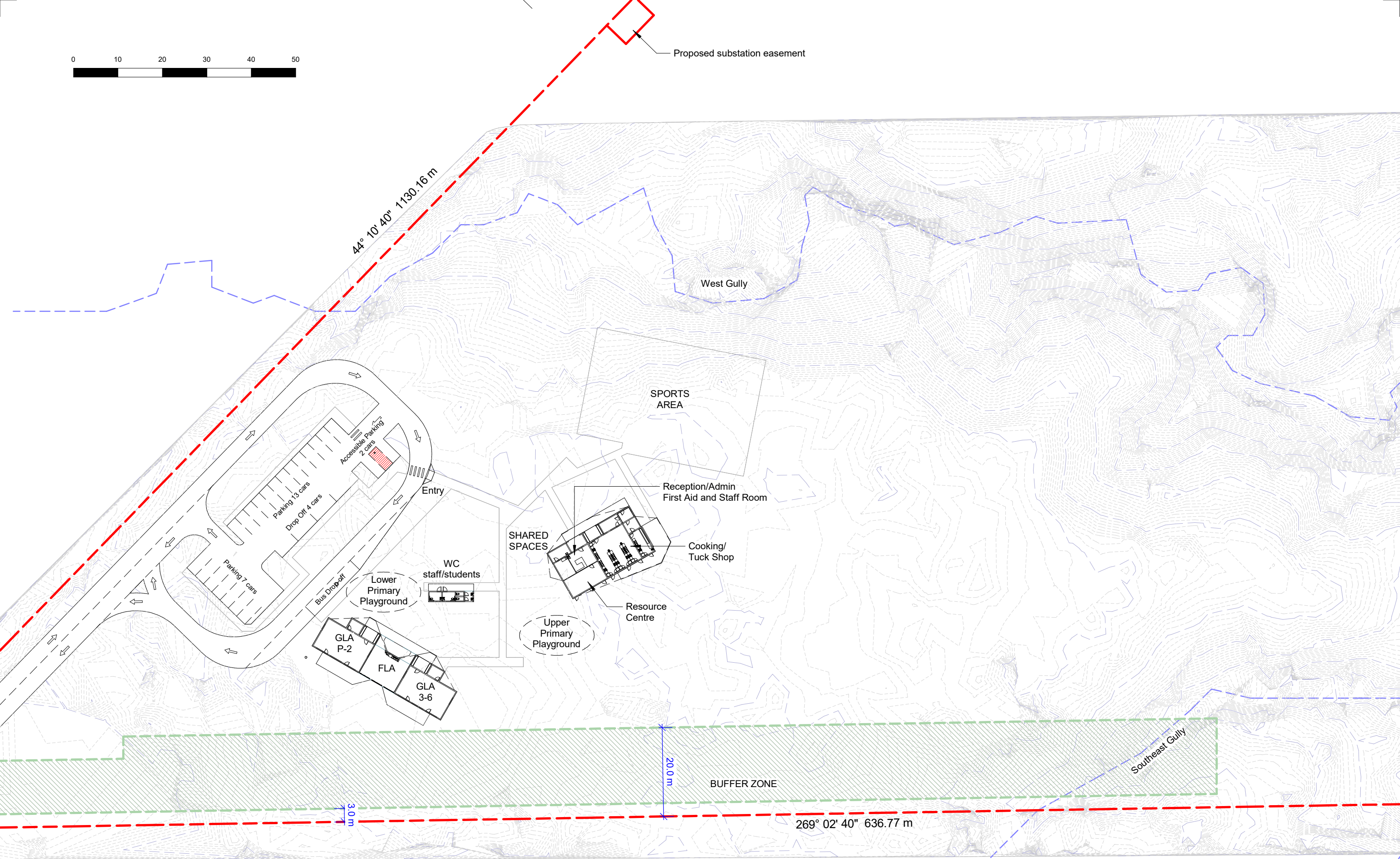
267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)
Lot 71 on SP292140, 287,300sqm, Zoned Rural

1 : 1250 @ A3
Masterplan 2041 School B&W
162 / A041c
10/10/2023 15:36:19

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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	12.09.2022
1	Updated with Survey info	SBW	14.06.2022
Issue	Details	Initial	Date



Proposed substation easement



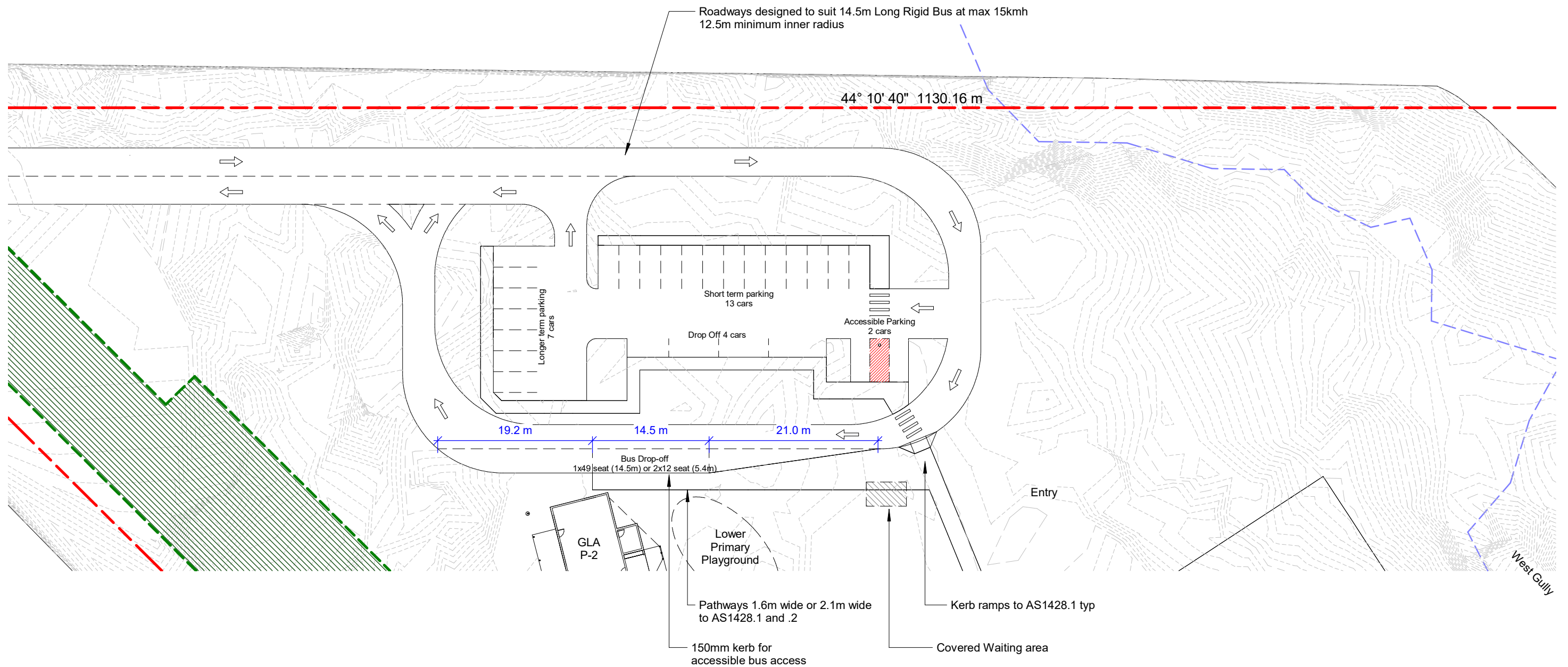
Two Rivers Community School, Mareeba

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

1 : 750 @ A3
Stage 1 Plan
162 / A111
24/07/2023 15:08:58

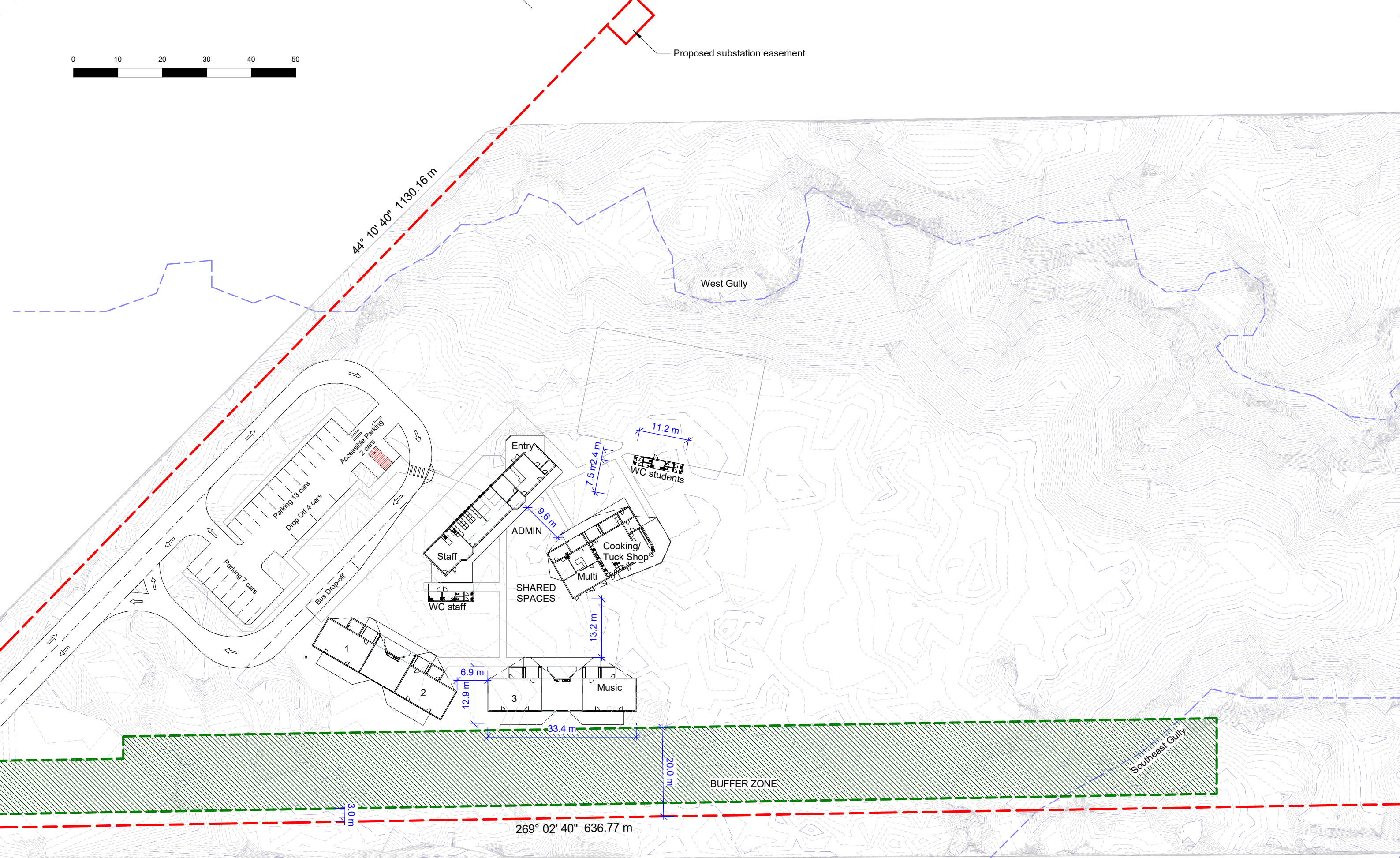
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4	Revised Access Point	SBW	20.07.2023
3	Updated Stages with revised parking	SBW	19.06.2023
2	Updated Staging	SBW	07.11.2022
1	Updated for Review	SBW	12.09.2022

Issue	Details	Initial	Date
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Proposed substation easement



Two Rivers Community School, Mareeba

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

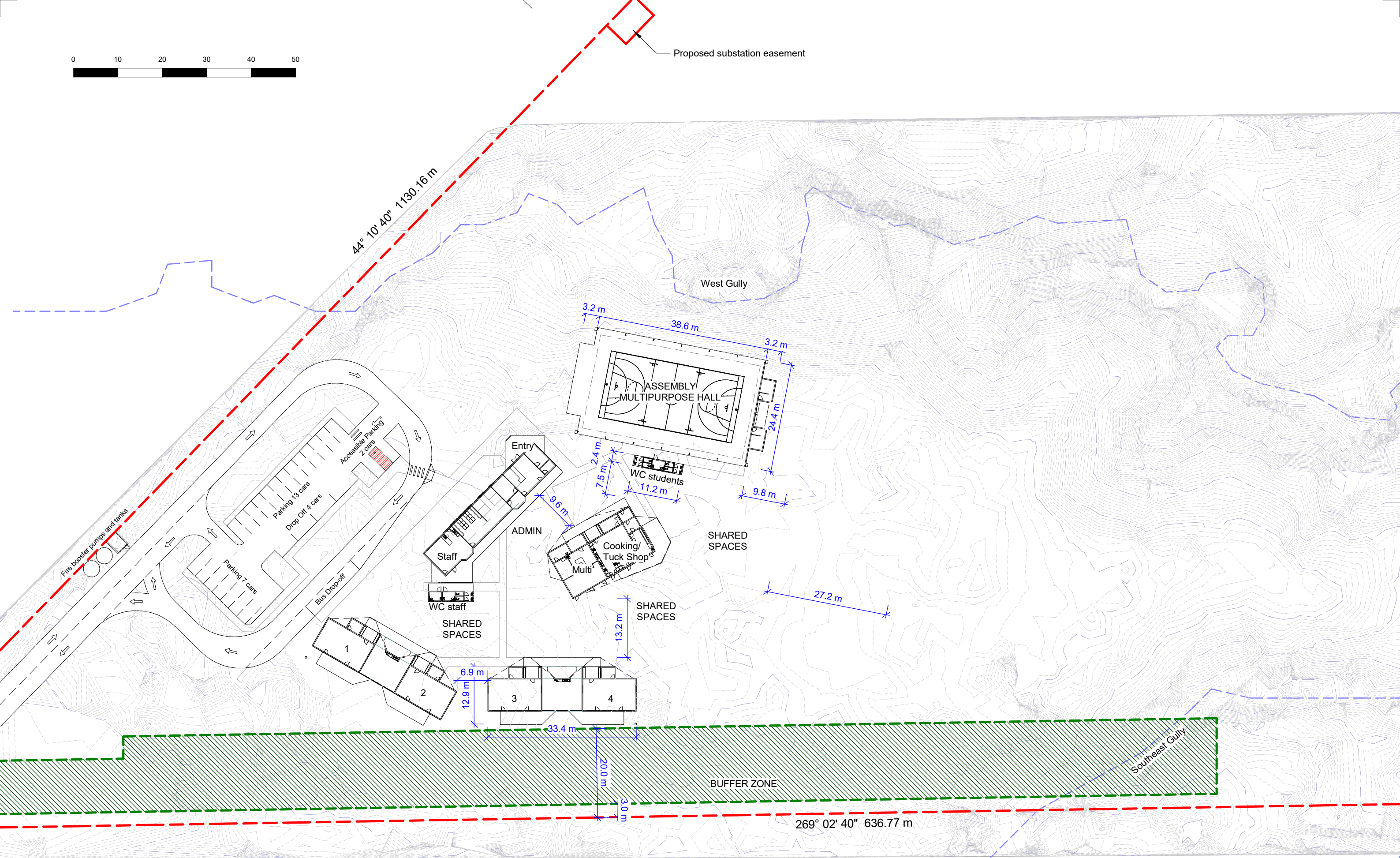
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Stage 2 Plan
162 / A121
24/07/2023 15:09:01

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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	12.09.2022

Issue	Details	Initial	Date
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Proposed substation easement



Two Rivers Community School, Mareeba

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

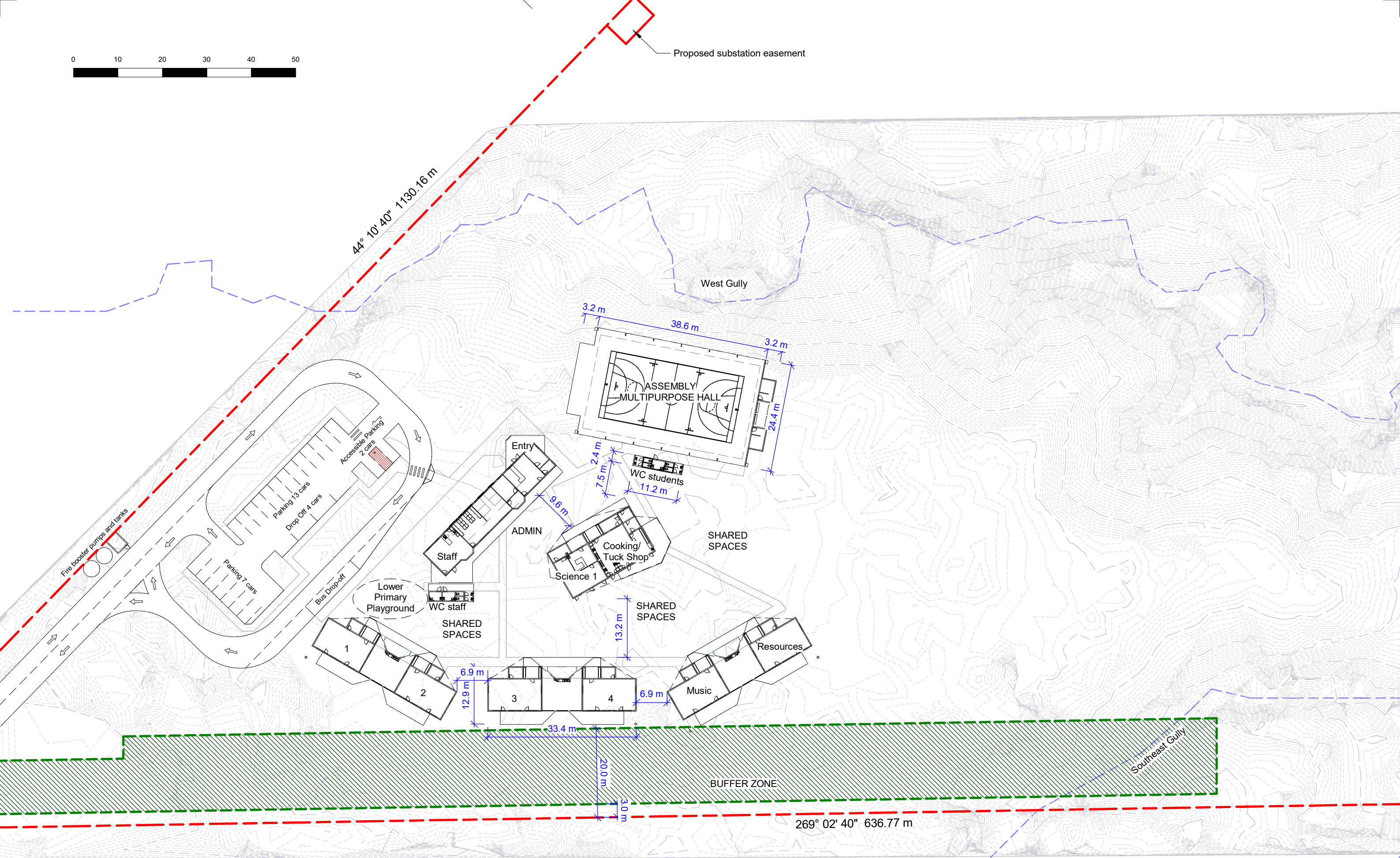
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Stage 3 Plan
162 / A131
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5	Revised Access Point	SBW	20.07.2023
4	Updated Stages with revised parking	SBW	19.06.2023
3	Updated Staging	SBW	07.11.2022
2	Updated for Review	SBW	12.09.2022
1	Updated masterplan Options	SBW	02.06.2022

Issue	Details	Initial	Date
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Proposed substation easement



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 4 Plan
162 / A141

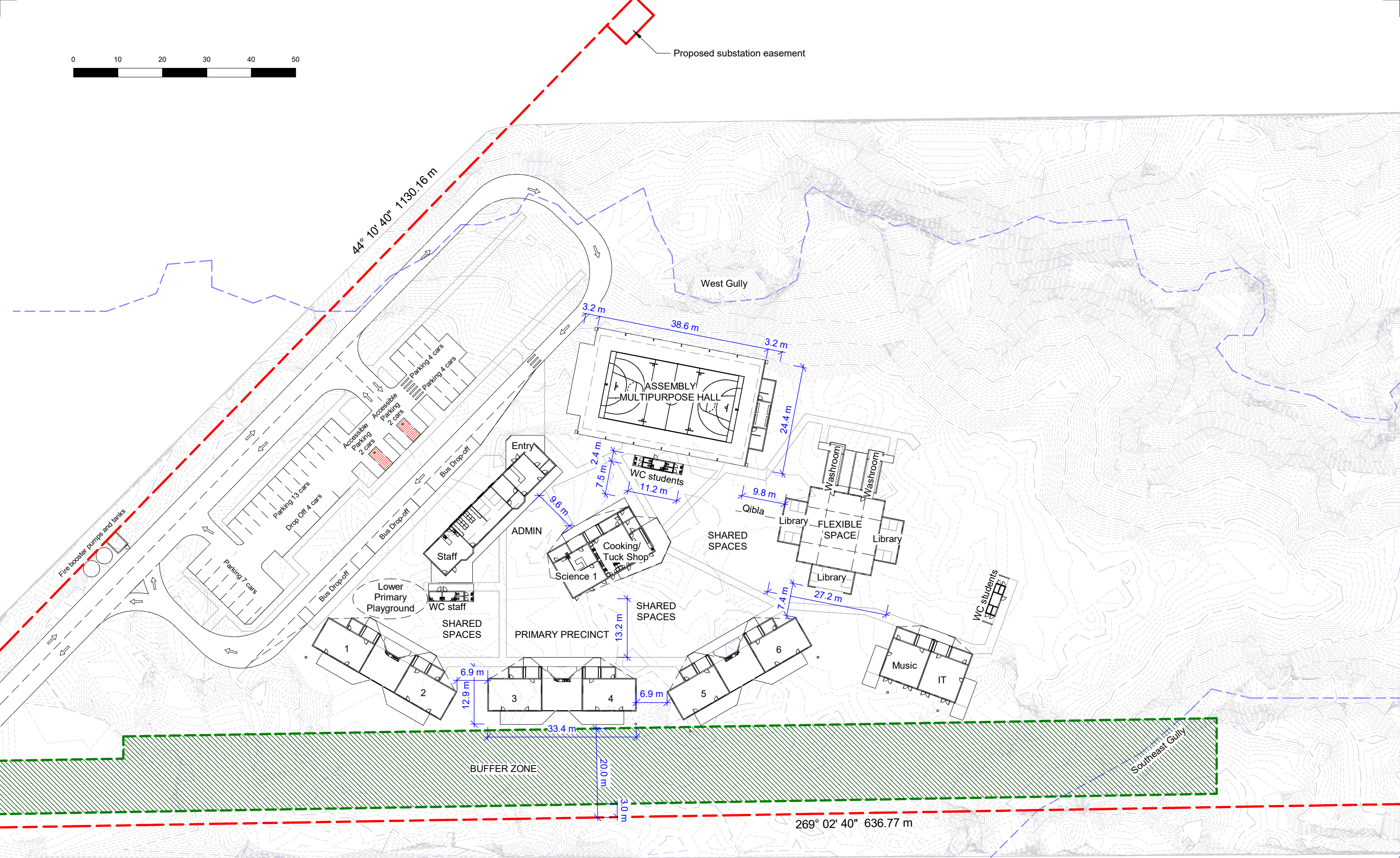
24/07/2023 15:09:08

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

Issue	Details	Initial	Date
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Proposed substation easement



