

**Our Ref: M6-23**

5 October 2023

Chief Executive Officer  
Mareeba Shire Council  
65 Rankin Street  
**Mareeba, QLD, 4880**

**Attention: Planning Department**

Dear Sir/Madam,

**DEVELOPMENT APPLICATION SEEKING A DEVELOPMENT PERMIT FOR A  
MATERIAL CHANGE OF USE – SHOP, SHOWROOM, LOW IMPACT INDUSTRY, ANCILLARY OFFICE  
LOCATED AT – 58 CHEWKO ROAD, 5 & 7 SLADE STREET, MAREEBA  
FORMALLY DESCRIBED AS - LOT 12, 14 & 16 ON NR7652**

We have been commissioned by A. Jousiffe, in preparing and submitting the following development application which seeks a Development Permit to establish a Shop, Showroom, Low Impact Industry, Ancillary Office under the Planning Act 2016, located at 58 Chewko Road, 5 & 7 Slade Street, Mareeba.

The subject land parcel is identified as being located within the Industrial Zone along Chewko Road and Slade Street. The subject site covers a total area of 6,495m<sup>2</sup> with approximately 137 metres of frontage to Chewko Road and Slade Street. The proposed material change of use triggers an **impact assessable** development application given the use involves a Shop component within the industrial zone.

By way of this development application, the applicant is seeking specific approval to undertake the development as detailed within the attached planning report and approval of the plans. The report will include a complete assessment of the proposed development against the relevant assessment benchmarks within the *Mareeba Shire Planning Scheme 2016*. In terms of application fees, the current fees and charges schedule stipulates that the application fee for the proposed material change of use is **\$2,962.00**. Please contact our office on 0411 344 110 to process the payment over the phone.

Should there be any questions or queries in relation to the development application presented, we would appreciate if you could contact our office immediately. As always, we ask if all correspondence be also forwarded to our office via email.

Yours faithfully,



Ramon Samanes

**Director, U&I Town Plan**

Bachelor of Applied Science, Majoring in Environmental and Urban Planning

## **PLANNING REPORT**

**DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF  
USE – SHOP, SHOWROOM, LOW IMPACT INDUSTRY,  
ANCILLARY OFFICE**

**PROJECT LOCATION:** SITUATED AT 58 CHEWKO ROAD, 5& 7 SLADE STREET  
MAREEBA

FORMALLY DESCRIBED AS LOT 12, 14 & 16 ON NR7652

Prepared by Ramon Samanes  
DIRECTOR, U&I TOWN PLAN

## TABLE OF CONTENTS

1.0	EXECUTIVE SUMMARY	3
2.0	SITE DESCRIPTION	4
3.0	DEVELOPMENT PROPOSAL	6
3.1	General Description	6
3.2	Proposal Details	6
3.3	Development Definition	7
3.4	Shop, Showroom, Low Impact Industry, Ancillary Office	8
4.0	DEVELOPMENT APPLICATION DETAILS	10
5.0	ASSESSMENT	10
5.1	Assessment Benchmarks Pertaining to State Planning Instruments	10
5.2	Assessment Benchmarks Pertaining to Local Planning Instruments	10
5.2.1	Planning Scheme	10
5.2.2	Applicable Codes	10
5.2.3	Strategic Framework	11
5.2.4	Zone Codes	16
5.2.5	Overlay Codes	18
5.2.6	Development Codes	19
6.0	PUBLIC NOTIFICATION	23
7.0	CONCLUSION	23

## APPENDICIES

- Appendix 1: DA Form 1
- Appendix 2: Landowner's Consent
- Appendix 3: Development Plans
- Appendix 4: SDAP Code 1 – Future State Controlled Road

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<b>ASSESSMENT MANAGER:</b>	MAREEBA SHIRE COUNCIL, PLANNING DEPARTMENT
<b>DEVELOPMENT TYPE:</b>	DEVELOPMENT PERMIT – MATERIAL CHANGE OF USE
<b>PROPOSED WORKS:</b>	SHOP, SHOWROOM, LOW IMPACT INDUSTRY, ANCILLARY OFFICE
<b>REAL PROPERTY DESCRIPTION:</b>	LOT 12, 14 & 16 ON NR7652
<b>LOCATION:</b>	58 CHEWKO ROAD, 5 & 7 SLADE STREET, MAREEBA
<b>ZONE:</b>	INDUSTRY ZONE – TRADES AND SERVICES PRECINCT
<b>APPLICANT:</b>	A. JOUSIFFE C/- U&I TOWN PLAN
<b>ASSESSMENT CRITERIA:</b>	MATERIAL CHANGE OF USE (IMPACT ASSESSABLE)
<b>REFERRAL AGENCIES:</b>	SDAP CODE 1 - FUTURE STATE CONTROLLED ROAD