Two Rivers Community School, Mareeba

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

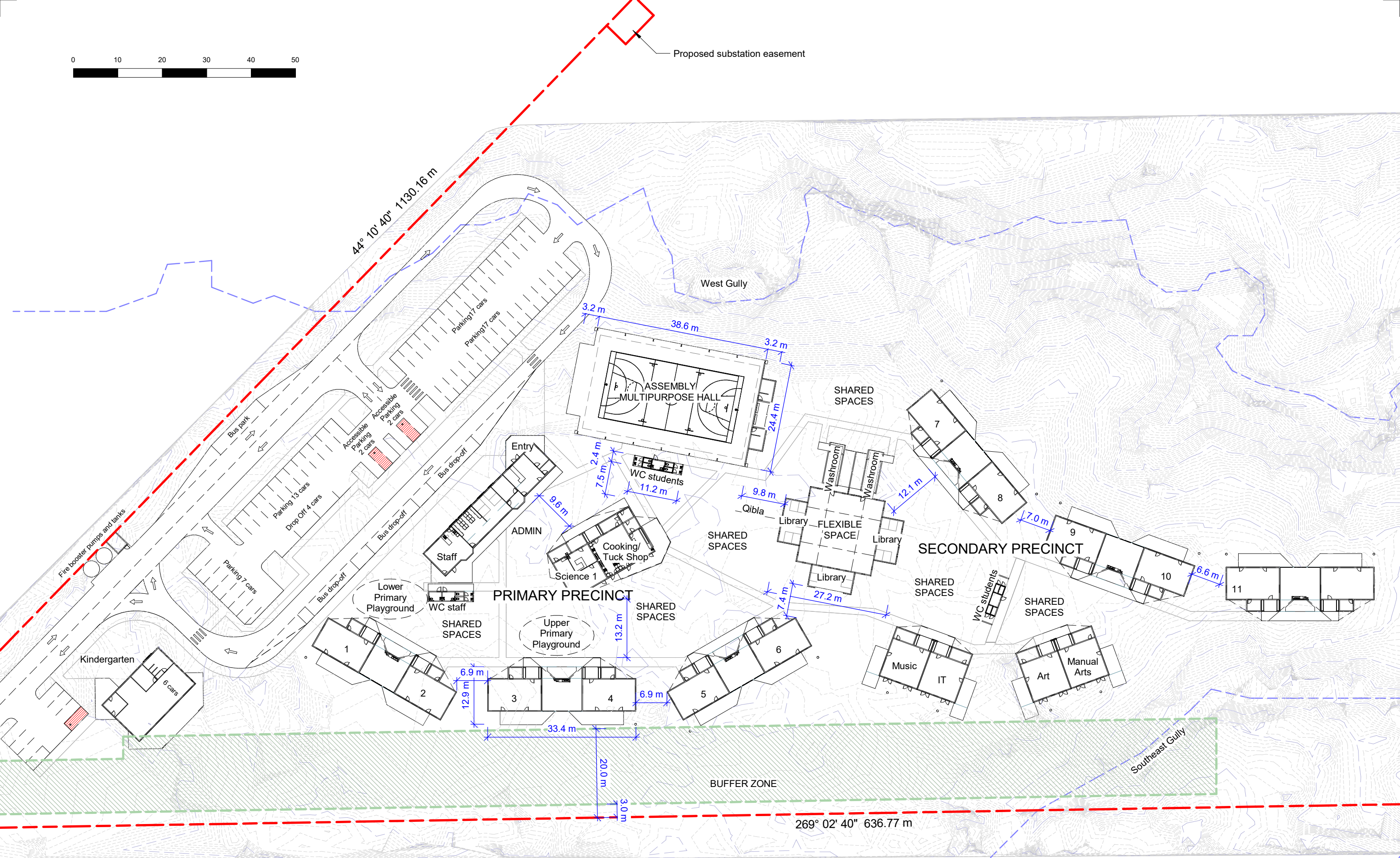
1 : 750 @ A3
Stage 5 Plan
162 / A151
24/07/2023 15:09:14

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

Issue	Details	Initial	Date
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Proposed substation easement



Two Rivers Community School, Mareeba

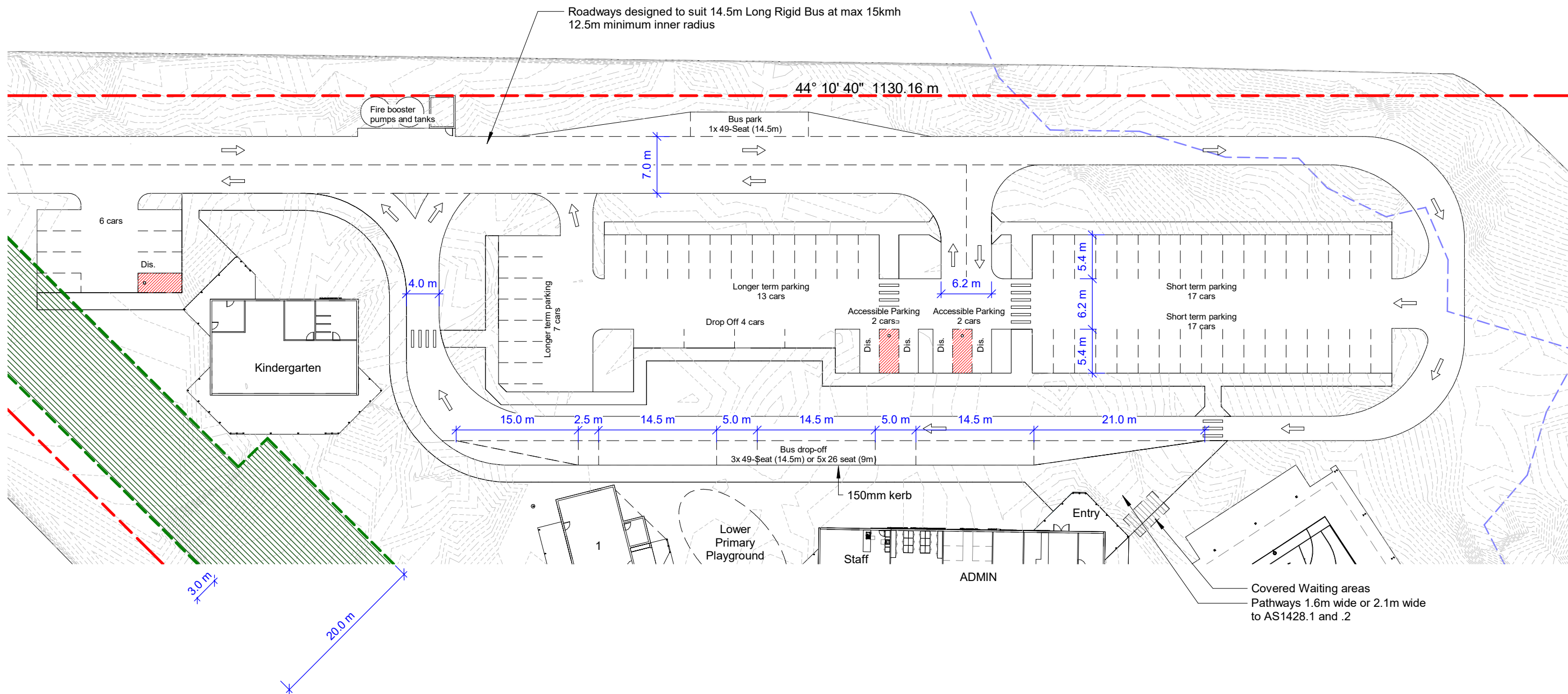
267 McIver Road, Mareeba QLD 4883 (access off Chewko Road)
Lot 71 on SP292140, 287,300sqm, Zoned Rural

1 : 750 @ A3
Final Plan
162 / A161
24/07/2023 15:09:21

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	12.09.2022

Issue	Details	Initial	Date
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Contact: Stuart Withrington 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

Final Plan - Parking and Drop-off

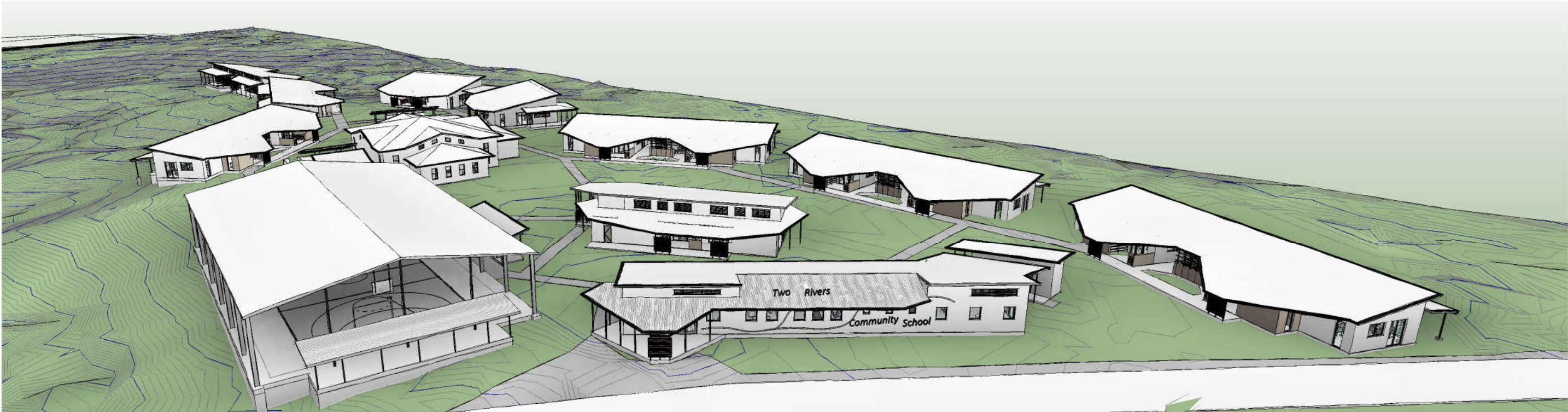
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162 / A162

24/07/2023 15:09:26

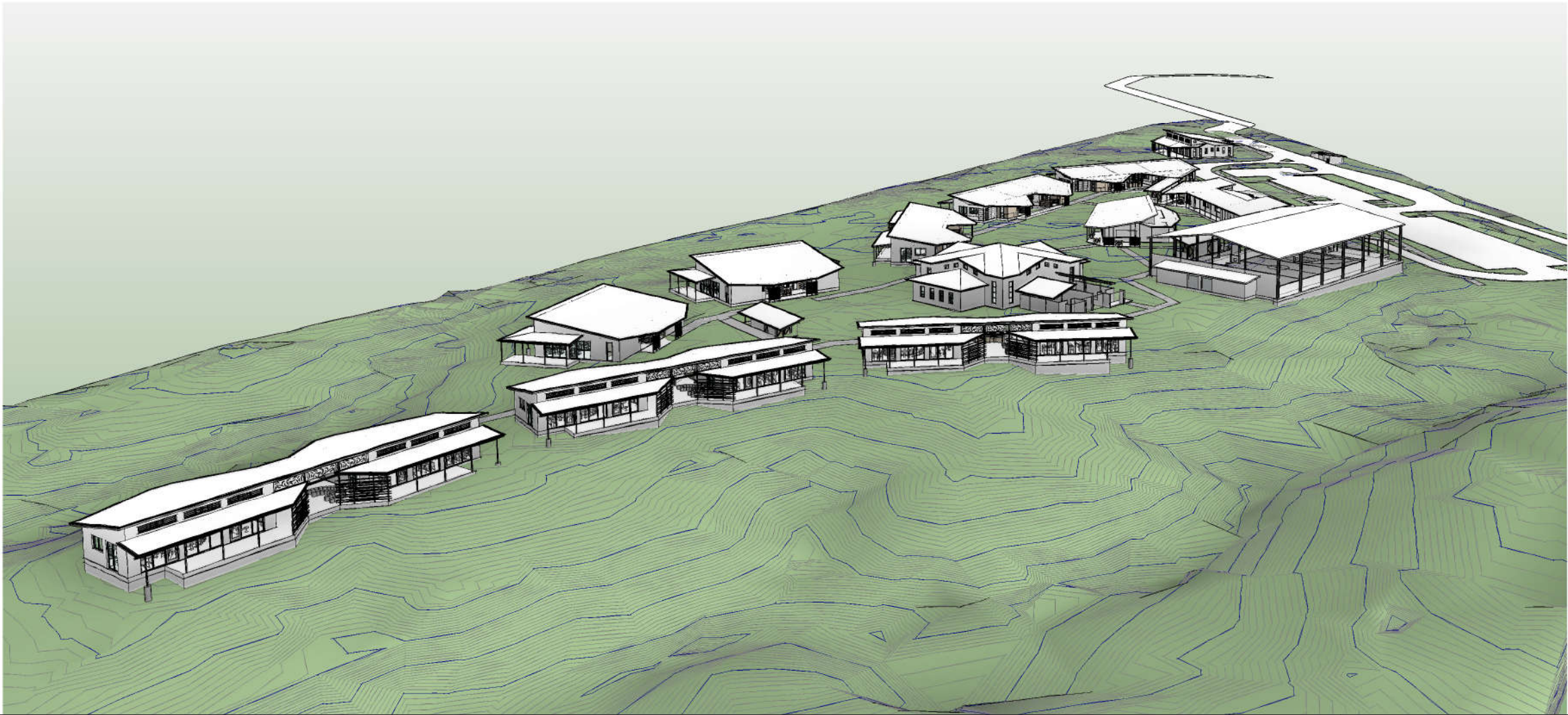
3	Updated Parking Layout	SBW	24.07.2023
2	Revised Access Point	SBW	20.07.2023
1	Parking Layouts	SBW	20.02.2023

Issue	Details	Initial	Date
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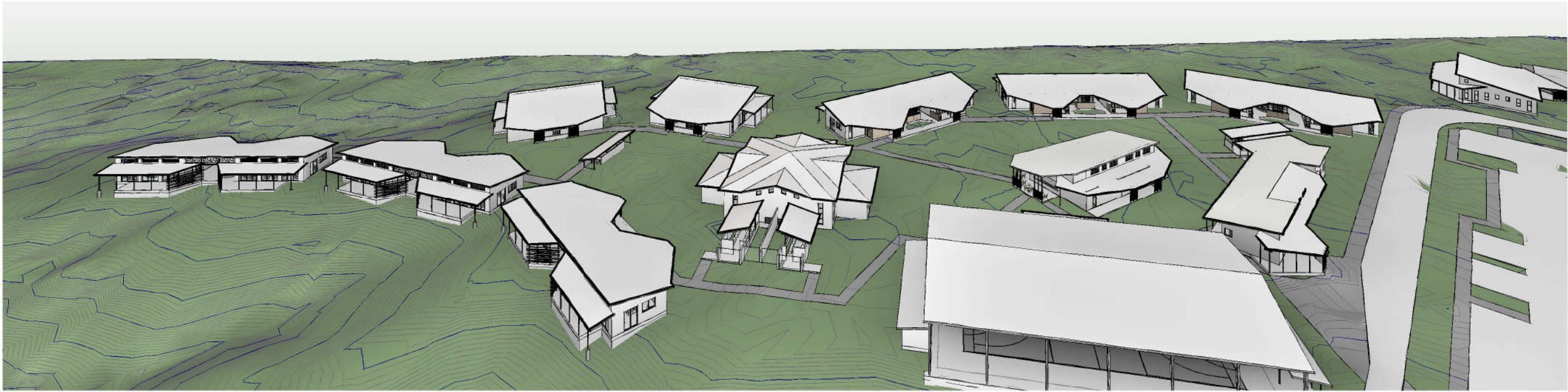


1 Persp - Birdseye from car park

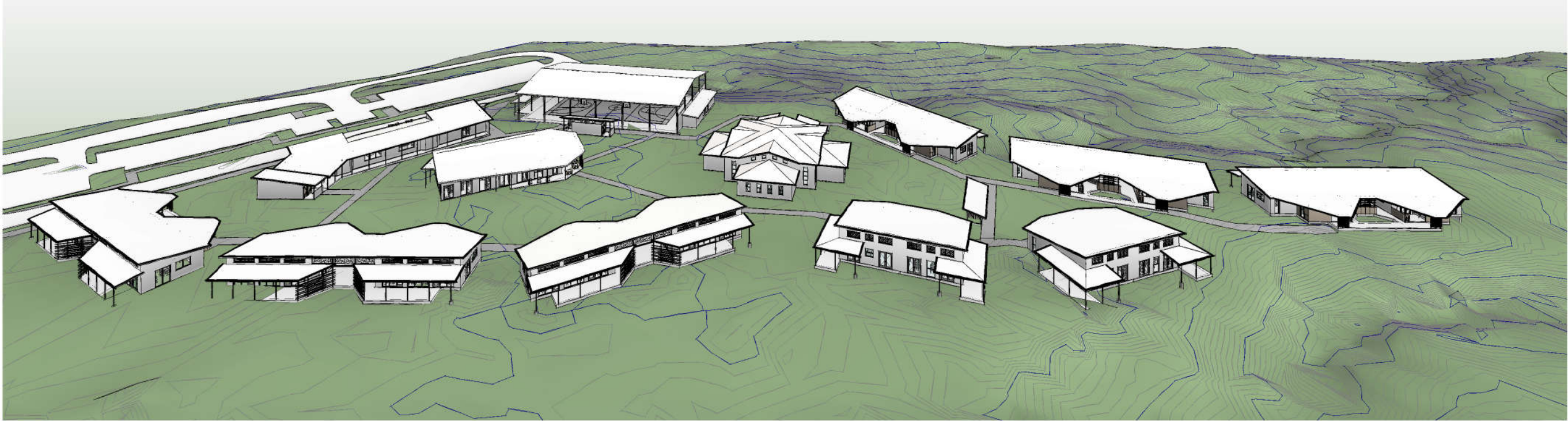
2 Persp - Birdseye from East



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



1
—
Persp - Birdseye from North



2
—
Persp - Birdseye from South

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



1 Persp - Entry



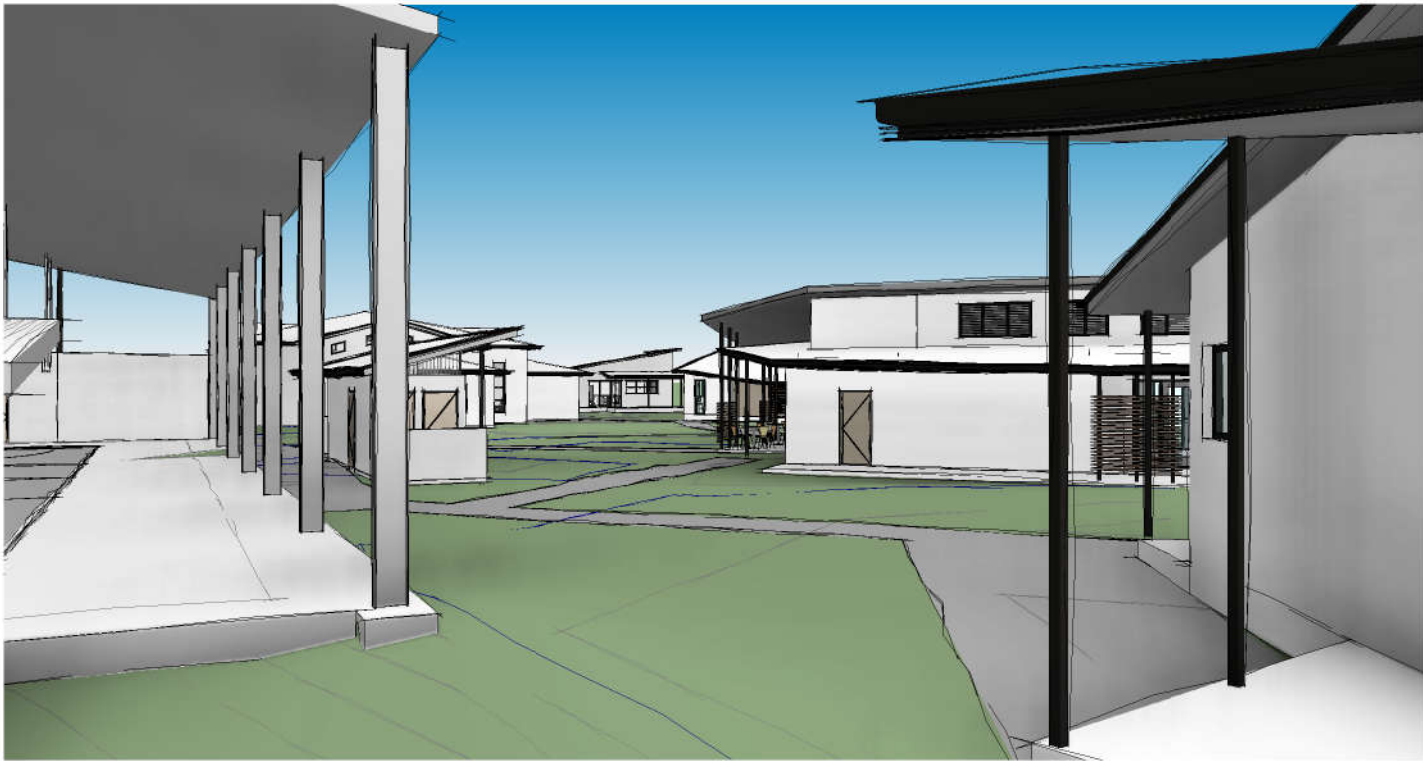
2 Persp - from bridge



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	12.09.2022
1	Updated with Survey info	SBW	14.06.2022



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.

Vision

We are a knowledge community which upholds faith, connection and belonging within our learners, cultivating a commitment to lifelong devotion and service.

Mission

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.

Curriculum

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 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.

Our vision for land use

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

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

4/131 Scott Street, Bungalow.
PO Box 857N, North Cairns. 4870
Phone: (07) 4051 5116 Mobile: 0439 664623
Email: reception@gilboy.com.au

Two Rivers Community School
c/- 267 McIver Road,
Mareeba. 4883

Attention: Mr. Semir Elmazi

Re:

TWO RIVERS COMMUNITY SCHOOL
267 McIVER ROAD – MAREEBA
PROPOSED HYDRAULIC SERVICES INFRASTRUCTURE

In accordance with our fee proposal dated 27th March 2023 we are pleased to assist you with your Development Application to Mareeba Shire Council for a Community School at McIver Road, Mareeba. We acknowledge your faith in us and thank you for our commission.

In accordance with your request, following are our preliminary comments on design concepts that will need to be adopted should be considered when addressing water supply, wastewater treatment and effluent disposal on this site, and is to be used for information and/or comment by the relative departments as required when considering the Development Conditions.

INTRODUCTION:

We understand that the site is located at 267 McIver Road, Mareeba off Chewko Road with a Real Property Description of Lot 71 on SP292140. The lot size is 287,300m² in area and is transgressed by a seasonal creek flowing through the middle of the lot.

There are no local authority services infrastructure available in the surrounding streetscapes, so water and sewerage systems will require onsite collection, storage, treatment, and disposal respectively.

We note that this is a new school development, and that the intention is to stage the development over six (6) stages over several years.

We are led to believe that Stage 1 will see the construction of an 18-space carpark, a central services building (containing: reception, administration, first aid, a resource library and tuck-shop), an amenity building and a classroom building (containing 3X GLA's).

Based on figures provided by the client for this office, we understand that Stage 1 will cater for 8 staff and 50 students.

During expansion stages additional buildings, staff and student numbers will increase, depending on popularity, intake, and demand, and generally planned to mirror the following growth as derived from the amenities calculation figures provided:

Stage 1 – 8 staff and 50 students
Stage 2 – 11 staff and 70 students
Stage 3 – 13 staff and 85 students
Stage 4 – 16 staff and 110 students
Stage 5 – 21 staff and 130 students
Stage 6 – 29 staff and 300 students

WATER SERVICES:

The location of the proposed school is beyond the reticulated water main infrastructure network of the Mareeba Shire Council which terminates in the Joan Street Sub-division area approximately 2km from this site.

At this stage a water main extension from this water source has not been considered but should be factored into a cost-benefit analysis to assess if this is practically viable.



Image # 1 – Mareeba Shire Council Water Infrastructure Network Location

For now, it is proposed that roof rainwater is collected, stored, and treated for potable drinking water, with creek water collected, stored, and treated to satisfy irrigation, agriculture, wash down and flushing of ablution apparatuses.

Bore water is also a viable alternative to be considered as a third source for all water usage with relevant filtration as necessary.

We envisage that large area buildings as they are progressively constructed, will use these large catchment roof areas to capture and collect rainwater in aboveground rainwater storage tanks. Water stored in these tanks will feed through filtration devices and be treated and stored in potable water storage tanks for potable daily water use.

Stage 1 potable water needs are estimated as 58 people x 20 litres/person/day, equating to a total of 1,160 litres/day. With Stage 6 potable water needs estimated at 329 people x 20 litres as 6,580 litres/day.

The Bureau of Meteorology rainfall figures for Mareeba show yearly averages of 900mm to 1,000mm per year. With May to September receiving little to no rainfall at all. This highlights the need for reliable alternative sources of supply being required to satisfy the school's annual potable water volume needs.

Given that the creek has been identified as the source for water usage needs at this site too, we suggest that a bore may be a more reliable alternative source.

Like the rainwater, creek and bore water will be filtered, stored, and treated to potable standard and used for emergency potable water supply when stored rainwater volume is insufficient.

Creek and bore water can be sourced and configured with relevant filtration as required to supply the needs for irrigation, agriculture, wash down and flushing of toilets and urinals.

The volume of alternative water required for uses other than potable drinking water will depend on the area of irrigation or agriculture it must serve, but general observations suggest that 300 litres/person/day are a starting point for consideration.

ON-SITE WASTEWATER TREATMENT AND DISPOSAL:

The location of the proposed school is beyond the reticulated sewer infrastructure of the Mareeba Shire Council which terminates in the Joan Street Sub-division area approximately 2km from this site.

At this stage a connection using a sewerage pump station and rising main has not been considered but should also be factored into a cost-benefit analysis to assess if this is practically viable using the same routes as the alternative water main proposal.

For now, we have assumed that there is no opportunity to extend, access or connect to the council gravity sewerage system, and provide our advice using onsite treatment and wastewater disposal.

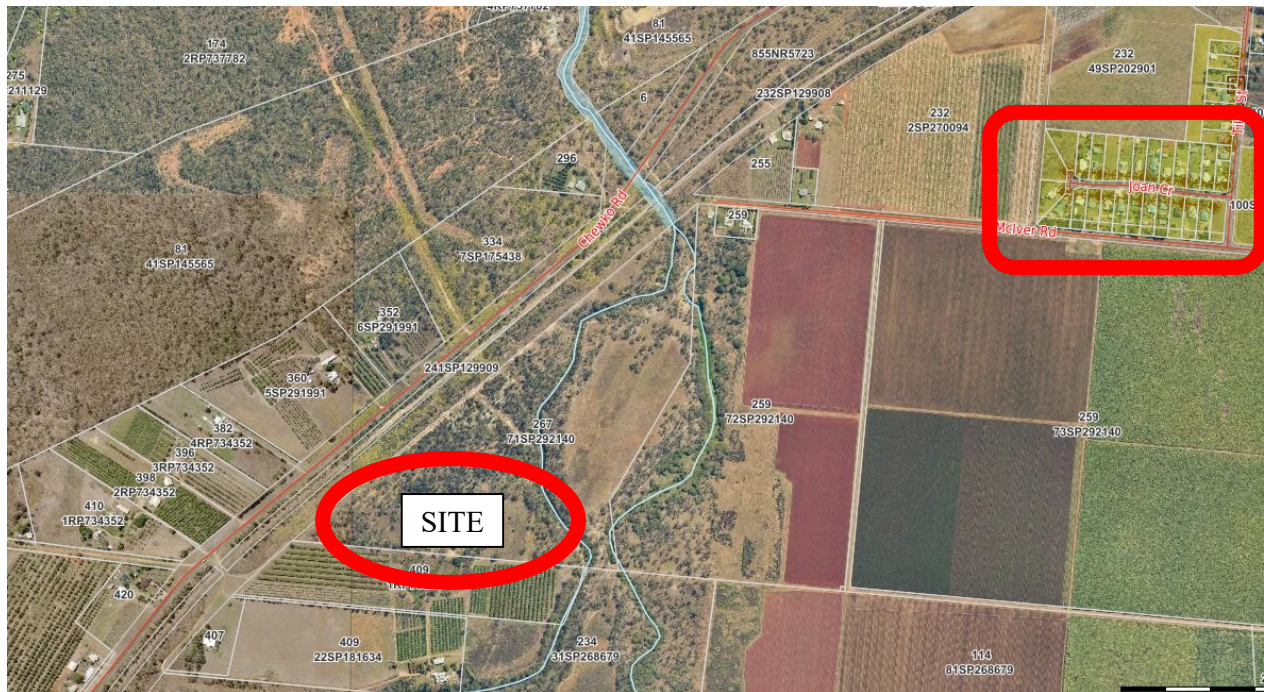


Image # 2 – Mareeba Shire Council Sewerage Infrastructure Network Location

As previously advised, this will be a staged construction development.

To provide appropriate sizing for the expected wastewater generation, treatment, and disposal on this site we rely on the 'EPA Planning Guideline' for 'Determining Capacity of Sewerage Treatment Plants Base Use Conditions' document, which sets the type of facility, and the corresponding daily inflow rates for each type of premises.

On this occasion there is a specific section for Schools and Kindergartens, and we suggest that given that a tuck-shop is proposed and there are no boarders or ablution showers proposed for Stage 1 that the daily inflow rate of 25 litres/day/person would apply.

Premises	Fixtures	Sludge / Scum Rate		Daily Inflow Rate	
		Number of Persons	Rate: litres/person/year	Number of Persons	Rate: litres/person/day
		P1	S	P2	D.F.
Note: Calculate each and add to obtain total capacity					
SCHOOL & KINDERGARDENS					
Including kiosk facilities eg. Take away food	wc/urinal hand basin kitchen sink	Total number of students plus staff	25	Total number of students plus staff	20
When canteen facilities provided eg. Plated hot and cold meals	kitchen sink dishwasher	As above	10	As above	5
	with shower			Per 100 students	100

Image #3 – EPA Planning Guideline Table for determining Capacity of Sewerage Plants

For Stage 1, 58 people (8 staff and 50 students) x 25 litres/day = 1,450 litres/day of effluent generated on site requiring treatment and disposal.

Stage 2, 81 people (11 staff and 70 students) x 25 litres/day = 2,025 litres/day.

Stage 3, 98 people (13 staff and 85 students) x 25 litres/day = 2,450 litres/day.

Stage 4, 126 people (16 staff and 110 students) x 25 litres/day = 3,150 litres/day.

Stage 5, 151 people (21 staff and 130 students) x 25 litres/day = 3,775 litres/day.

Stage 6 which is the final stage, 329 people (29 staff and 300 students) x 25 lit/day = 8,225 litres/day.

The Environmental Protection Regulation Part 13 covers Water Treatment Services and states in Section 63 that an Environmentally Relevant Activity consists of operating 1 or more sewerage treatment works at a site that has a total daily peak design capacity of at least 21EP.

The regulation goes on to state that the Relevant Activity does not include:

- (a) carrying out works, other than operating a sewage pumping station mentioned, involving infrastructure for the collection of sewage, including, pipes; or
- (b) carrying out works involving either of the following:
 - (i) operating or maintaining composting toilets.
 - (ii) treating or recycling greywater; or
- (c) operating no-release works.

Daily Peak Design Capacity, for Sewerage Treatment Works is calculated using either volumetric calculations or grams of phosphorous.

For our initial estimates, we have used the formulae $EP = V/100$, where V is the volume in litres of the average dry weather flow of sewerage that can be treated at the works in a day.

For Stage 1 the calculated EP is 1,450litres / 200 = 7.25 EP

For Stage 2 the calculated EP is 2,025 litres / 200 = 10.13 EP

For Stage 3 the calculated EP is 2,450 litres / 200 = 12.25 EP

For Stage 4 the calculated EP is 3,150 litres / 200 = 15.75 EP

For Stage 5 the calculated EP is 3,775 litres / 200 = 18.90 EP

For Stage 6 the calculated EP is 8,225 litres / 200 = **41.13 EP**

The calculations above reveal that the proposed staged development of this facility does not trigger the requirement for an application to the Queensland Governments Department of Science for an Environmentally Relevant Activity for discharge to land until the final stage ([Stage 6](#)) is considered.

Gilboy Hydraulic Solutions recommends that the school should look to dealing with its wastewater treatment and disposal infrastructure using a modular treatment system that has the capacity to be expanded in segments as the school capacity increases.

Given that ultimately an ERA63 will be required for this site at Stage 6 and the fact that there is multiple watercourses dividing this site, ~~we are advocating that the school elects- shall to~~ treat its wastewater using an onsite sewage treatment plant capable of producing advanced secondary quality effluent.

The plant selected could be in the form of several completely independent satellite systems or a single central modular type, depending on the contours of the land, the reuse of effluent and the expected timing of the stages.

For the purposes of providing preliminary design concepts, Gilboy Hydraulic Solutions has assumed that multiple satellite systems is most economical and allows easy expansion in treatment volume capacity and effluent disposal sites moving forward.

At Stage 1 ~~we envisage that~~ a FujiClean ACE3000 advanced secondary wastewater treatment system ~~or similar approved could- would~~ be installed and utilized, discharging up to 3000litres/day of wastewater to approximately 310m² of ~~subsurface- above ground large droplet spray~~ irrigation area until completion of Stage 3.

Stage 4 and 6 will trigger the need for additional units to cater for the increased numbers and wastewater volumes. We expect that 3x FujiClean ACE3000 advanced secondary wastewater treatment systems ~~or similar approved~~ and approximately 1,100m² of ~~subsurface- above ground large droplet spray~~ irrigation effluent disposal area will be required to cater for effluent generated on site at that final stage.

The proposed locations of the wastewater treatment plants, and effluent disposal areas is shown on the attached plan with the effluent disposal area location sited to suit topography and DES 100m watercourse setback limitations in anticipation of the pending ERA63 at Stage 6.

Based on the most recent satellite imagery available, it is not expected that any significant existing vegetation clearing will be required to cater for the above ground irrigation disposal area.

Irrigation feed pipes, manifolds and individual ranges will be required to be trenched in ground approximately 450mm for maintenance vehicle and vermin protection, with large droplet upright wobbler sprinklers sitting atop 2,000mm risers.



Image #4 – Site Boundary and Existing Creek / Watercourse Location

ROOF GUTTERS AND DOWNPIPES:

Roof gutters and downpipes will be sized to suit the Bureau of Meteorology 1 in 20-year rainfall intensities of 195mm/hour for a 5-minute duration storm for the Mareeba area.

Rainwater collected from roofs will be piped to rainwater storage tanks through appropriate first flush mechanisms. Rainwater stored in tanks will be filtered and treated to potable drinking quality and piped into the buildings for domestic consumption.

DATE AND SIGNING:

This letter is dated ~~30th June~~ 7th September 2023.

We trust the above information together with the attached sketches provides some clarification on the recommended hydraulic services approach proposed for this facility moving forward to the next phases of approval and project delivery.

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

Yours faithfully,
GILBOY HYDRAULIC SOLUTIONS

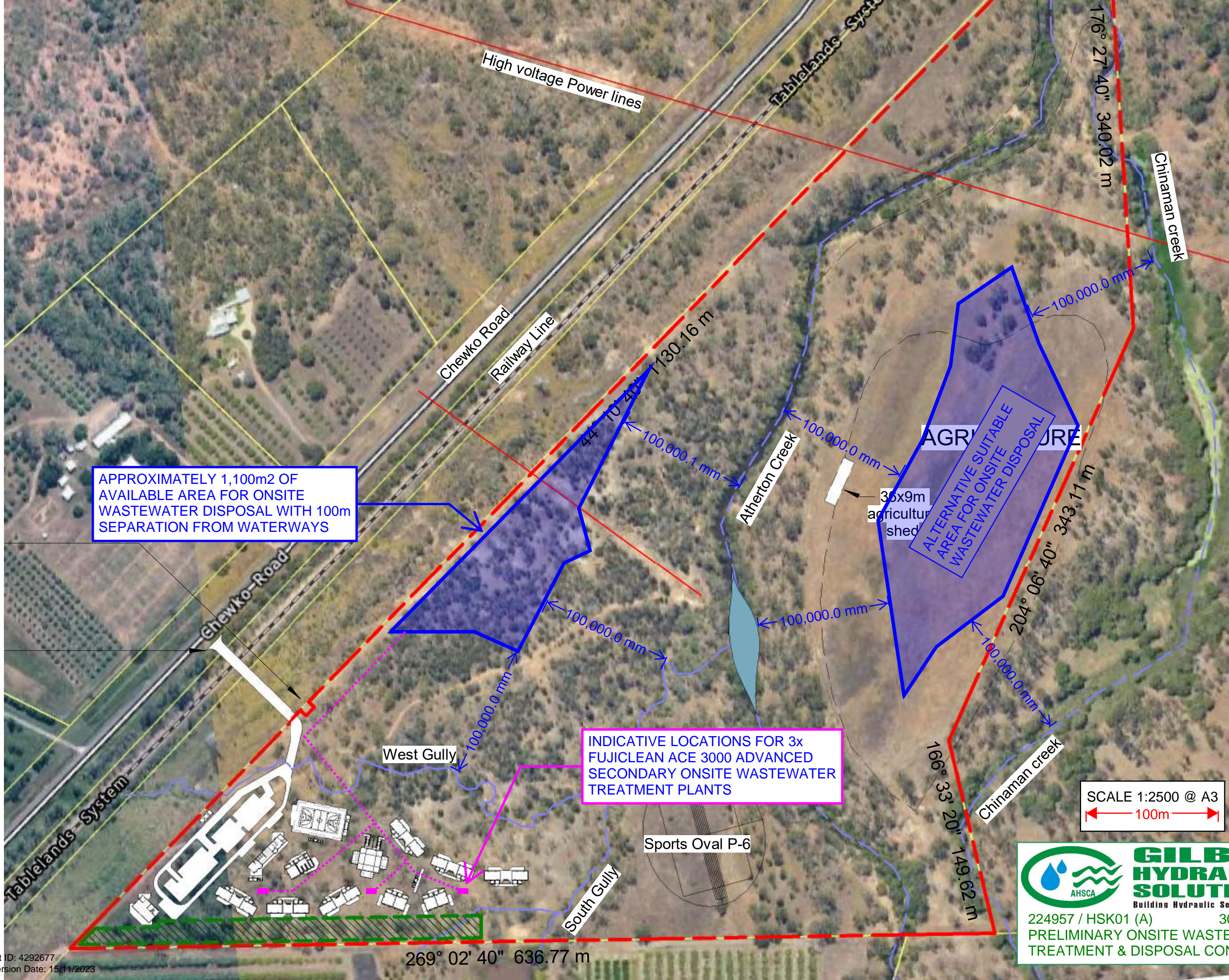
.....
Gregory Gilboy

Attachment:

Preliminary Hydraulic Services Concept Sketch Drawing Number:

- 224957 - HSK01 Preliminary Onsite Wastewater Treatment and Disposal Concept Sketch

|



SCALE 1:2500 @ A3
100m



**GILBOY
HYDRAULIC
SOLUTIONS**
Building Hydraulic Services Design

224957 / HSK01 (A) 30.05.23
PRELIMINARY ONSITE WASTEWATER
TREATMENT & DISPOSAL CONCEPT







7 November 2023

Two Rivers Community School
C/- Mr Matt Andrejic
Freshwater Planning Pty Ltd
FreshwaterPlanning@outlook.com

Dear Mr Andrejic,

Application for a Relevant Purpose determination under section 22A of the *Vegetation Management Act 1999* for the clearing of native vegetation on lot 71 SP292140 - Mareeba Shire Council.

I refer to your application submitted to the Department of Resources (the department) on 14 September 2023.

As delegate for the Chief Executive, I have considered your request and am satisfied that the proposed development to clear vegetation for the purpose of Relevant Infrastructure Activities meets the relevant requirements of section 22A of the *Vegetation Management Act 1999*. The areas determined to be for a relevant purpose are shown as Area A(A¹) being permitted clearing for necessary built infrastructure and Area C(C¹) being permitted for roads, tracks, fences and underground services with no built infrastructure on the attached Relevant Purpose Determination Plan (RPDP) 2023/003027.

This decision is based on:

- the development proposal and information you submitted to the department on 14 September 2023.
- circumstances at the time of this determination; and
- the attached RPDP.

Should your proposal change (eg. development footprint) or circumstances associated with your proposal change (eg. legislation changes, regional ecosystem mapping changes), you will need to request another section 22A relevant purpose determination.

This relevant purpose determination is valid for 2 years and will expire on 7 November 2025.

Please note that this letter is not a development approval to carry out vegetation clearing. You will need to apply for a development approval from your local Council, or the Department of State Development, Infrastructure, Local Government and Planning (DSDILGP) under the *Planning Act 2016*.

Other relevant Commonwealth or State approvals may also be required to undertake vegetation clearing. An indicative list of other legislation is provided in Attachment 1.

Should you require any additional information please contact your local SARA office as below:

Far North Queensland SARA Office

Location: Ground Floor, Ports North Building, Cnr Grafton and Hartley Streets, Cairns

Postal address: PO Box 2358, Cairns Qld 4870

Telephone: 07 4037 3214

Email: CairnsSARA@dsdilgp.qld.gov.au

Should you have any enquiries or require assistance regarding this request, please do not hesitate to contact Monique Pierce, Natural Resource Management Officer of the department on telephone 5352 4226 quoting the above reference number.

Yours sincerely

A handwritten signature in black ink, appearing to be 'P. Stumer', with a long horizontal line extending to the right.

Paul Stumer

Senior Natural Resource Management Officer

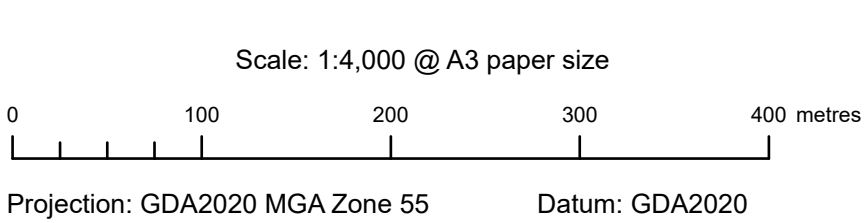
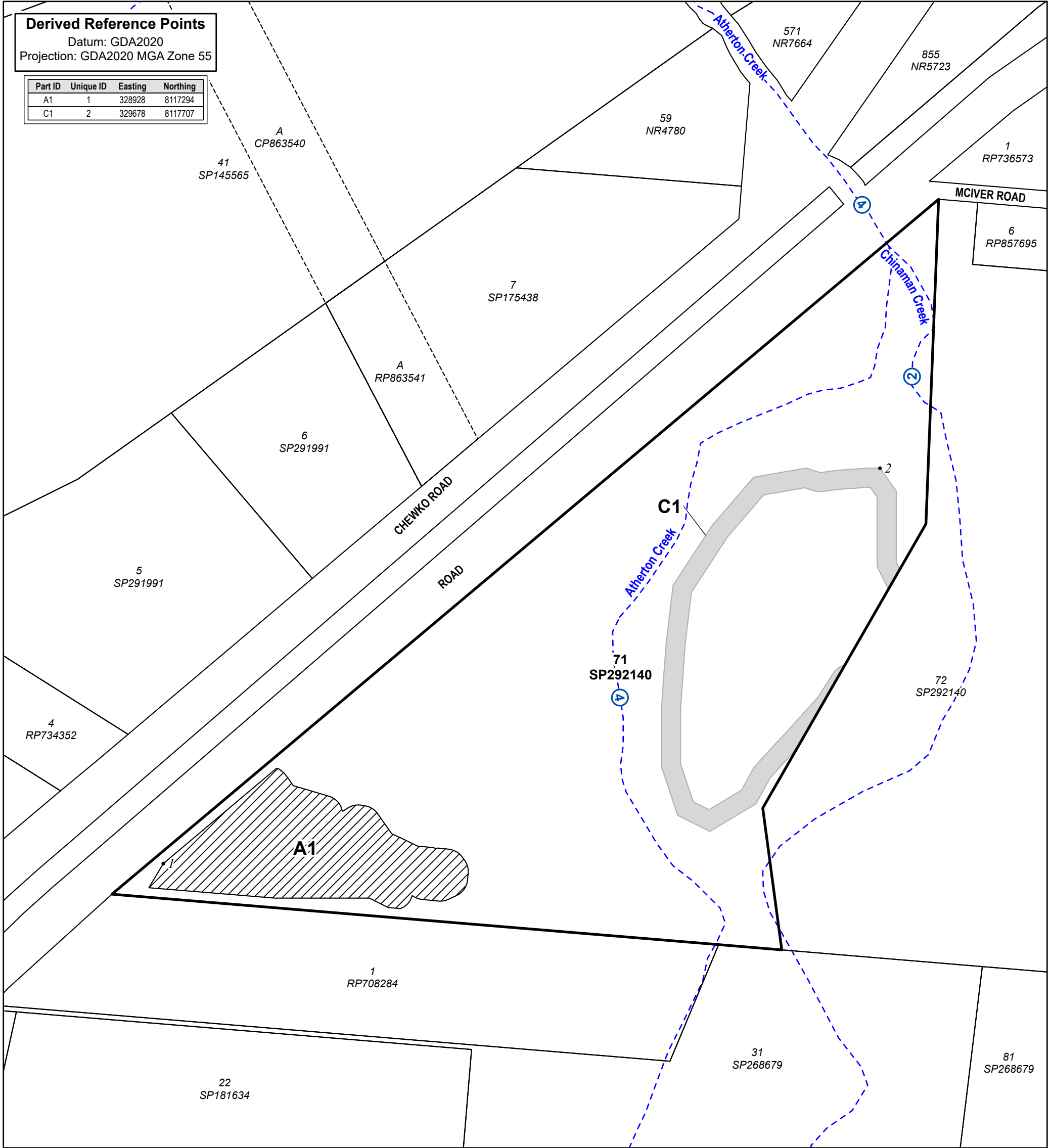
Attachment 1 - Legislation and Acts

Activity	Legislation	Agency	Contact details
Interference with overland flow	<i>Water Act 2000</i>	Department of Regional Development, Manufacturing and Water (Queensland Government)	Ph: 13 QGOV (13 74 68) www.dnrme.qld.gov.au
Earthworks, significant disturbance	<i>Soil Conservation Act 1986</i>	Department of Resources (Queensland Government)	Ph: 13 QGOV (13 74 68) www.resources.qld.gov.au
Indigenous Cultural Heritage	<i>Aboriginal Cultural Heritage Act 2003</i> <i>Torres Strait Islander Cultural Heritage Act 2003</i>	Department of Seniors, Disability Services and Aboriginal and Torres Strait Islander Partnerships (Queensland Government)	Ph: 13 QGOV (13 74 68) www.datsip.qld.gov.au
Mining and environmentally relevant activities Infrastructure development (coastal) Heritage issues Protected plants and protected areas ¹	<i>Environmental Protection Act 1994</i> <i>Coastal Protection and Management Act 1995</i> <i>Queensland Heritage Act 1992</i> <i>Nature Conservation Act 1992</i>	Department of Environment and Science (Queensland Government)	Ph: 13 QGOV (13 74 68) www.des.qld.gov.au
Interference with fish passage in a watercourse, mangroves Forest activities	<i>Fisheries Act 1994</i> <i>Forestry Act 1959</i> ²	Department of Agriculture and Fisheries (Queensland Government)	Ph: 13 25 23 www.daf.qld.gov.au
Matters of National Environmental Significance including listed threatened species & ecological communities	<i>Environment Protection and Biodiversity Conservation Act 1999</i>	Department of the Environment, (Australian Government)	Ph: 1800 803 772 www.environment.gov.au
Development and planning processes	<i>Planning Act 2016</i> <i>State Development and Public Works Organisation Act 1971</i>	Department of State Development, Infrastructure, Local Government and Planning (Queensland Government)	Ph: 13 QGOV (13 74 68) www.dsdmip.qld.gov.au
Local government requirements	<i>Local Government Act 2009</i> <i>Planning Act 2016</i>	Your relevant local government office	

¹ In Queensland, all plants that are native to Australia are protected plants under the [Nature Conservation Act 1992](#), which endeavours to ensure that protected plants (whether whole plants or protected plants parts) are not illegally removed from the wild, or illegally traded. Prior to **clearing**, you should check the flora survey trigger map to determine if the **clearing** is within a high-risk area by visiting For further information or assistance on the protected plants flora survey trigger map for your property, contact the Department of Environment and Science on 13QGOV (13 74 68) or email palm@des.qld.gov.au

² Contact the Department of Agriculture and Fisheries before **clearing**:

- Any sandalwood on state-owned land (including leasehold land)
- On freehold land in a 'forest consent area'
- More than five hectares on state-owned land (including leasehold land) containing commercial timber species listed in parts 2 or 3 of Schedule 6 of the Vegetation Management Regulation 2012 and located within any of the following local government management areas—Banana, Bundaberg Regional, Fraser Coast Regional, Gladstone Regional, Isaac Regional, North Burnett Regional, Somerset Regional, South Burnett Regional, Southern Downs Regional, Tablelands Regional, Toowoomba Regional, Western Downs Regional.



Notes: Derived Reference Points are provided to assist in the location of area boundaries. Responsibility for locating these boundaries lies solely with the landholder.

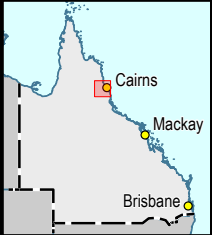
Watercourse and drainage feature locations shown on the Vegetation Management Plan are derived from the certified Vegetation Management Watercourse and Drainage Feature Map. These alignments are approximate only and require ground truthing to identify the exact location of the watercourse or drainage feature.

The property boundaries shown on this plan are APPROXIMATE ONLY. They are NOT an accurate representation of the legal boundaries.

This plan must be read in conjunction with Relevant Determination Letter 2023/003027

LEGEND

- Derived Reference Points
- Subject Lot
- Area A
- Area C
- Watercourse and/or drainage feature (Stream order label)



Relevant Purpose Determination Plan

**Plan of Area A (Part A1), Area C (Part C1)
in Lot 71 on Plan SP292140**



© The State of Queensland, 2023

**RPDP
2023/003027
Sheet 1 of 1**

Note: This is a colour map and must be reproduced in colour

Version: 1

eLVAS Case ID: 2023/003027

18 June, 2023


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

Dear Sir,

**RE: APPLICATION FOR A MATERIAL CHANGE OF USE
LOT 71 ON SP292140, 267 MCIVER ROAD, MAREEBA.**

Under Section 51 of the *Planning Act, 2016* it is mandatory for the owner of the land to which a Development Application relates to, consent to the making of the Application.

We, STELBAY PTY LTD, PLUM MURAT AND SKENDER MURAT as the registered owners of 267 McIver Road, Mareeba and more particularly described as Lot 71 on SP292140, authorise Freshwater Planning Pty Ltd to lodge a Town Planning Application on our behalf.


DIRECTOR
STELBAY PTY LTD


PLUM MURAT


SKENDER MURAT

DA Form 1 – Development application details

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

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

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

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

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

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

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

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

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Two River Community School
Contact name (only applicable for companies)	
Postal address (P.O. Box or street address)	C/ Freshwater Planning Pty Ltd 17 Barronview Drive
Suburb	Freshwater
State	QLD
Postcode	4870
Country	Australia
Contact number	0402729004
Email address (non-mandatory)	FreshwaterPlanning@outlook.com
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	F22/31

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

PART 2 – LOCATION DETAILS

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

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

3.1) Street address and lot on plan

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
		267	Mclver Road	Mareeba
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4880	71	SP292140	Mareeba Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

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

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

- ☐ Coordinates of premises by longitude and latitude

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

- ☐ Coordinates of premises by easting and northing

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

3.3) Additional premises

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

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

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

Name of water body, watercourse or aquifer: Atherton, Chinaman and Unnamed Creeks

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

- ☐ In a tidal area

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

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

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

Name of airport:

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

5) Are there any existing easements over the premises?

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

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

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

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

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

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

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

c) What is the level of assessment?

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

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

Material Change of Use – Educational Establishment

e) Relevant plans

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

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

6.2) Provide details about the second development aspect

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

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

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

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

c) What is the level of assessment?

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

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

e) Relevant plans

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

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

6.3) Additional aspects of development

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

Section 2 – Further development details

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

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m ²) (if applicable)
School	Educational Establishment		
8.2) Does the proposed use involve the use of existing buildings on the premises?			
<input checked="" type="checkbox"/> Yes			
<input type="checkbox"/> No			

Division 2 – Reconfiguring a lot

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

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

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

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

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

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

Division 3 – Operational work

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

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

PART 4 – ASSESSMENT MANAGER DETAILS

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

PART 5 – REFERRAL DETAILS

17) Does this development application include any aspects that have any referral requirements?

Note: A development application will require referral if prescribed by the Planning Regulation 2017.

☐ No, there are no referral requirements relevant to any development aspects identified in this development application – proceed to Part 6

Matters requiring referral to the **Chief Executive of the Planning Act 2016:**

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

Matters requiring referral to the **local government:**

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

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

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

PART 6 – INFORMATION REQUEST

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

PART 7 – FURTHER DETAILS

20) Are there any associated development applications or current approvals? (e.g. a preliminary approval)

- ☐ Yes – provide details below or include details in a schedule to this development application
☒ No

List of approval/development application references	Reference number	Date	Assessment manager
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			

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

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

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

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

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

23) Further legislative requirements

Environmentally relevant activities

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

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

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

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

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

Hazardous chemical facilities

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

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

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

Clearing native vegetation

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

☒ Yes – this development application includes written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)

☐ No

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

Environmental offsets

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

☐ Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter

☒ No

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

Koala habitat in SEQ Region

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

☐ Yes – the development application involves premises in the koala habitat area in the koala priority area

☐ Yes – the development application involves premises in the koala habitat area outside the koala priority area

☒ No

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

Water resources

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

☐ Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development

☒ No

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

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

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

Waterway barrier works

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

☐ Yes – the relevant template is completed and attached to this development application

☒ No

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

Marine activities

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

☐ Yes – an associated resource allocation authority is attached to this development application, if required under the *Fisheries Act 1994*

☒ No

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

Quarry materials from a watercourse or lake

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

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

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

Quarry materials from land under tidal waters

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

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

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

Referable dams

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

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

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

Tidal work or development within a coastal management district

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

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

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

Queensland and local heritage places

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

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

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

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

Brothels

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

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

Decision under section 62 of the Transport Infrastructure Act 1994

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

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

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

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

☐ Yes – Schedule 12A is applicable to the development application and the assessment benchmarks contained in schedule 12A have been considered

☒ No

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

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist

I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17

☒ Yes

Note: See the Planning Regulation 2017 for referral requirements

If building work is associated with the proposed development, Parts 4 to 6 of [DA Form 2 – Building work details](#) have been completed and attached to this development application

☐ Yes

☒ Not applicable

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

Note: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see [DA Forms Guide: Planning Report Template](#).

☒ Yes

Relevant plans of the development are attached to this development application

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

☒ Yes

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

☐ Yes

☒ Not applicable

25) Applicant declaration

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

☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001*

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

Privacy – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.

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

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

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

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

Date received: Reference number(s):

Notification of engagement of alternative assessment manager

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

QLeave notification and payment

Note: For completion by assessment manager if applicable

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

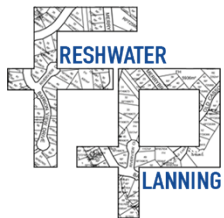
From: "Freshwater Planning" <FreshwaterPlanning@outlook.com>
Sent: Wed, 15 Nov 2023 08:02:50 +1000
To: "Carl Ewin" <CarlE@msc.qld.gov.au>; "Dee Petersen" <DeeP@msc.qld.gov.au>
Subject: FW: RE: MCU/23/0012 - Two Rivers Community School
Attachments: 23281 Two Rivers School Mareeba TRANSPORT IR.pdf

Email 2 of 2

TIA attached.

Thanks and Regards,

Matt



Matthew Andrejic
Director
Freshwater Planning Pty Ltd

M: 0402 729 004
E: freshwaterplanning@outlook.com
A: 17 Barron View Drive, Freshwater, Q4870

From: Freshwater Planning
Sent: Wednesday, November 15, 2023 7:57 AM
To: (CarlE@msc.qld.gov.au) <CarlE@msc.qld.gov.au>; Dee Petersen <DeeP@msc.qld.gov.au>
Subject: RE: RE: MCU/23/0012 - Two Rivers Community School

Good Morning Carl and Dee,

In relation to the abovementioned Development Application, please see attached the Further Amended Development Application.

The Amended Application has been provided as per the Department's requirement for an updated Relevant Purpose Determination (attached).

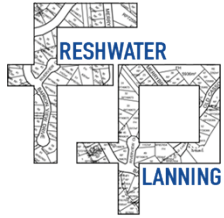
Additionally, the Further Amended Development Application includes the provision of a Transport Impact Study and Images of the existing intersecting Creek Crossing.

Due to sizing problems the Traffic Study will be provided in a separate email.

Please do not hesitate to contact me to discuss should you require anything additional.

Thanks and Regards,

Matt



Matthew Andrejic
Director
Freshwater Planning Pty Ltd

M: 0402 729 004
E: freshwaterplanning@outlook.com
A: 17 Barron View Drive, Freshwater, Q4870



TRANSPORT IMPACT ASSESSMENT

PROPOSED EDUCATIONAL ESTABLISHMENT

(TWO RIVERS COMMUNITY SCHOOL)

267 MCIVER ROAD, MAREEBA

(RESPONSE TO INFORMATION REQUEST RECEIVED BY
COUNCIL ON 2ND AUGUST 2023)

Prepared for:

TWO RIVERS COMMUNITY SCHOOL


13 SEPTEMBER 2023

DOCUMENT REGISTER

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1.0 INTRODUCTION

Rytenskild Traffic Engineering (RTE) has been engaged by Two Rivers Community School to prepare a Traffic Impact Assessment of its proposed school at Mareeba. This report forms part of a Development Application lodged with the Mareeba Shire Council.

It is noted that Council provided the following comments in relation to traffic and transport matters during the Information Request meeting held on the 2nd August 2023. A brief response to each item is provided below.

It is noted that the site is adjacent to an operating railway line, and therefore a response to State Code 6 has been attached to the Appendix of this report.

Provide a Traffic Impact Assessment (TIA), prepared and certified by a suitably qualified Registered Professional Engineer of Queensland (RPEQ). The traffic impact assessment should address the developments various Stages and should include details and plans (concept plans only) for:

- Any upgrades required/proposed to Chewko Road / in particular the intersection of the school access road and Chewko Road;
- Any upgrades required / proposed to the level rail crossing; and
- The construction standard, including alignments of the proposed school access road. Even for Stage 1, this construction standard should be asphalt or bitumen sealed, wide enough to allow two direction traffic (6.5m minimum) and should include individual access crossovers to cater for the existing allotments and dwellings that currently use the gravel road and rail crossing for access.

Response:

As discussed in Section 6, it is proposed that the existing site access intersection with Chewko Road be upgraded to include complaint Austroads Type BAL and BAR left and right turn treatments.

As discussed in Section 8, the existing railway crossing over the site access road is proposed to be upgraded to include a 7.5 metre wide roadway over the railway tracks. An indicative layout is shown in Figure 8.1.

2.0 SUBJECT SITE

2.1 Location of Subject Site

As shown in Figure 2.1, the subject site is located on the eastern side of Chewko Road, with northern frontage onto McIver Road. The site is currently vacant and is identified as Lot 71 on SP282140.

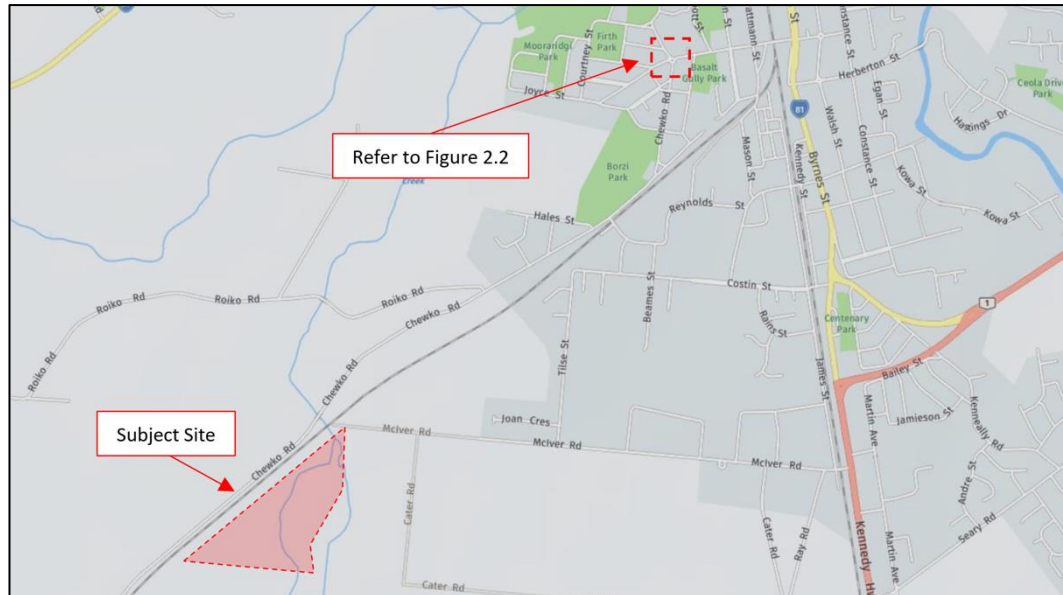


FIGURE 2.1 – LOCATION OF SUBJECT SITE

2.2 Surrounding Road Network

Adjacent to the site, Chewko Road is identified as a local road with a posted speed limit of 100km/hr. Further north, Chewko Road functions as a higher order local road under the Mareeba Planning Scheme, and has a posted speed limit of 80km/hr and then 60km/hr through the built up area. Through the built up area, Chewko Road comprises of a single and of travel and seal shoulders. Adjacent to the site, Chewko Road comprises of a 7 metre wide pavement and grassed shoulders.

As shown in Figure 2.2, Chewko Road connects to Rankin Street and Hopkins Avenue via a single lane roundabout.

Images of Chewko Road and the Rankin Street / Chewko Road roundabout are shown in Figures 2.2 and 2.3.

A railway line (used for agricultural purposes) is aligned parallel to Chewko Road and adjacent to the western boundary of the site. An image of the railway crossing over the site access road is shown in Figure 2.4.



FIGURE 2.2 – IMAGES OF CHEWKO ROAD ADJACENT TO THE SITE



FIGURE 2.3 – AERIAL OF THE RANKIN STREET / CHEWKO ROAD ROUNDABOUT



FIGURE 2.4 – EXISTING RAILWAY CROSSING OVER SITE ACCESS ROAD

2.3 Surveyed Traffic Volumes

RTE has carried out traffic surveys along Chewko Road adjacent to the site, and at the Rankin Street / Chewko Road roundabout over two typical weekdays in August 2023.

The full traffic surveys are provided in Appendix A, with peak period traffic volumes summarised in Figures 2.5 and 2.6.

AM PEAK HOUR TRAFFIC VOLUMES (8.15AM - 9.15AM THUR 31 AUG 2023)

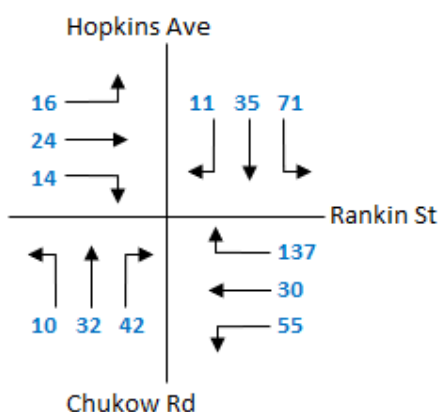


PM PEAK HOUR TRAFFIC VOLUMES (4.30PM - 5.30PM WED 30 AUG 2023)



FIGURE 2.5 – SURVEYED PEAK HOUR TRAFFIC VOLUMES (CHEWKO RD ADJACENT TO SITE)

AM PEAK HOUR TRAFFIC VOLUMES (8.00AM - 9.00AM THUR 31 AUG 2023)



PM PEAK HOUR TRAFFIC VOLUMES (2.30PM - 3.30PM WEDS 30 AUG 2023)

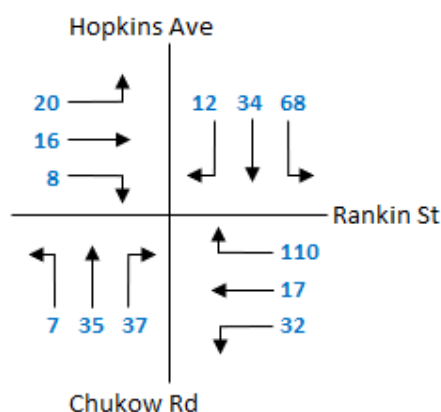


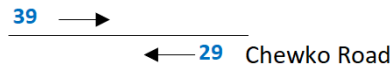
FIGURE 2.6 – SURVEYED PEAK HOUR TRAFFIC VOLUMES (RANKIN ST / CHEWKO RD / HOPKINS AVE)

2.4 Projected Future Traffic Volumes

A background annual growth factor of 2.5% has been applied to estimate future (years 2025 and 2035) traffic conditions. These background 2025 and 2035 volumes are shown in Figures 2.7 and 2.8.

AM PEAK HOUR TRAFFIC VOLUMES

Background 2025 Peak Period



PM PEAK HOUR TRAFFIC VOLUMES



AM PEAK HOUR TRAFFIC VOLUMES

Background 2035 Peak Period

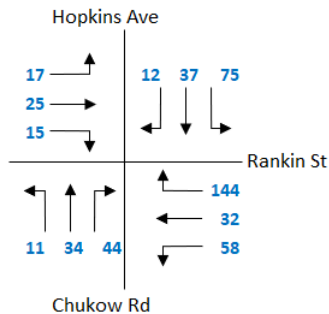


PM PEAK HOUR TRAFFIC VOLUMES

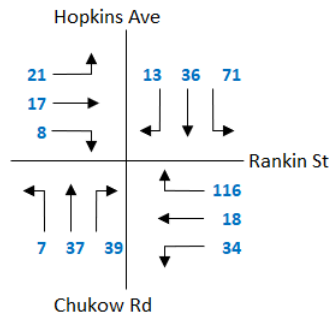


**FIGURE 2.7 – BACKGROUND 2025 AND 2035 PEAK HOUR TRAFFIC VOLUMES
(CHEWKO ROAD ADJACENT TO SITE)**

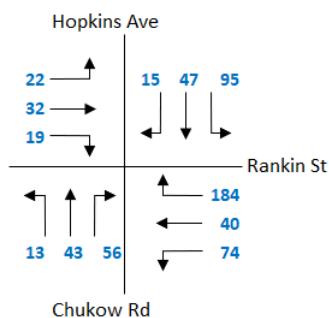
AM PEAK HOUR TRAFFIC VOLUMES Projected 2025



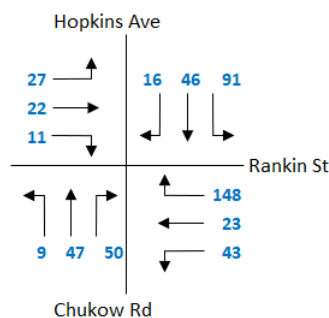
PM PEAK HOUR TRAFFIC VOLUMES Projected 2025



AM PEAK HOUR TRAFFIC VOLUMES Projected 2035



PM PEAK HOUR TRAFFIC VOLUMES Projected 2035



**FIGURE 2.8 – BACKGROUND 2025 AND 2035 PEAK HOUR TRAFFIC VOLUMES
(RANKIN ST / CHEWKO RD / HOPKINS AVE)**

3.0 PROPOSED MASTER PLAN

The proposal is for an educational establishment (school) comprising of primary and secondary components, to be located in the south western corner of the site. It is proposed that the school will be developed over six stages.

The school will accommodate up to 300 students and 29 staff members by the final stage. A breakdown of the proposed staff and student enrolments over each stage is shown in Table 3.1.

Table 3.1 – Projected Staff and Student Enrolment

Stage	Staff	Students
Stage 1	8	50
Stage 2	11	70
Stage 3	13	85
Stage 4	16	110
Stage 5	21	130
Stage 6	29	300

The proposed master plan includes car parking along the western boundary of the site. The proposed car parking over each stage is shown in Table 3.2.

Table 3.2 – Staged Car Parking Development

Car Parking	Stage 1 – 4	Stage 5	Stage 6 (Final)
Long term car parking	15	8	40
Short term car parking	5	20	20
'Kiss n Ride' off car parking	4	4	4
Accessibility car parking	2	4	4
Total	26	36	68

The proposal includes an additional vehicle circulation lane behind the car parking area for bus drop off / pick up.

Access is proposed to be gained via the existing driveway off Chewko Road, located just south of the site.

The staged and master plans are shown in Figures 3.1 – 3.8.

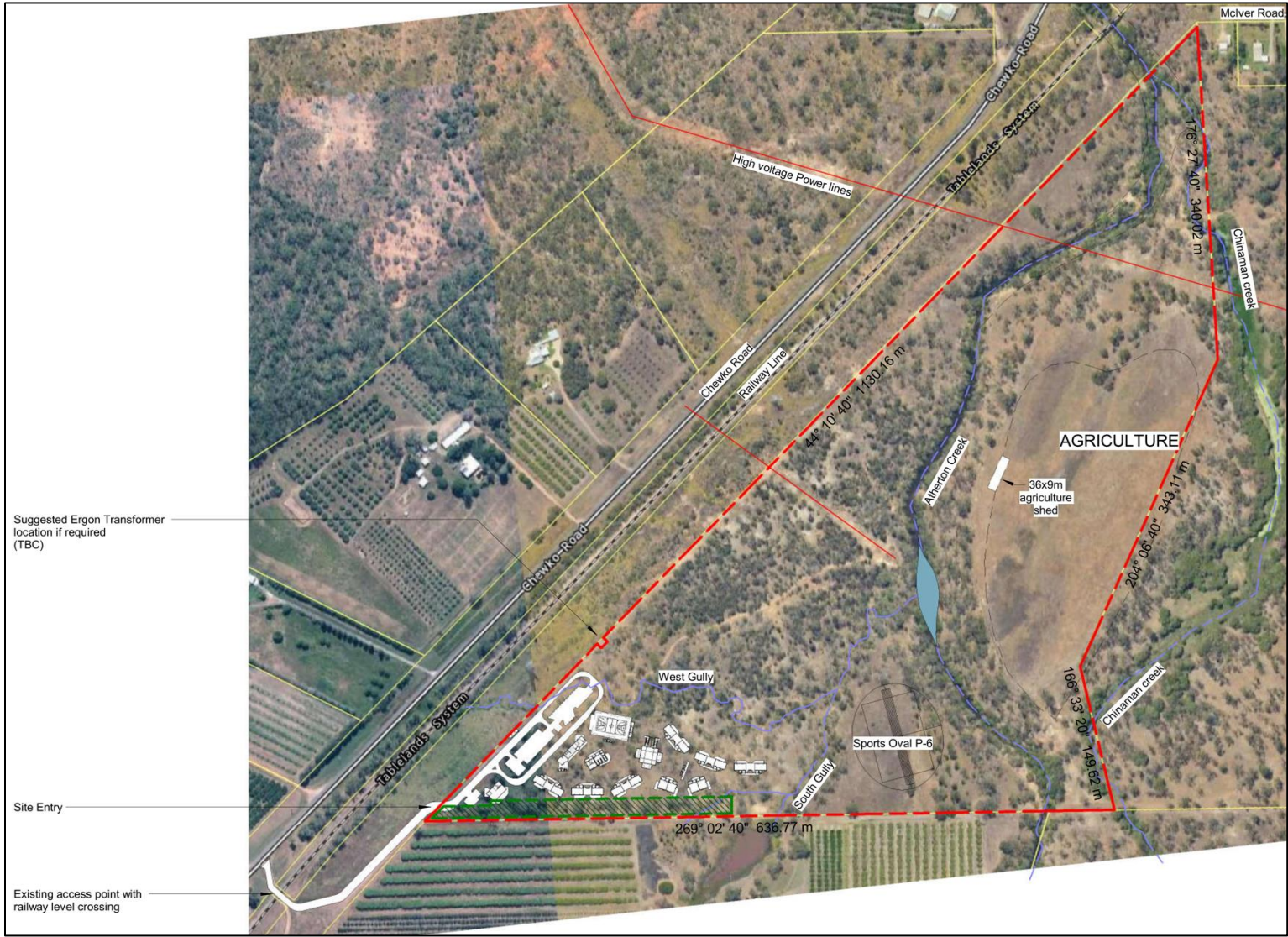


FIGURE 3.1 – PROPOSED MASTER PLAN

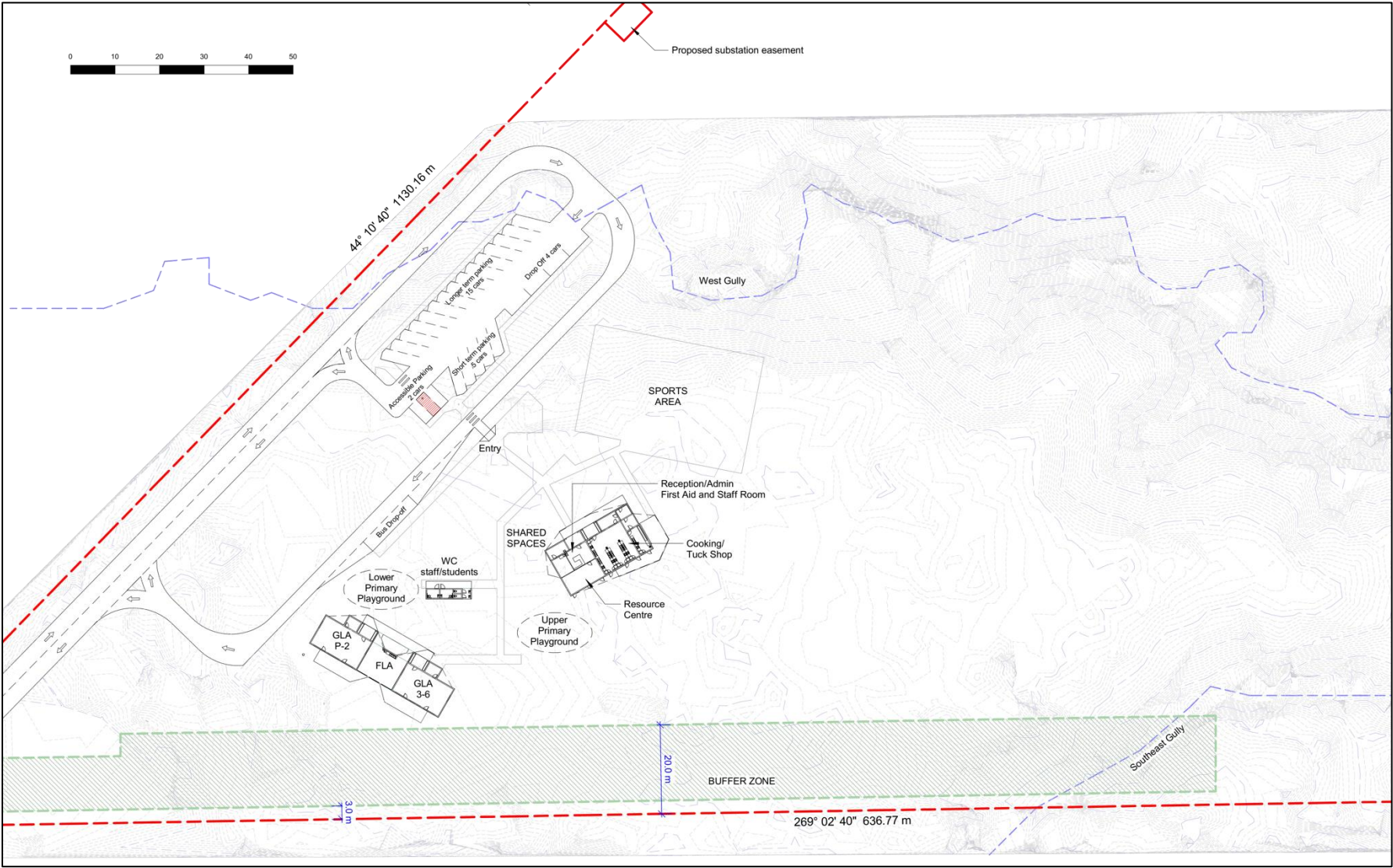


FIGURE 3.2 – PROPOSED STAGE 1 PLAN

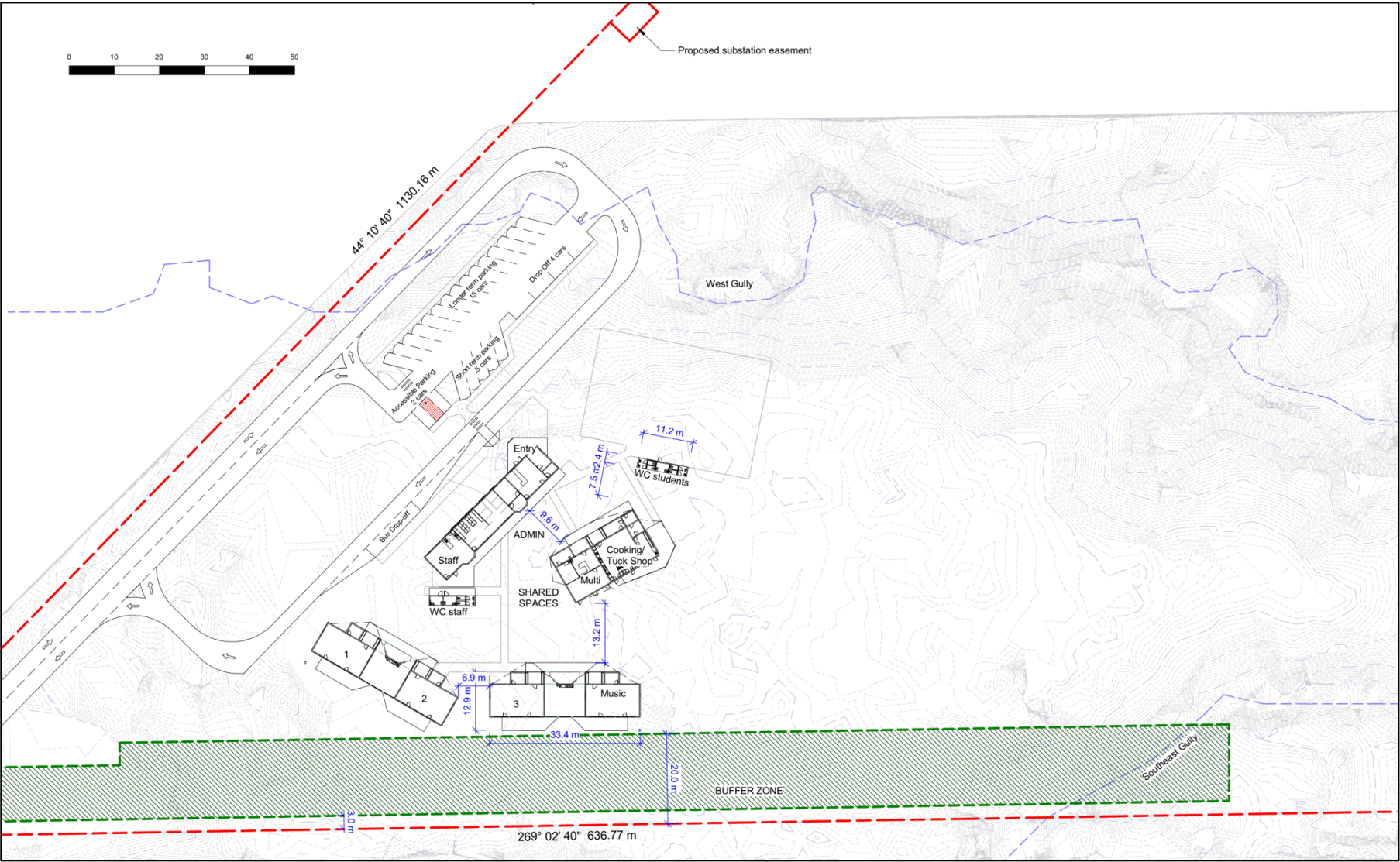


FIGURE 3.3 – PROPOSED STAGE 2 PLAN

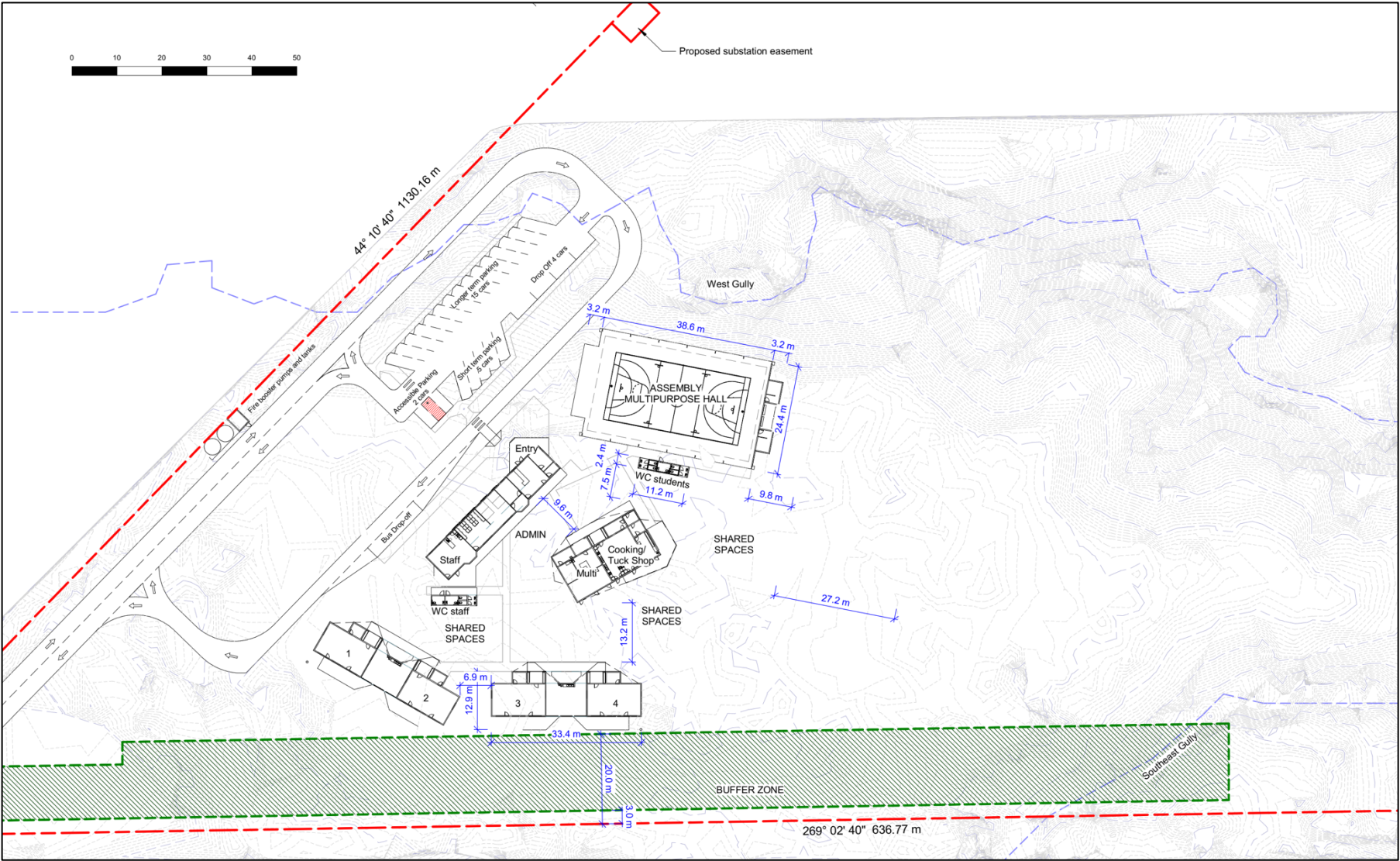


FIGURE 3.4 – PROPOSED STAGE 3 PLAN

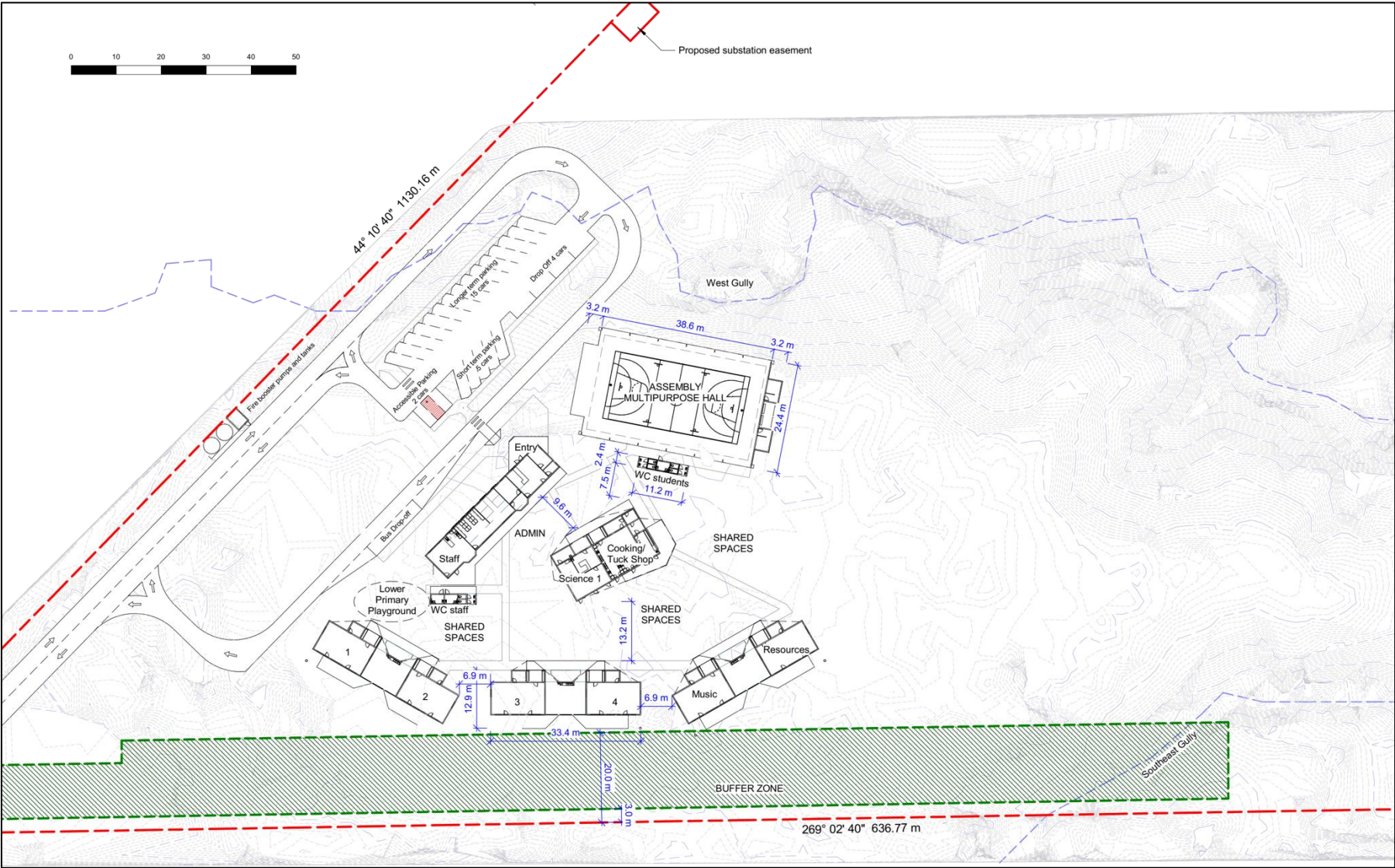


FIGURE 3.5 – PROPOSED STAGE 4 PLAN

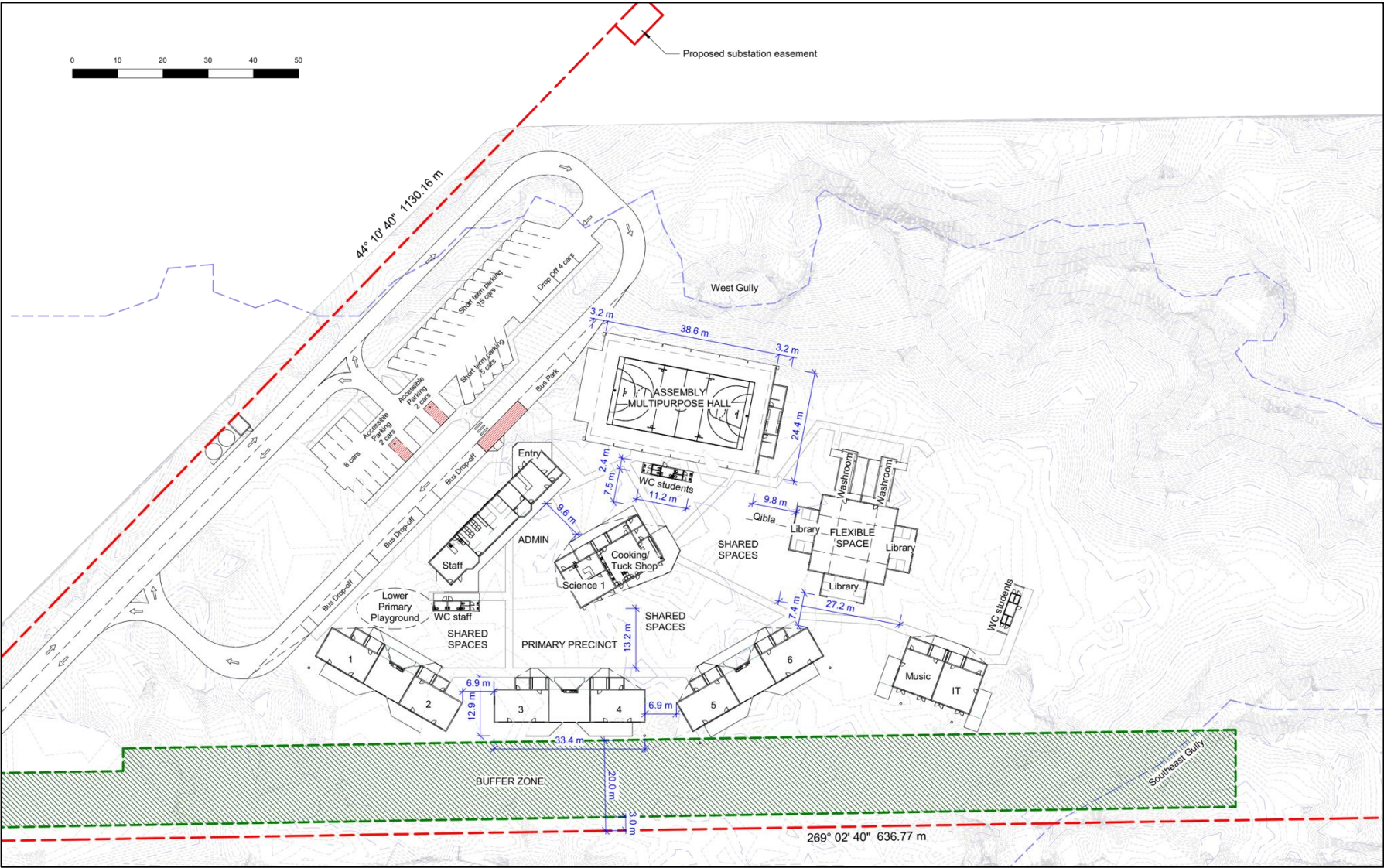


FIGURE 3.6 – PROPOSED STAGE 5 PLAN

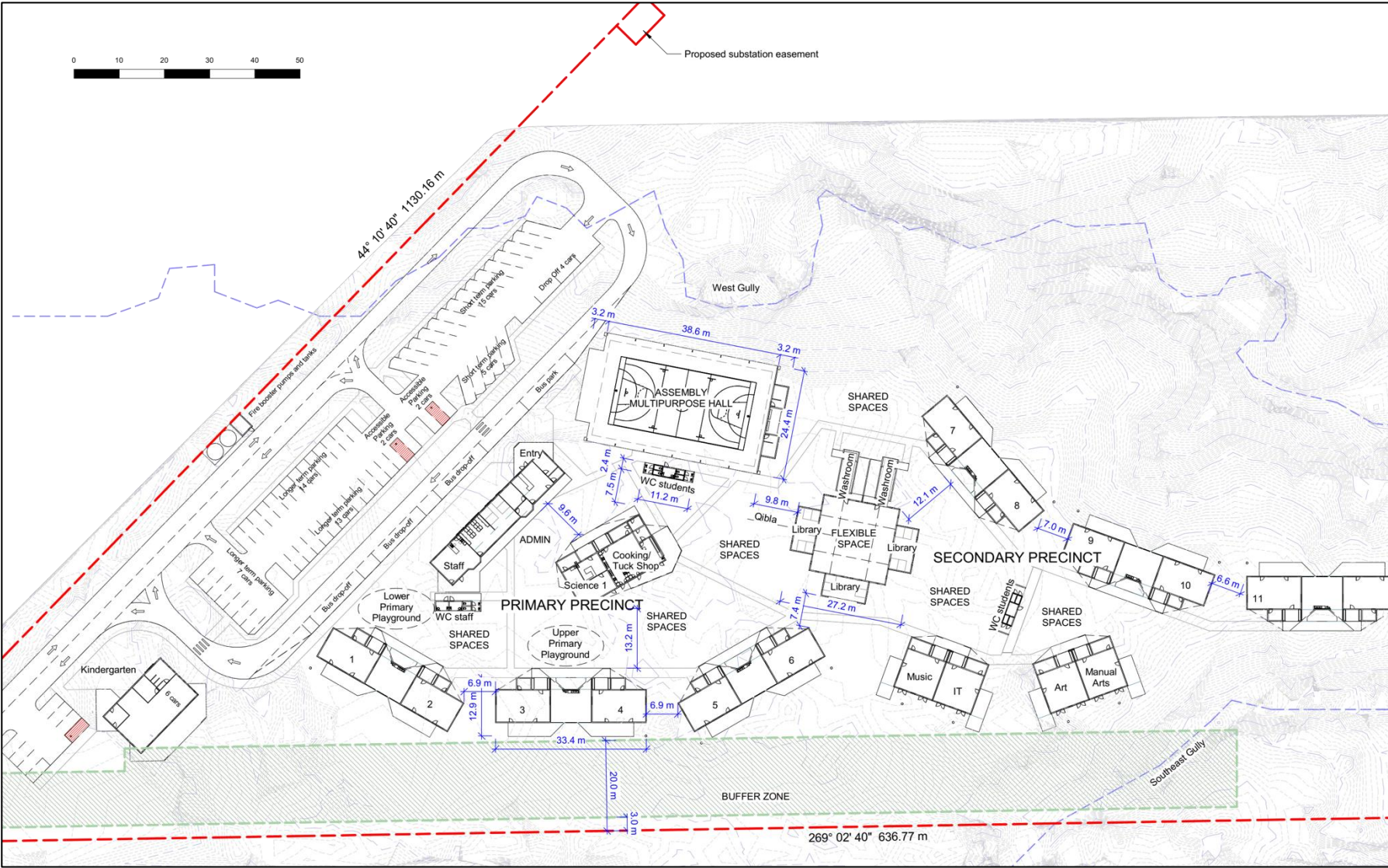


FIGURE 3.7 – PROPOSED STAGE 6 (FINAL) PLAN

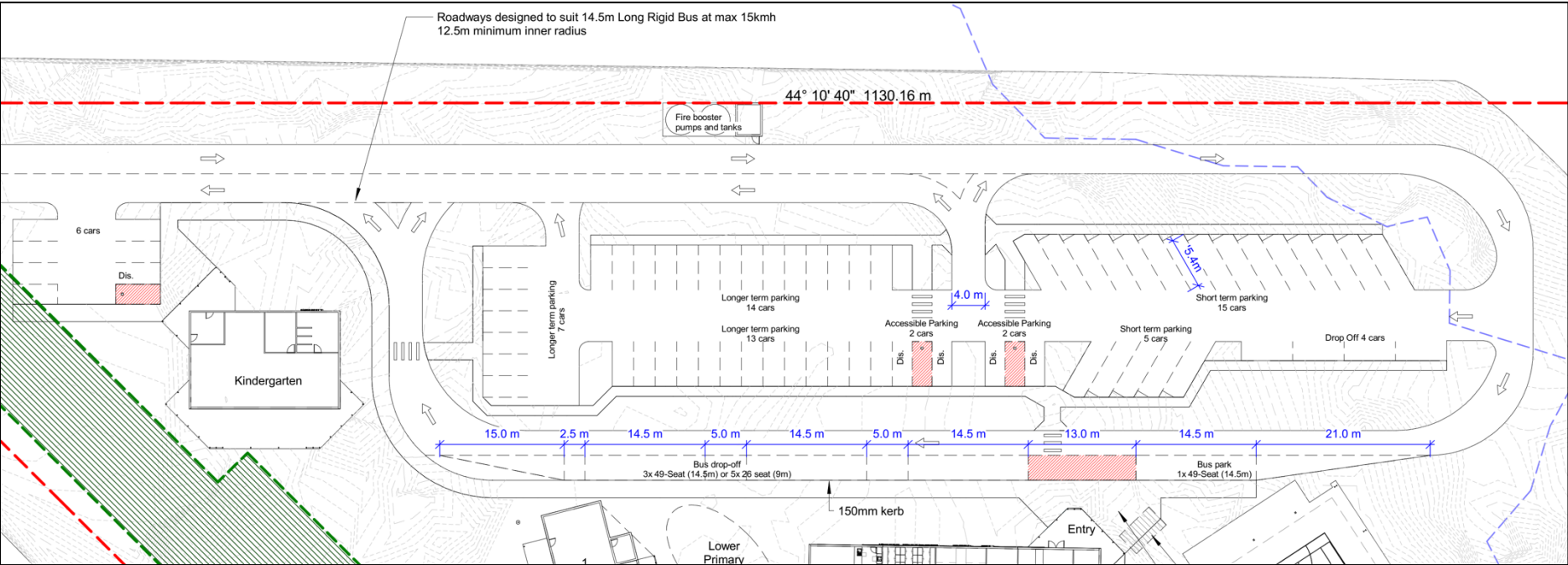


FIGURE 3.8 – FINAL CAR PARKING PLAN

4.0 CAR PARKING

4.1 Supply

In accordance with the Mareeba Shire Council Planning Scheme, Table 9.4.3.3B – Vehicle Parking and Service Vehicle Space Requirements states the following requirements for Educational Establishment:

Educational Establishment:

1 space per every 10 students plus,

1 space per employee, and

Provision for 3 vehicles for loading and unloading of passengers in addition to the requirements above.

In accordance with the above rates, the planned overall population of 300 students and 29 staff members requires the following parking provisions:

- | | |
|----------------------|-----------|
| • 300 Students - | 30 spaces |
| • 29 staff members - | 29 spaces |
| • Total - | 59 spaces |

The proposed car parking provisions therefore meet the Planning Scheme requirements, with a total of 68 car parking spaces, and 6 bus spaces.

4.2 Design

The geometric layout of the proposed parking facilities has been designed to comply with the relevant requirements specified in the Planning Scheme and AS2890.1: 2004, and allows satisfactory access and manoeuvring by the required design vehicles.

Swept paths of the required design vehicles will be reviewed during detailed design.

5.0 ROAD NETWORK IMPACT

5.1 Development traffic estimates

The proposal is for an education establishment to be developed over 6 stages. The Applicant has provided a summary of the proposed traffic generation potential of the school in relation to each stage.

The traffic breakdown is shown below in Table 5.1.

Table 5.1 – Estimated Development Traffic Generation of Staged Development

Stage	Staff	Staff vehicles	Students	Parent Vehicles	Buses
1	9	9	50	14	2 x 12 seater
2	11	11	70	19	3 x 12 seater
3	13	13	85	21	4 x 12 seater
4	16	16	110	30	2 x 26 seater
5	21	21	130	26	3 x 26 seater
6	29	29	300	85	5 x 26 seater

Peak Hour Distribution: AM Peak: 50/50, PM Peak: 50/50

Resultant and Design estimates of traffic movements generated by the proposal are shown in Figures 5.1 – 5.2.

5.2 Road network impact

Traffic modelling has been carried out using SIDRA software for the Rankin Street / Chewko Road intersection.

As indicated by the results provided as Appendix B, the modelling indicates that the Rankin Street / Chewko Road / Hopkins avenue roundabout will perform at a degree of saturation of up to 31.6%, with no significant queuing. Queuing and delays are acceptable with an average delay of 7.2 seconds and maximum queue of approximately 2 vehicles (14.3 metres).

A SIDRA analysis was also carried out for the site access intersection with Chewko Road. As shown in Appendix B, the modelling indicates that the intersection will perform at a degree of saturation of up to 12.8%, with no significant queuing. Queuing and delays are acceptable with an average delay of 3.9 seconds and maximum queue of approximately 1 vehicle (3.7 metres).

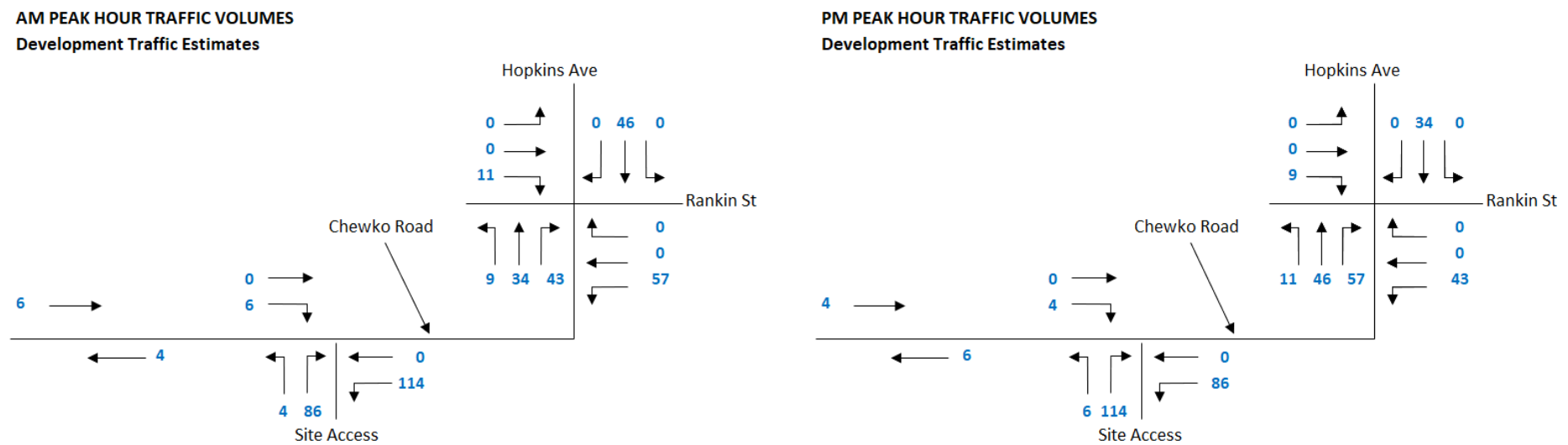
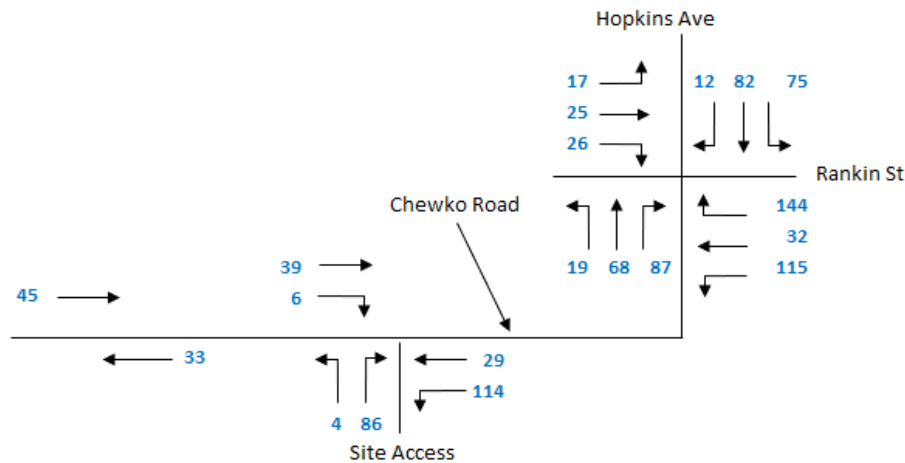
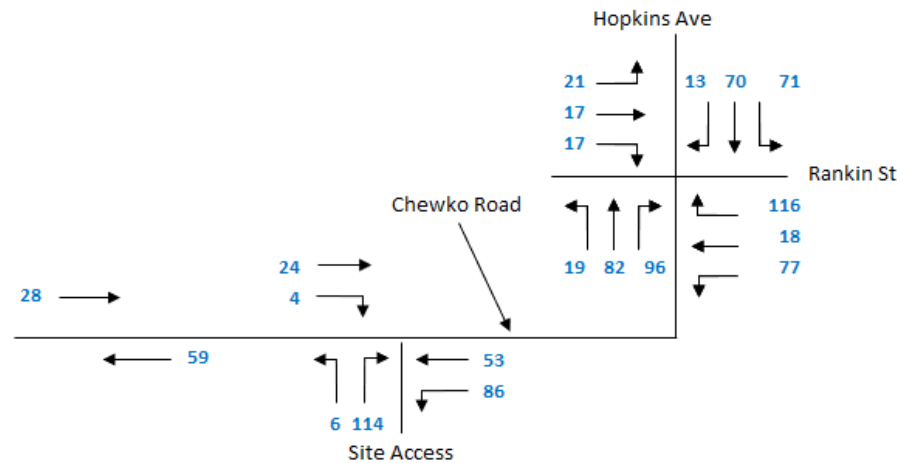


FIGURE 5.1 – ESTIMATED PEAK HOUR SCHOOL TRAFFIC MOVEMENTS

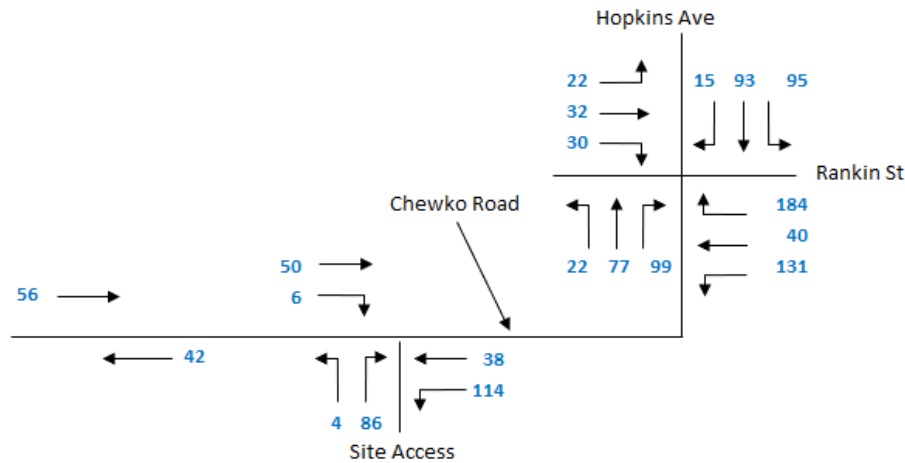
AM PEAK HOUR TRAFFIC VOLUMES
Design 2025 Peak Traffic



PM PEAK HOUR TRAFFIC VOLUMES
Design 2025 Peak Traffic



AM PEAK HOUR TRAFFIC VOLUMES
Design 2035 Peak Traffic



PM PEAK HOUR TRAFFIC VOLUMES
Design 2035 Peak Traffic

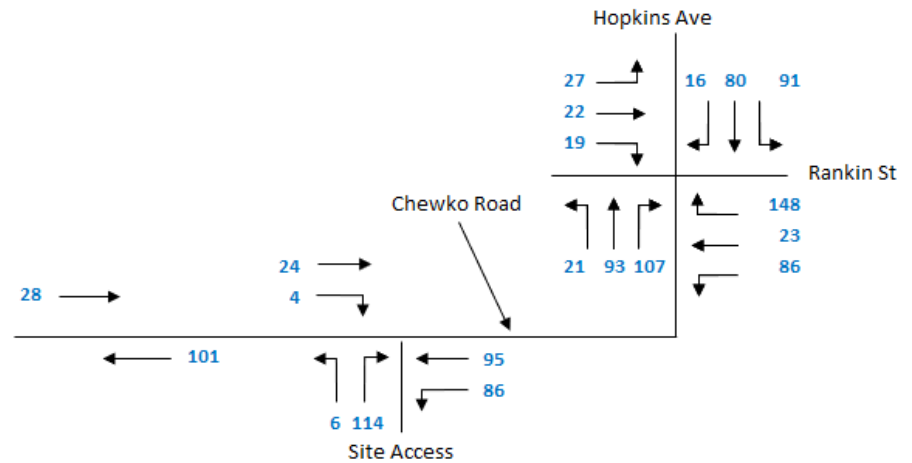
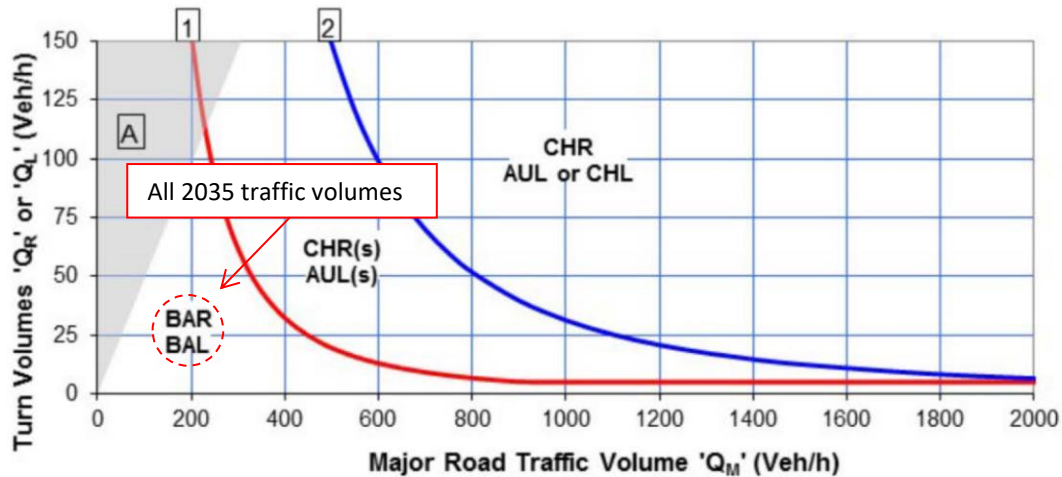


FIGURE 5.2 – DESIGN PEAK HOUR TRAFFIC VOLUMES (YEARS 2025 AND 2035)

6.0 VEHICLE ACCESS AND QUEUEING

6.1 Site access intersection layout

Given that the through volumes along Chewko Road are approximately 100 vehicles per hour, access into the intersection does fall within the BAR and BAL criteria. This is demonstrated in Figure 6.2 below.



(c) Design Speed < 100 km/h

FIGURE 6.1 – TURN WARRANTS ASSESSMENT (SITE ACCESS INTERSECTION)

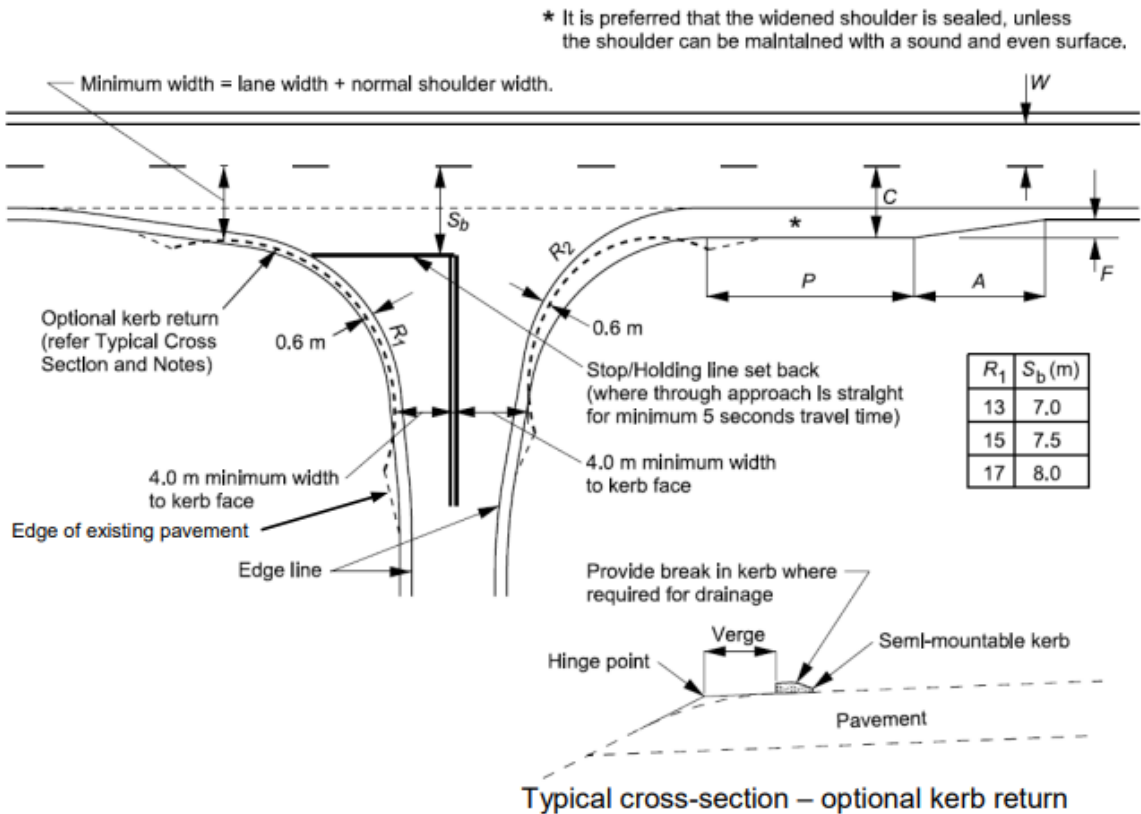
It is considered that the existing shoulder satisfactorily allows for vehicles to decelerate and turn into the site without significantly impacting upon the adjacent traffic flow. A dedicated turn lane is not considered to be necessary given the operating conditions along Chewko Road.

6.2 Geometrical layout

As shown in Figure 6.1, the proposed access intersection requires basic left and right turn treatments. Figure 6.2 below shows the required turn treatments for a rural basic intersection in accordance with Austroads Part 4A.

Left turn treatment:

Figure 8.2: Rural basic left-turn treatment (BAL)



Right turn treatment:

Figure 7.6: Basic right-turn treatment (BAR) for a two-lane urban road

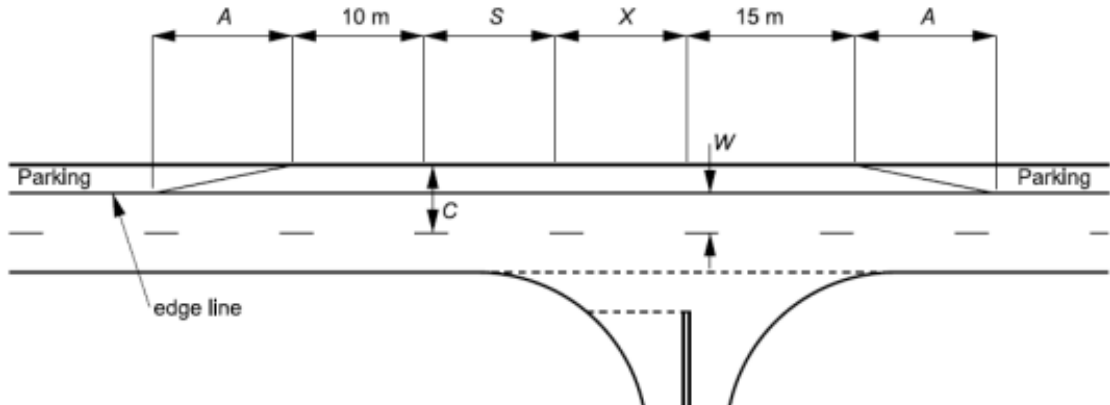


FIGURE 6.2 – REQUIRED TURN TREATMENTS AT PROPOSED ACCESS INTERSECTION WITH CHEWKO RD (SOURCE: AUSTROADS PART 4A)

7.0 PROVISION FOR SERVICE VEHICLES

In accordance with the Mareeba Shire Council Planning Scheme, Table 9.4.3.3B – Vehicle Parking and Service Vehicle Space Requirements states the following requirements for Educational Establishment:

Educational Establishment:

One HRV Space and one SRV space, and a minimum of 3 bus / coach parking / set down areas.

The bus lane adjacent to the school will provide for occasional large delivery vehicles to service the site, as required. Service and maintenance facilities will also be provided.

8.0 LEVEL RAILWAY CROSSING SAFETY

The existing railway crossing over the site access road will be upgraded to include a 7.5 metre wide roadway, similar to the example below at nearby Reynolds Street.

Given the low frequency of use of the railway, there are no concerns in relation to vehicle queuing at the railway crossing.



**FIGURE 8.1 – IMAGE OF RAILWAY CROSSING NORTH OF THE SITE
(INDICATIVE UPGRADE TO EXISTING CROSSING)**

9.0 SUMMARY OF CONCLUSIONS & RECOMMENDATIONS

- The subject site is located on the eastern side of Chewko Road, with northern frontage onto Mclver Road. The site is currently vacant and is identified as Lot 71 on SP282140.
- Adjacent to the site, Chewko Road is identified as a local road with a posted speed limit of 100km/hr. Further north, Chewko Road functions as a higher order local road under the Mareeba Planning Scheme, and has a posted speed limit of 80km/hr and then 60km/hr through the built up area. Through the built up area, Chewko Road comprises of a single and of travel and seal shoulders. Adjacent to the site, Chewko Road comprises of a 7 metre wide pavement and grassed shoulders.
- A railway line (used for agricultural purposes) is aligned parallel to Chewko Road and adjacent to the western boundary of the site.
- The proposal is for an educational establishment (school) comprising of primary and secondary components, to be located in the south western corner of the site. It is proposed that the school will be developed over six stages.
- The school will accommodate up to 300 students and 29 staff members by the final stage.
- The proposal will provide a total of 68 car parking spaces by Stage 6 and will include an additional vehicle circulation lane behind the car parking area for bus drop off / pick up.
- Access is proposed to be gained via the existing driveway off Chewko Road, located just south of the site.
- The proposed car parking provisions therefore meet the Planning Scheme requirements, with a total of 68 car parking spaces, and 6 bus spaces.
- The geometric layout of the proposed parking facilities has been designed to comply with the relevant requirements specified in the Planning Scheme and AS2890.1: 2004, and allows satisfactory access and manoeuvring by the required design vehicles.
- The Applicant has estimated a traffic generation potential of 114 cars and 5 buses by Stage 6 of the development.
- Traffic modelling has been carried out using SIDRA software for the Rankin Street / Chewko Road and Chewko Road / Site Access intersections. The modelling indicates that both intersections will perform satisfactorily under future background and design volumes.
- Given that the through volumes along Chewko Road are approximately 100 vehicles per hour, access into the intersection does fall within the BAR and BAL criteria.
- It is considered that the existing shoulder satisfactorily allows for vehicles to decelerate and turn into the site without significantly impacting upon the adjacent traffic flow. A dedicated turn lane is not considered to be necessary given the operating conditions along Chewko Road.
- The existing railway crossing over the site access road will be upgraded to include a 7.5 metre wide roadway. Given the low frequency of use of the railway, there are no concerns in relation to vehicle queuing at the railway crossing.

APPENDICES

APPENDIX A – TRAFFIC COUNT DATA
APPENDIX B – SIDRA MODELLING
APPENDIX C – RESPONSE TO STATE CODE 6

APPENDIX A – TRAFFIC COUNT DATA

MANUAL TRAFFIC SURVEY RESULTS



Unit Type: Camera
RTE ID: 23281
Location: Chewko Road
Comments: Fine weather

Class All Vehicles

Morning Peak Period - Thursday, 31 August 2023

Time	E-Thru	W-Thru	Total	Cumul Tot
07:00	6	6	12	
07:15	3	9	12	
07:30	2	6	8	
07:45	1	7	8	40
08:00	5	13	18	46
08:15	6	10	16	50
08:30	4	7	11	53
08:45	10	9	19	64
09:00	8	11	19	65
09:15	4	6	10	59
09:30	6	4	10	58
09:45	4	16	20	59
AM Peak Hour	28	37	65	

Afternoon Peak Period - Wednesday, 30 August 2023

Time	E-Thru	W-Thru	Total	Cumul Tot
14:30	3	7	10	
14:45	5	6	11	
15:00	11	2	13	
15:15	5	11	16	50
15:30	7	5	12	52
15:45	9	5	14	55
16:00	9	4	13	55
16:15	13	3	16	55
16:30	13	7	20	63
16:45	10	6	16	65
17:00	12	5	17	69
17:15	15	5	20	73
PM Peak Hour	50	23	73	

MANUAL TRAFFIC SURVEY RESULTS



Unit Type: Camera

RTE ID: 23281

Location: Rankin St / Chukow Rd / Hopkins Ave, Mareeba

Comments: Fine weather

Class All Vehicles

Morning Peak Period - Thursday, 31 August 2023

Time	N-Thru	N-Right	N-Left	S-Thru	S-Right	S-Left	E-Thru	E-Right	E-Left	W-Thru	W-Right	W-Left	Total	Cumul Tot
7:00	2	1	0	0	5	1	3	7	4	2	5	2	32	
7:15	0	1	2	0	5	0	3	7	6	4	7	2	37	
7:30	0	3	1	0	7	1	4	9	5	3	2	1	36	
7:45	0	3	0	0	13	1	6	27	7	6	2	1	66	171
8:00	7	3	13	5	11	3	7	36	11	8	5	5	114	253
8:15	9	3	21	8	12	2	9	28	13	4	4	4	117	333
8:30	11	2	17	12	10	3	6	42	21	5	2	4	135	432
8:45	8	3	20	7	9	2	8	31	10	7	3	3	111	477
9:00	5	2	11	1	6	2	6	17	6	5	2	3	66	429
9:15	2	1	8	1	9	2	4	6	6	4	1	2	46	358
9:30	4	0	9	2	6	0	4	7	5	3	1	2	43	266
9:45	3	1	6	1	8	3	2	4	3	3	0	3	37	192
AM PEAK HR	35	11	71	32	42	10	30	137	55	24	14	16	477	

Afternoon Peak Period - Wednesday, 30 August 2023

Time	N-Thru	N-Right	N-Left	S-Thru	S-Right	S-Left	E-Thru	E-Right	E-Left	W-Thru	W-Right	W-Left	Total	Cumul Tot
14:15	3	2	7	4	9	1	2	24	3	3	1	3	62	62
14:30	6	3	15	7	12	2	5	32	7	5	2	6	102	
14:45	10	4	15	11	10	1	3	37	9	4	2	4	110	
15:00	9	3	23	12	9	2	5	21	8	4	3	6	105	
15:15	9	2	15	5	6	2	4	20	8	3	1	4	79	396
15:30	6	1	7	4	5	1	3	12	3	2	1	3	48	342
15:45	5	2	5	3	5	2	2	14	2	2	2	3	47	279
16:00	4	1	5	3	6	2	2	10	2	1	2	2	40	214
16:15	3	2	6	4	4	1	1	8	2	2	1	1	35	170
16:30	3	2	4	2	4	2	2	8	1	1	1	0	30	152
16:45	2	1	3	2	5	1	3	9	2	1	2	1	32	137
17:00	2	0	5	2	3	0	2	10	1	1	2	0	28	125
17:15	1	2	4	2	4	2	2	9	2	2	0	1	31	121
17:30	2	1	3	3	3	0	1	8	1	2	1	0	25	116
17:45	1	1	2	2	2	1	1	5	1	1	0	1	18	102
PM PEAK HR	34	12	68	35	37	7	17	110	32	16	8	20	396	

APPENDIX B – SIDRA MODELLING

CHEWKO ROAD / SITE ACCESS INTERSECTION

DESIGN 2025 PEAK TRAFFIC AM

DESIGN 2025 PEAK TRAFFIC PM

DESIGN 2035 PEAK TRAFFIC AM

DESIGN 2035 PEAK TRAFFIC PM

SITE LAYOUT

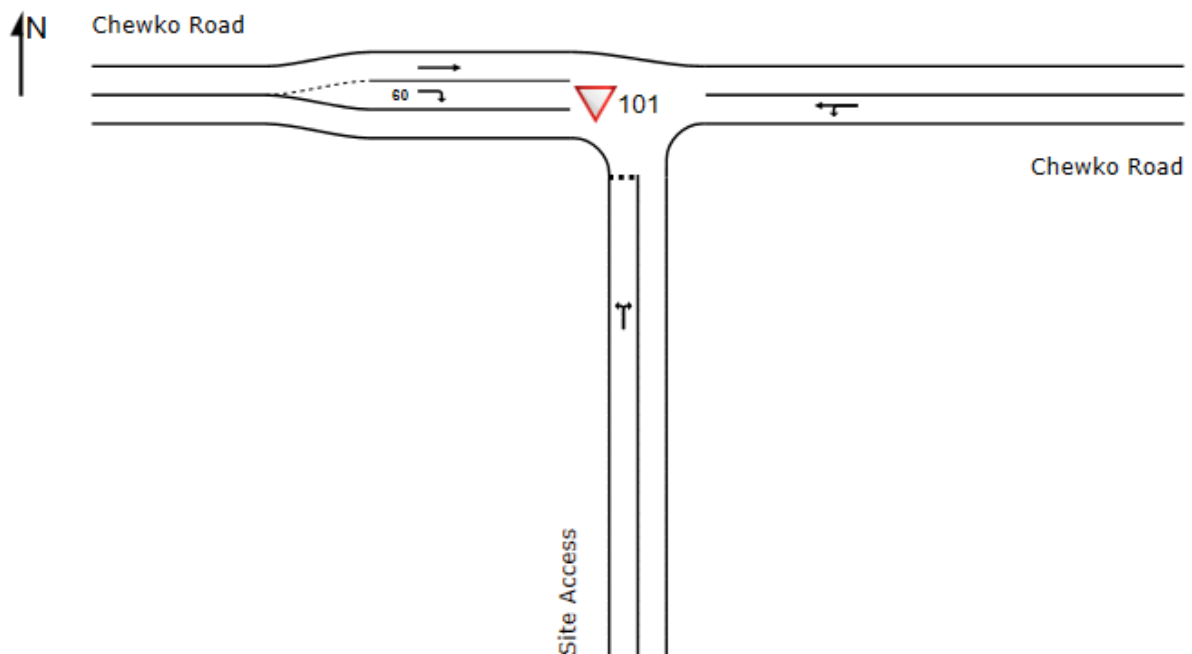
▽ Site: 101 [Design 2025 Peak Traffic AM (Site Folder: General)]

Chewko Road / Site Access Intersection

Site Category: (None)

Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



DESIGN 2025 PEAK TRAFFIC AM

MOVEMENT SUMMARY

▼ Site: 101 [Design 2025 Peak Traffic AM (Site Folder: Site Access Intersection)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Chewko Road / Site Access Intersection

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Site Access															
1	L2	All MCs	4	2.0	4	2.0	0.092	5.7	LOS A	0.4	2.6	0.26	0.58	0.26	52.1
3	R2	All MCs	91	2.0	91	2.0	0.092	6.3	LOS A	0.4	2.6	0.26	0.58	0.26	51.9
Approach			95	2.0	95	2.0	0.092	6.2	LOS A	0.4	2.6	0.26	0.58	0.26	51.9
East: Chewko Road															
4	L2	All MCs	120	2.0	120	2.0	0.081	5.6	LOS A	0.0	0.0	0.00	0.46	0.00	53.7
5	T1	All MCs	31	2.0	31	2.0	0.081	0.0	LOS A	0.0	0.0	0.00	0.46	0.00	55.9
Approach			151	2.0	151	2.0	0.081	4.5	NA	0.0	0.0	0.00	0.46	0.00	54.1
West: Chewko Road															
11	T1	All MCs	41	2.0	41	2.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	6	2.0	6	2.0	0.004	5.9	LOS A	0.0	0.1	0.25	0.54	0.25	51.9
Approach			47	2.0	47	2.0	0.021	0.8	NA	0.0	0.1	0.03	0.07	0.03	58.8
All Vehicles			293	2.0	293	2.0	0.092	4.4	NA	0.4	2.6	0.09	0.44	0.09	54.0

DESIGN 2025 PEAK TRAFFIC PM

MOVEMENT SUMMARY

▼ Site: 101 [Design 2025 Peak Traffic PM (Site Folder: Site Access Intersection)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Chewko Road / Site Access Intersection

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Site Access															
1	L2	All MCs	6	2.0	6	2.0	0.121	5.7	LOS A	0.5	3.6	0.26	0.58	0.26	52.1
3	R2	All MCs	120	2.0	120	2.0	0.121	6.2	LOS A	0.5	3.6	0.26	0.58	0.26	51.9
Approach			126	2.0	126	2.0	0.121	6.2	LOS A	0.5	3.6	0.26	0.58	0.26	51.9
East: Chewko Road															
4	L2	All MCs	91	2.0	91	2.0	0.078	5.6	LOS A	0.0	0.0	0.00	0.36	0.00	54.4
5	T1	All MCs	56	2.0	56	2.0	0.078	0.0	LOS A	0.0	0.0	0.00	0.36	0.00	56.8
Approach			146	2.0	146	2.0	0.078	3.5	NA	0.0	0.0	0.00	0.36	0.00	55.3
West: Chewko Road															
11	T1	All MCs	25	2.0	25	2.0	0.013	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	4	2.0	4	2.0	0.003	5.9	LOS A	0.0	0.1	0.25	0.54	0.25	51.9
Approach			29	2.0	29	2.0	0.013	0.8	NA	0.0	0.1	0.04	0.08	0.04	58.7
All Vehicles			302	2.0	302	2.0	0.121	4.4	NA	0.5	3.6	0.11	0.43	0.11	54.1

DESIGN 2025 PEAK TRAFFIC AM

MOVEMENT SUMMARY

▽ Site: 101 [Design 2035 Peak Traffic AM (Site Folder: Site Access Intersection)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Chewko Road / Site Access Intersection

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Site Access															
1	L2	All MCs	4	2.0	4	2.0	0.094	5.7	LOS A	0.4	2.7	0.28	0.59	0.28	52.1
3	R2	All MCs	91	2.0	91	2.0	0.094	6.4	LOS A	0.4	2.7	0.28	0.59	0.28	51.8
Approach			95	2.0	95	2.0	0.094	6.4	LOS A	0.4	2.7	0.28	0.59	0.28	51.8
East: Chewko Road															
4	L2	All MCs	120	2.0	120	2.0	0.086	5.6	LOS A	0.0	0.0	0.00	0.44	0.00	53.9
5	T1	All MCs	40	2.0	40	2.0	0.086	0.0	LOS A	0.0	0.0	0.00	0.44	0.00	56.1
Approach			160	2.0	160	2.0	0.086	4.2	NA	0.0	0.0	0.00	0.44	0.00	54.4
West: Chewko Road															
11	T1	All MCs	53	2.0	53	2.0	0.027	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	6	2.0	6	2.0	0.004	5.9	LOS A	0.0	0.1	0.26	0.54	0.26	51.9
Approach			59	2.0	59	2.0	0.027	0.6	NA	0.0	0.1	0.03	0.06	0.03	59.0
All Vehicles			314	2.0	314	2.0	0.094	4.2	NA	0.4	2.7	0.09	0.41	0.09	54.4

DESIGN 2025 PEAK TRAFFIC PM

MOVEMENT SUMMARY

▽ Site: 101 [Design 2035 Peak Traffic PM (Site Folder: Site Access Intersection)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Chewko Road / Site Access Intersection

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Site Access															
1	L2	All MCs	6	2.0	6	2.0	0.128	5.9	LOSA	0.5	3.7	0.32	0.60	0.32	52.0
3	R2	All MCs	120	2.0	120	2.0	0.128	6.5	LOSA	0.5	3.7	0.32	0.60	0.32	51.7
Approach			126	2.0	126	2.0	0.128	6.5	LOSA	0.5	3.7	0.32	0.60	0.32	51.7
East: Chewko Road															
4	L2	All MCs	91	2.0	91	2.0	0.101	5.6	LOSA	0.0	0.0	0.00	0.28	0.00	55.1
5	T1	All MCs	100	2.0	100	2.0	0.101	0.0	LOSA	0.0	0.0	0.00	0.28	0.00	57.5
Approach			191	2.0	191	2.0	0.101	2.7	NA	0.0	0.0	0.00	0.28	0.00	56.3
West: Chewko Road															
11	T1	All MCs	25	2.0	25	2.0	0.013	0.0	LOSA	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	All MCs	4	2.0	4	2.0	0.003	6.0	LOSA	0.0	0.1	0.29	0.54	0.29	51.8
Approach			29	2.0	29	2.0	0.013	0.9	NA	0.0	0.1	0.04	0.08	0.04	58.7
All Vehicles			346	2.0	346	2.0	0.128	3.9	NA	0.5	3.7	0.12	0.38	0.12	54.7

CHEWKO ROAD / SITE ACCESS INTERSECTION

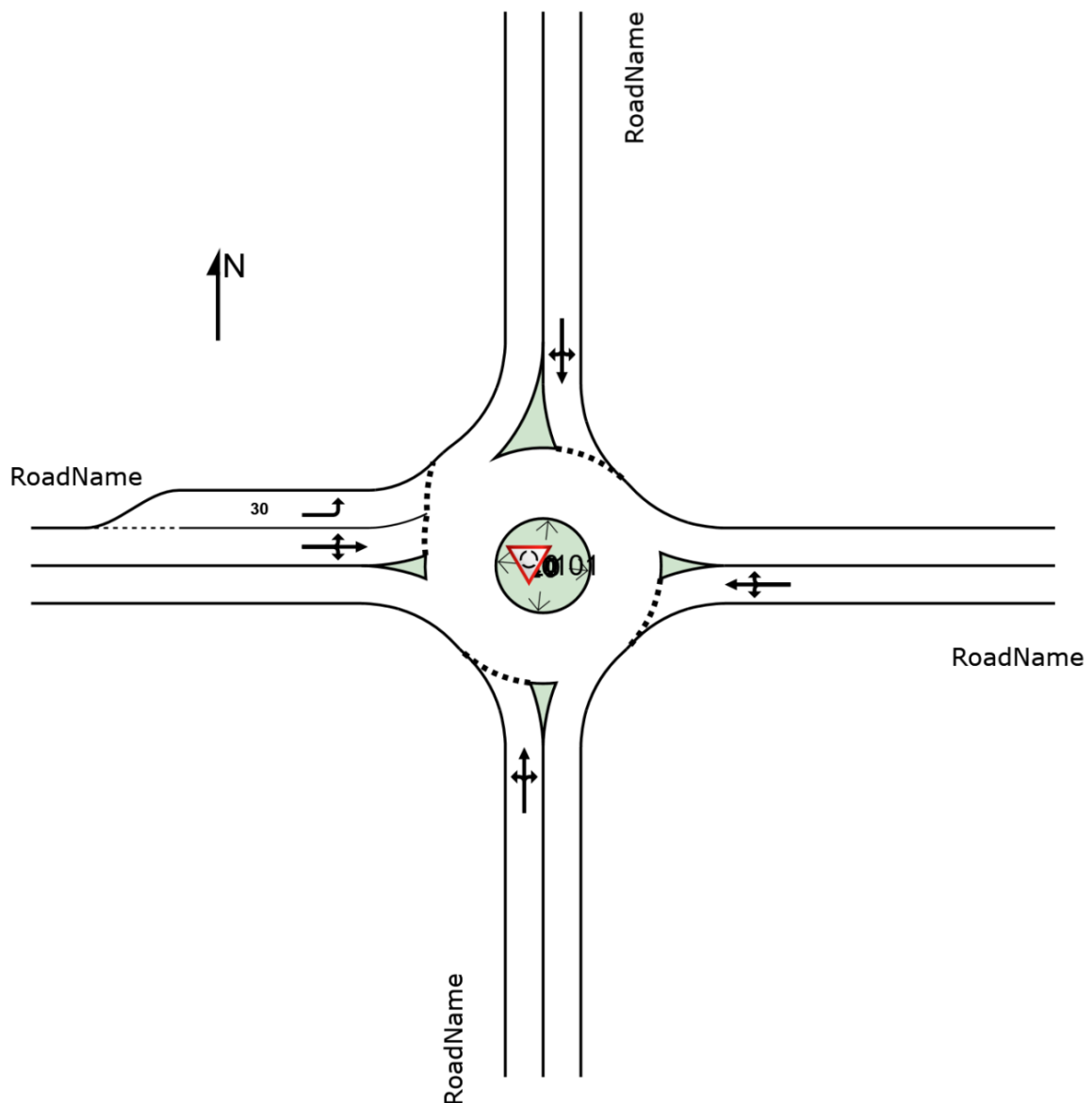
BACKGROUND 2025 PEAK TRAFFIC AM
BACKGROUND 2025 PEAK TRAFFIC PM
BACKGROUND 2035 PEAK TRAFFIC AM
BACKGROUND 2035 PEAK TRAFFIC PM
DESIGN 2025 PEAK TRAFFIC AM
DESIGN 2025 PEAK TRAFFIC PM
DESIGN 2035 PEAK TRAFFIC AM
DESIGN 2035 PEAK TRAFFIC PM

SITE LAYOUT

 **Site: 101 [Background 2025 Peak Traffic AM (Site Folder: Chewko Roundabout)]**

Rankin Street / Chewko Road / Hopkins Avenue
Site Category: (None)
Roundabout

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



BACKGROUND 2025 PEAK TRAFFIC AM

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	12	2.0	12	2.0	0.087	5.6	LOS A	0.4	3.1	0.37	0.59	0.37	51.4
2	T1	All MCs	36	2.0	36	2.0	0.087	5.8	LOS A	0.4	3.1	0.37	0.59	0.37	51.8
3	R2	All MCs	46	2.0	46	2.0	0.087	9.1	LOS A	0.4	3.1	0.37	0.59	0.37	51.1
Approach			94	2.0	94	2.0	0.087	7.4	LOS A	0.4	3.1	0.37	0.59	0.37	51.4
East: RoadName															
4	L2	All MCs	61	2.0	61	2.0	0.189	4.9	LOS A	1.0	7.4	0.22	0.58	0.22	51.6
5	T1	All MCs	34	2.0	34	2.0	0.189	5.1	LOS A	1.0	7.4	0.22	0.58	0.22	52.0
6	R2	All MCs	152	2.0	152	2.0	0.189	8.4	LOS A	1.0	7.4	0.22	0.58	0.22	51.3
Approach			246	2.0	246	2.0	0.189	7.1	LOS A	1.0	7.4	0.22	0.58	0.22	51.4
North: RoadName															
7	L2	All MCs	79	2.0	79	2.0	0.108	5.0	LOS A	0.5	3.9	0.25	0.52	0.25	52.7
8	T1	All MCs	39	2.0	39	2.0	0.108	5.2	LOS A	0.5	3.9	0.25	0.52	0.25	53.1
9	R2	All MCs	13	2.0	13	2.0	0.108	8.5	LOS A	0.5	3.9	0.25	0.52	0.25	52.3
Approach			131	2.0	131	2.0	0.108	5.4	LOS A	0.5	3.9	0.25	0.52	0.25	52.8
West: RoadName															
10	L2	All MCs	18	2.0	18	2.0	0.042	6.3	LOS A	0.2	1.5	0.38	0.56	0.38	51.6
11	T1	All MCs	26	2.0	26	2.0	0.042	5.6	LOS A	0.2	1.5	0.36	0.56	0.36	52.1
12	R2	All MCs	16	2.0	16	2.0	0.042	8.9	LOS A	0.2	1.5	0.36	0.56	0.36	51.4
Approach			60	2.0	60	2.0	0.042	6.7	LOS A	0.2	1.5	0.37	0.56	0.37	51.8
All Vehicles			531	2.0	531	2.0	0.189	6.7	LOS A	1.0	7.4	0.27	0.56	0.27	51.8

BACKGROUND 2025 PEAK TRAFFIC PM

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	7	2.0	7	2.0	0.078	5.4	LOS A	0.4	2.7	0.32	0.57	0.32	51.6
2	T1	All MCs	39	2.0	39	2.0	0.078	5.6	LOS A	0.4	2.7	0.32	0.57	0.32	52.0
3	R2	All MCs	41	2.0	41	2.0	0.078	8.8	LOS A	0.4	2.7	0.32	0.57	0.32	51.2
Approach			87	2.0	87	2.0	0.078	7.1	LOS A	0.4	2.7	0.32	0.57	0.32	51.6
East: RoadName															
4	L2	All MCs	36	2.0	36	2.0	0.137	4.9	LOS A	0.7	5.1	0.20	0.59	0.20	51.5
5	T1	All MCs	19	2.0	19	2.0	0.137	5.0	LOS A	0.7	5.1	0.20	0.59	0.20	51.9
6	R2	All MCs	122	2.0	122	2.0	0.137	8.3	LOS A	0.7	5.1	0.20	0.59	0.20	51.1
Approach			177	2.0	177	2.0	0.137	7.3	LOS A	0.7	5.1	0.20	0.59	0.20	51.3
North: RoadName															
7	L2	All MCs	75	2.0	75	2.0	0.101	4.9	LOS A	0.5	3.6	0.21	0.51	0.21	52.8
8	T1	All MCs	38	2.0	38	2.0	0.101	5.1	LOS A	0.5	3.6	0.21	0.51	0.21	53.2
9	R2	All MCs	14	2.0	14	2.0	0.101	8.4	LOS A	0.5	3.6	0.21	0.51	0.21	52.4
Approach			126	2.0	126	2.0	0.101	5.3	LOS A	0.5	3.6	0.21	0.51	0.21	52.9
West: RoadName															
10	L2	All MCs	22	2.0	22	2.0	0.033	6.0	LOS A	0.2	1.2	0.35	0.54	0.35	51.8
11	T1	All MCs	18	2.0	18	2.0	0.033	5.5	LOS A	0.2	1.2	0.33	0.54	0.33	52.4
12	R2	All MCs	8	2.0	8	2.0	0.033	8.8	LOS A	0.2	1.2	0.33	0.54	0.33	51.7
Approach			48	2.0	48	2.0	0.033	6.3	LOS A	0.2	1.2	0.34	0.54	0.34	52.0
All Vehicles			439	2.0	439	2.0	0.137	6.6	LOS A	0.7	5.1	0.24	0.56	0.24	51.9

BACKGROUND 2025 PEAK TRAFFIC AM

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	14	2.0	14	2.0	0.114	6.0	LOS A	0.6	4.2	0.43	0.61	0.43	51.2
2	T1	All MCs	45	2.0	45	2.0	0.114	6.1	LOS A	0.6	4.2	0.43	0.61	0.43	51.6
3	R2	All MCs	59	2.0	59	2.0	0.114	9.4	LOS A	0.6	4.2	0.43	0.61	0.43	50.9
Approach			118	2.0	118	2.0	0.114	7.8	LOS A	0.6	4.2	0.43	0.61	0.43	51.2
East: RoadName															
4	L2	All MCs	78	2.0	78	2.0	0.245	5.1	LOS A	1.4	10.2	0.27	0.58	0.27	51.5
5	T1	All MCs	42	2.0	42	2.0	0.245	5.2	LOS A	1.4	10.2	0.27	0.58	0.27	51.9
6	R2	All MCs	194	2.0	194	2.0	0.245	8.5	LOS A	1.4	10.2	0.27	0.58	0.27	51.1
Approach			314	2.0	314	2.0	0.245	7.2	LOS A	1.4	10.2	0.27	0.58	0.27	51.3
North: RoadName															
7	L2	All MCs	100	2.0	100	2.0	0.140	5.2	LOS A	0.7	5.2	0.29	0.52	0.29	52.6
8	T1	All MCs	49	2.0	49	2.0	0.140	5.4	LOS A	0.7	5.2	0.29	0.52	0.29	53.0
9	R2	All MCs	16	2.0	16	2.0	0.140	8.6	LOS A	0.7	5.2	0.29	0.52	0.29	52.2
Approach			165	2.0	165	2.0	0.140	5.6	LOS A	0.7	5.2	0.29	0.52	0.29	52.7
West: RoadName															
10	L2	All MCs	23	2.0	23	2.0	0.057	6.6	LOS A	0.3	2.1	0.43	0.58	0.43	51.4
11	T1	All MCs	34	2.0	34	2.0	0.057	5.9	LOS A	0.3	2.1	0.42	0.58	0.42	52.0
12	R2	All MCs	20	2.0	20	2.0	0.057	9.2	LOS A	0.3	2.1	0.42	0.58	0.42	51.2
Approach			77	2.0	77	2.0	0.057	7.0	LOS A	0.3	2.1	0.42	0.58	0.42	51.6
All Vehicles			674	2.0	674	2.0	0.245	6.9	LOS A	1.4	10.2	0.32	0.57	0.32	51.6

BACKGROUND 2025 PEAK TRAFFIC PM

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	9	2.0	9	2.0	0.103	5.6	LOS A	0.5	3.7	0.38	0.59	0.38	51.4
2	T1	All MCs	49	2.0	49	2.0	0.103	5.8	LOS A	0.5	3.7	0.38	0.59	0.38	51.8
3	R2	All MCs	53	2.0	53	2.0	0.103	9.1	LOS A	0.5	3.7	0.38	0.59	0.38	51.1
Approach			112	2.0	112	2.0	0.103	7.3	LOS A	0.5	3.7	0.38	0.59	0.38	51.4
East: RoadName															
4	L2	All MCs	45	2.0	45	2.0	0.177	5.0	LOS A	1.0	6.9	0.24	0.59	0.24	51.4
5	T1	All MCs	24	2.0	24	2.0	0.177	5.2	LOS A	1.0	6.9	0.24	0.59	0.24	51.8
6	R2	All MCs	156	2.0	156	2.0	0.177	8.4	LOS A	1.0	6.9	0.24	0.59	0.24	51.0
Approach			225	2.0	225	2.0	0.177	7.4	LOS A	1.0	6.9	0.24	0.59	0.24	51.2
North: RoadName															
7	L2	All MCs	96	2.0	96	2.0	0.132	5.0	LOS A	0.7	4.9	0.25	0.52	0.25	52.7
8	T1	All MCs	48	2.0	48	2.0	0.132	5.2	LOS A	0.7	4.9	0.25	0.52	0.25	53.1
9	R2	All MCs	17	2.0	17	2.0	0.132	8.5	LOS A	0.7	4.9	0.25	0.52	0.25	52.3
Approach			161	2.0	161	2.0	0.132	5.5	LOS A	0.7	4.9	0.25	0.52	0.25	52.8
West: RoadName															
10	L2	All MCs	28	2.0	28	2.0	0.045	6.3	LOS A	0.2	1.6	0.40	0.56	0.40	51.6
11	T1	All MCs	23	2.0	23	2.0	0.045	5.7	LOS A	0.2	1.6	0.38	0.56	0.38	52.3
12	R2	All MCs	12	2.0	12	2.0	0.045	9.0	LOS A	0.2	1.6	0.38	0.56	0.38	51.5
Approach			63	2.0	63	2.0	0.045	6.6	LOS A	0.2	1.6	0.39	0.56	0.39	51.8
All Vehicles			561	2.0	561	2.0	0.177	6.7	LOS A	1.0	6.9	0.29	0.56	0.29	51.7

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Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				
			veh/h		veh/h		v/c	sec							km/h
South: RoadName															
1	L2	All MCs	20	2.0	20	2.0	0.170	5.7	LOS A	0.9	6.6	0.41	0.59	0.41	51.3
2	T1	All MCs	72	2.0	72	2.0	0.170	5.9	LOS A	0.9	6.6	0.41	0.59	0.41	51.7
3	R2	All MCs	92	2.0	92	2.0	0.170	9.2	LOS A	0.9	6.6	0.41	0.59	0.41	51.0
Approach			183	2.0	183	2.0	0.170	7.5	LOS A	0.9	6.6	0.41	0.59	0.41	51.3
East: RoadName															
4	L2	All MCs	121	2.0	121	2.0	0.255	5.3	LOS A	1.5	10.7	0.34	0.58	0.34	51.6
5	T1	All MCs	34	2.0	34	2.0	0.255	5.5	LOS A	1.5	10.7	0.34	0.58	0.34	52.0
6	R2	All MCs	152	2.0	152	2.0	0.255	8.8	LOS A	1.5	10.7	0.34	0.58	0.34	51.2
Approach			306	2.0	306	2.0	0.255	7.1	LOS A	1.5	10.7	0.34	0.58	0.34	51.4
North: RoadName															
7	L2	All MCs	79	2.0	79	2.0	0.157	5.4	LOS A	0.8	6.0	0.34	0.52	0.34	52.4
8	T1	All MCs	86	2.0	86	2.0	0.157	5.6	LOS A	0.8	6.0	0.34	0.52	0.34	52.8
9	R2	All MCs	13	2.0	13	2.0	0.157	8.9	LOS A	0.8	6.0	0.34	0.52	0.34	52.1
Approach			178	2.0	178	2.0	0.157	5.7	LOS A	0.8	6.0	0.34	0.52	0.34	52.6
West: RoadName															
10	L2	All MCs	18	2.0	18	2.0	0.054	6.8	LOS A	0.3	2.0	0.45	0.59	0.45	51.2
11	T1	All MCs	26	2.0	26	2.0	0.054	6.0	LOS A	0.3	2.0	0.43	0.60	0.43	51.7
12	R2	All MCs	27	2.0	27	2.0	0.054	9.3	LOS A	0.3	2.0	0.43	0.60	0.43	51.0
Approach			72	2.0	72	2.0	0.054	7.5	LOS A	0.3	2.0	0.44	0.60	0.44	51.3
All Vehicles			739	2.0	739	2.0	0.255	6.9	LOS A	1.5	10.7	0.37	0.57	0.37	51.7

DESIGN 2025 PEAK TRAFFIC PM

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	20	2.0	20	2.0	0.184	5.5	LOS A	1.0	7.2	0.36	0.58	0.36	51.4
2	T1	All MCs	86	2.0	86	2.0	0.184	5.7	LOS A	1.0	7.2	0.36	0.58	0.36	51.8
3	R2	All MCs	101	2.0	101	2.0	0.184	8.9	LOS A	1.0	7.2	0.36	0.58	0.36	51.1
Approach			207	2.0	207	2.0	0.184	7.2	LOS A	1.0	7.2	0.36	0.58	0.36	51.4
East: RoadName															
4	L2	All MCs	81	2.0	81	2.0	0.183	5.2	LOS A	1.0	7.2	0.29	0.58	0.29	51.6
5	T1	All MCs	19	2.0	19	2.0	0.183	5.3	LOS A	1.0	7.2	0.29	0.58	0.29	52.0
6	R2	All MCs	122	2.0	122	2.0	0.183	8.6	LOS A	1.0	7.2	0.29	0.58	0.29	51.2
Approach			222	2.0	222	2.0	0.183	7.1	LOS A	1.0	7.2	0.29	0.58	0.29	51.4
North: RoadName															
7	L2	All MCs	75	2.0	75	2.0	0.142	5.3	LOS A	0.8	5.4	0.33	0.52	0.33	52.4
8	T1	All MCs	74	2.0	74	2.0	0.142	5.5	LOS A	0.8	5.4	0.33	0.52	0.33	52.8
9	R2	All MCs	14	2.0	14	2.0	0.142	8.8	LOS A	0.8	5.4	0.33	0.52	0.33	52.1
Approach			162	2.0	162	2.0	0.142	5.7	LOS A	0.8	5.4	0.33	0.52	0.33	52.6
West: RoadName															
10	L2	All MCs	22	2.0	22	2.0	0.043	6.6	LOS A	0.2	1.6	0.44	0.59	0.44	51.3
11	T1	All MCs	18	2.0	18	2.0	0.043	6.0	LOS A	0.2	1.6	0.43	0.59	0.43	51.9
12	R2	All MCs	18	2.0	18	2.0	0.043	9.2	LOS A	0.2	1.6	0.43	0.59	0.43	51.1
Approach			58	2.0	58	2.0	0.043	7.2	LOS A	0.2	1.6	0.43	0.59	0.43	51.4
All Vehicles			649	2.0	649	2.0	0.184	6.8	LOS A	1.0	7.2	0.33	0.56	0.33	51.7

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Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh. veh	Dist] m				
			veh/h		veh/h		v/c	sec							km/h
South: RoadName															
1	L2	All MCs	23	2.0	23	2.0	0.204	6.1	LOS A	1.2	8.3	0.47	0.61	0.47	51.1
2	T1	All MCs	81	2.0	81	2.0	0.204	6.3	LOS A	1.2	8.3	0.47	0.61	0.47	51.5
3	R2	All MCs	104	2.0	104	2.0	0.204	9.6	LOS A	1.2	8.3	0.47	0.61	0.47	50.7
Approach			208	2.0	208	2.0	0.204	7.9	LOS A	1.2	8.3	0.47	0.61	0.47	51.1
East: RoadName															
4	L2	All MCs	138	2.0	138	2.0	0.316	5.5	LOS A	2.0	14.3	0.39	0.58	0.39	51.4
5	T1	All MCs	42	2.0	42	2.0	0.316	5.7	LOS A	2.0	14.3	0.39	0.58	0.39	51.8
6	R2	All MCs	194	2.0	194	2.0	0.316	9.0	LOS A	2.0	14.3	0.39	0.58	0.39	51.0
Approach			374	2.0	374	2.0	0.316	7.3	LOS A	2.0	14.3	0.39	0.58	0.39	51.2
North: RoadName															
7	L2	All MCs	100	2.0	100	2.0	0.193	5.6	LOS A	1.1	7.7	0.38	0.54	0.38	52.3
8	T1	All MCs	98	2.0	98	2.0	0.193	5.8	LOS A	1.1	7.7	0.38	0.54	0.38	52.7
9	R2	All MCs	16	2.0	16	2.0	0.193	9.0	LOS A	1.1	7.7	0.38	0.54	0.38	51.9
Approach			214	2.0	214	2.0	0.193	5.9	LOS A	1.1	7.7	0.38	0.54	0.38	52.4
West: RoadName															
10	L2	All MCs	23	2.0	23	2.0	0.070	7.2	LOS A	0.4	2.6	0.50	0.61	0.50	50.9
11	T1	All MCs	34	2.0	34	2.0	0.070	6.3	LOS A	0.4	2.6	0.48	0.62	0.48	51.6
12	R2	All MCs	32	2.0	32	2.0	0.070	9.6	LOS A	0.4	2.6	0.48	0.62	0.48	50.8
Approach			88	2.0	88	2.0	0.070	7.7	LOS A	0.4	2.6	0.49	0.62	0.49	51.1
All Vehicles			884	2.0	884	2.0	0.316	7.2	LOS A	2.0	14.3	0.42	0.58	0.42	51.5

DESIGN 2025 PEAK TRAFFIC PM

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%				[Veh.	Dist]				
			veh/h		veh/h		v/c	sec		veh	m				km/h
South: RoadName															
1	L2	All MCs	22	2.0	22	2.0	0.216	5.8	LOS A	1.2	8.7	0.42	0.59	0.42	51.3
2	T1	All MCs	98	2.0	98	2.0	0.216	6.0	LOS A	1.2	8.7	0.42	0.59	0.42	51.7
3	R2	All MCs	113	2.0	113	2.0	0.216	9.2	LOS A	1.2	8.7	0.42	0.59	0.42	50.9
Approach			233	2.0	233	2.0	0.216	7.5	LOS A	1.2	8.7	0.42	0.59	0.42	51.3
East: RoadName															
4	L2	All MCs	91	2.0	91	2.0	0.226	5.3	LOS A	1.3	9.4	0.33	0.58	0.33	51.4
5	T1	All MCs	24	2.0	24	2.0	0.226	5.5	LOS A	1.3	9.4	0.33	0.58	0.33	51.8
6	R2	All MCs	156	2.0	156	2.0	0.226	8.7	LOS A	1.3	9.4	0.33	0.58	0.33	51.1
Approach			271	2.0	271	2.0	0.226	7.3	LOS A	1.3	9.4	0.33	0.58	0.33	51.3
North: RoadName															
7	L2	All MCs	96	2.0	96	2.0	0.176	5.5	LOS A	1.0	6.9	0.36	0.53	0.36	52.3
8	T1	All MCs	84	2.0	84	2.0	0.176	5.7	LOS A	1.0	6.9	0.36	0.53	0.36	52.7
9	R2	All MCs	17	2.0	17	2.0	0.176	8.9	LOS A	1.0	6.9	0.36	0.53	0.36	52.0
Approach			197	2.0	197	2.0	0.176	5.9	LOS A	1.0	6.9	0.36	0.53	0.36	52.5
West: RoadName															
10	L2	All MCs	28	2.0	28	2.0	0.056	6.9	LOS A	0.3	2.1	0.48	0.61	0.48	51.1
11	T1	All MCs	23	2.0	23	2.0	0.056	6.2	LOS A	0.3	2.1	0.47	0.61	0.47	51.8
12	R2	All MCs	20	2.0	20	2.0	0.056	9.5	LOS A	0.3	2.1	0.47	0.61	0.47	51.0
Approach			72	2.0	72	2.0	0.056	7.4	LOS A	0.3	2.1	0.48	0.61	0.48	51.3
All Vehicles			772	2.0	772	2.0	0.226	7.0	LOS A	1.3	9.4	0.38	0.57	0.38	51.6

APPENDIX C – RESPONSE TO STATE CODE 6

State code 6: Protection of state transport networks

Table 6.2.2: All development

Performance outcomes	Acceptable outcomes	Response
Network impacts		
<p>PO1 Development does not result in a worsening of the safety of a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified road safety audit or road safety assessment (as applicable) is provided.</p> <p>Further information on determining whether a road safety audit or road safety assessment is required is provided in section 9 of the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	COMPLIES
<p>PO2 Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified traffic impact assessment and pavement impact assessment are provided.</p> <p>Further information on how to prepare a traffic impact assessment and pavement impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	COMPLIES
<p>PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network.</p> <p>Note: To demonstrate compliance with this performance outcome,</p>	No acceptable outcome is prescribed.	COMPLIES

Performance outcomes	Acceptable outcomes	Response
<p>it is recommended that an RPEQ certified traffic impact assessment is provided.</p> <p>Further information on how to prepare a traffic impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>		
<p>PO4 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.</p>	<p>A04.1 The layout and design of the development directs traffic generated by the development to the local road network.</p>	<p>COMPLIES</p>
<p>PO5 Upgrade works on, or associated with, a state-controlled road are built in accordance with relevant design standards.</p>	<p>A05.1 Upgrade works on a state-controlled road are designed and constructed in accordance with the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.</p>	<p>NOT APPLICABLE – NO UPGRADE WORKS ARE PROPOSED ON A STATE CONTROLLED ROAD.</p>
<p>PO6 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended that a transport infrastructure impact assessment and pavement impact assessment are provided.</p> <p>Further information on how to prepare a traffic impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	<p>A06.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	<p>NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT</p>
<p>PO7 Development does not adversely impact on the safety of a railway crossing.</p> <p>Note: It is recommended that a traffic impact assessment be prepared to demonstrate compliance with this performance outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.</p>	<p>A07.1 Development does not require a new railway crossing.</p>	<p>COMPLIES</p>
	<p>OR</p> <p>A07.2 A new railway crossing is grade separated.</p>	
	<p>OR all of the following acceptable outcomes apply:</p> <p>A07.3 Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of</p>	

Performance outcomes	Acceptable outcomes	Response
	<p>uniform traffic control devices, Part 7: Railway crossings and applicable rail manager standard drawings.</p> <p>Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome</p> <p>AND</p>	
	<p>A07.4 Access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site.</p> <p>Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.</p> <p>AND</p>	COMPLIES
	<p>A07.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.</p>	COMPLIES
PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES
PO9 Development does not result in a worsening of operating conditions of a railway	No acceptable outcome is prescribed.	COMPLIES
Stormwater and drainage		
PO10 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or	No acceptable outcome is prescribed.	REFER TO CIVIL REPORT

Performance outcomes	Acceptable outcomes	Response
drainage impacts in a state transport corridor or state transport infrastructure.		
PO11 Run-off from the development site is not unlawfully discharged to a state transport corridor or state transport infrastructure.	AO11.1 Development does not create any new points of discharge to a state transport corridor. AND	REFER TO CIVIL REPORT
	AO11.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.49 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge. AND	REFER TO CIVIL REPORT
	AO11.3 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor.	REFER TO CIVIL REPORT
PO12 Run-off from the development site does not cause siltation of stormwater infrastructure affecting a state transport corridor or state transport infrastructure.	AO12.1 Run-off from the development site is not discharged to stormwater infrastructure for a state transport corridor.	REFER TO CIVIL REPORT
Planned upgrades		
PO13 Development does not impede delivery of planned upgrades of state transport infrastructure.	AO13.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure. Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system. OR	COMPLIES

Performance outcomes	Acceptable outcomes	Response
	AO13.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure.	COMPLIES
	OR all of the following acceptable outcomes apply: AO13.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	AO13.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of state transport infrastructure. AND	
	AO13.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state transport infrastructure. AND	
	AO13.6 Land is able to be reinstated to the predevelopment condition at the completion of the use.	COMPLIES

Table 6.2.3: Public passenger transport infrastructure

Performance outcomes	Acceptable outcomes	Response
Public passenger transport infrastructure		
PO14 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	AO14.1 Vehicular access and associated road access works are not located within 5 metres of public passenger transport infrastructure. AND	COMPLIES
	AO14.2 Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	COMPLIES
	AO14.3 Development does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services. AND	COMPLIES
	AO14.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	COMPLIES
PO15 Upgraded or new public passenger transport infrastructure is provided to accommodate the demand for public passenger transport generated by the development. Note: To demonstrate compliance with this performance outcome, it is recommended a public transport impact assessment be prepared in accordance with appendix 1 of the State Development Assessment Provisions Supporting Information – Public Passenger Transport Infrastructure, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	NOT APPLICABLE – PUBLIC PASSENGER FACILITIES ARE NOT PROPOSED TO BE PROVIDED OR UPGRADED

Performance outcomes	Acceptable outcomes	Response
<p>New or upgraded public passenger transport infrastructure provided should be in accordance with the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p> <p>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>		
<p>PO16 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.</p> <p>Note: Chapters 2 and 5 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome.</p> <p>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	No acceptable outcome is prescribed.	COMPLIES
<p>PO17 Development enables the provision or extension of public passenger services to the development and avoids creating indirect or inefficient routes for public passenger services.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	No acceptable outcome is prescribed.	COMPLIES
<p>PO18 New or modified road networks are designed</p>	AO18.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.	COMPLIES

Performance outcomes	Acceptable outcomes	Response
<p>to enable development to be serviced by public passenger services.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	AND	
	<p>AO18.2 Roads intended to accommodate buses are designed and constructed in accordance with parts 3, 4-4C and 6 of the Road Planning and Design Manual 2nd edition, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016 and Part 13 of the Manual of Uniform Traffic Control Devices, Department of Transport and Main Roads, 2018.</p> <p>Note: Parts 3, 4-4C and 6 of the Road Planning and Design Manual, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016, must be read in conjunction with the following standards where specified in the Manual:</p> <ol style="list-style-type: none"> 1. Supplement to Austroads Guide to Road Design (Parts 3,4-4C and 6), Department of Transport and Main Roads, 2014, and 2. Austroads Guide to Road Design (Parts 3,4-4C and 6). <p>AND</p>	
	<p>AO18.3 Traffic calming devices are not installed on roads used for buses.</p> <p>Note: Chapter 2 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this acceptable outcome.</p>	
<p>PO19 Development provides safe, direct and convenient pedestrian access to existing and future public passenger transport infrastructure.</p>	<p>No acceptable outcome is prescribed.</p>	<p>COMPLIES</p>

Performance outcomes	Acceptable outcomes	Response
<p>Note: Chapter 3 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome. In particular, it is recommended that a pedestrian demand analysis be provided to demonstrate compliance with the performance outcome.</p> <p>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>		
<p>PO20 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>AO20.1 The location of on-site pedestrian crossings ensures safe sight distances for pedestrians and public passenger services.</p> <p>AND</p>	COMPLIES
	<p>AO20.2 On-site circulation is designed and constructed so that public passenger services can enter and leave in a forward gear at all times.</p> <p>AND</p>	COMPLIES
	<p>AO20.3 Development does not result in public passenger services movements through car parking aisles.</p>	COMPLIES
<p>PO21 Taxi facilities are provided to accommodate the demand generated by the development.</p> <p>Note: Guidance on how to meet the performance outcome are available in chapter 7 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p> <p>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main</p>	No acceptable outcome is prescribed.	NOT APPLICABLE – TAXI FACILITIES ARE NOT PROPOSED TO BE PROVIDED.

Performance outcomes	Acceptable outcomes	Response
Roads, 2017, for further guidance on how to comply with the performance outcome.		
PO22 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO22.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.	NOT APPLICABLE – TAXI FACILITIES ARE NOT PROPOSED TO BE PROVIDED.
Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.	AND AO22.2 Taxi facilities are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities – offstreet parking for people with disabilities 4. Disability standards for accessible public transport 2002 made under section 31(1) of the <i>Disability Discrimination Act 1992</i> 5. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements.	NOT APPLICABLE – TAXI FACILITIES ARE NOT PROPOSED TO BE PROVIDED.

Performance outcomes	Acceptable outcomes	Response
<p>PO23 Educational establishments are designed to ensure the safe and efficient operation of public passenger services and pedestrian access.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>AO23.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.</p>	<p>NOT APPLICABLE – THE PROPOSAL IS NOT AN EDUCATIONAL ESTABLISHMENT.</p>