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## **IMPORTANT NOTE**

*Apart from fair dealing for the purposes of private study, research, criticism, or review as permitted under the Copyright Act, no part of this Report may be reproduced by any process without the written consent of R&A Samanes Pty Ltd ('U&i Town Plan').*

*This Report has been prepared for A. Jousiffe for the sole purpose of making a Development Application seeking a Development Permit for a Material Change of Use on land at 58 Chewko Road, 5 & 7 Slade Street Mareeba (over lots 12, 14 & 16 on NR7652) for the purpose of a Shop, Showroom, Low Impact Industry, Ancillary Office. This report is strictly limited to the purpose, and facts and circumstances stated within. It is not to be utilised for any other purpose, use, matter or application.*

*U&i Town Plan has made certain assumptions in the preparation of this report, including:*

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

*U&i Town Plan is not aware of any particular fact or circumstance, which would render these assumptions incorrect, as at the date of preparation of the Report.*

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

## 1.0 EXECUTIVE SUMMARY

This development application is seeking a development permit for a Material Change of Use under the Planning Act 2016 located at 58 Chewko Road, 5 & 7 Slade Street, Mareeba to facilitate the development of a Shop, Showroom, Low Impact Industry, Ancillary Office.

The subject land parcel is located within the Industrial Zone and the proposal triggers a material change of use development application to be submitted to Council for assessment and approval. Upon review of the Mareeba Shire Planning Scheme 2016 (planning scheme) the relevant tables of assessment confirm the application is subject to Impact Assessment. Accordingly, this application seeks the following approval:

- **Development Permit for a Material Change of Use – Shop, Showroom, Low Impact Industry, Ancillary Office**

This report has been undertaken to:

- Examine the physical characteristics of the subject land and appropriateness in relation to the proposed development;
- Present the proposed layout and orientation of the proposed Shop, Showroom, Low Impact Industry, Ancillary Office development;
- Address all applicable statutory requirements triggered through the Planning Act 2016 (PA) and the Planning Scheme; and
- Provide commentary on the identified key planning issues and offer reasonable alternative solutions as a means of establishing sound planning grounds in support of the proposed development, where required.

In summary, the proposed material change of use meets the outcomes sought for a low impact land use development for the site, while not compromising the character and amenity of the locality and is encouraged under the existing planning frameworks that are applicable to the site. Furthermore, the development is generally compliant with the Planning Scheme. There may some departures away from a handful of the 'deemed to comply' Acceptable Outcomes, although where these departures have been identified, a detailed assessment has been provided to justify and demonstrate that, based on sound planning grounds, compliance with the corresponding Performance Outcomes can still be achieved.

Accordingly, we now submit this application to Council for assessment and trust that it suitably addresses all the statutory requirements under the Planning Scheme to allow favourable consideration through the application of reasonable and relevant development conditions.

## 2.0 SITE DESCRIPTION

The subject land is described as Lots 12, 14 & 16 on NR7652, located at 58 Chewko Road, 5 & 7 Slade Street, Mareeba. The subject site was previously used by HomeFab Steel Truss company, and all the existing structure and sheds are currently currently vacant to make way for the new owners in FNQ Filters & Parts. There are various buildings located across the site which will all from part of the proposed FNQ Filters & Parts business.

The subject land parcel has frontage to Chewko Road and Slade Street. Access in and out of the site is proposed to be provided from Chewko road. There are two (2) access points also from Slade Street. Around the perimeter there is established landscaping along Slade Street that wraps around the corner onto Chewko Road. The site is fenced around the entire perimeter with 1.8m high chainwire fence.



**Figure 1: Aerial View of the Subject Land** (© Includes material © State of Queensland (Department of Resources) 2023)

In terms of the zoning of the property, Lots 12, 14 & 16 are designated within the 'Industrial Zone' under the Mareeba Shire Planning Scheme 2016. An insert of the subject property and the relevant zoning from the Mareeba Shire Planning Scheme is provided in figure 2 below.





**Figure 2: Planning Scheme Zoning Map – Industry Zone (Purple) – Precinct A – Trades and Services Precinct**

A site summary is provided below:

**Table 2.0: Site summary**

<b>Street address:</b>	58 Chewko Road, 5 & 7 Slade Street, Mareeba
<b>Real property description:</b>	Lot 12, 14 & 16 on NR7652
<b>Local government area</b>	Mareeba Shire Council
<b>Tenure:</b>	Freehold title
<b>Site area:</b>	6,495m <sup>2</sup>
<b>Zone:</b>	Industry Zone
<b>Precinct:</b>	Trades and Services Precinct
<b>Sub-precinct:</b>	N/A
<b>Current use:</b>	Previously HomeFab Steel Truss. Vacant site with various sheds and buildings.
<b>Road frontage:</b>	Chewko Road & Slade Street
<b>Adjacent uses:</b>	Various Industrial uses within the trades and services precinct.
<b>Topography:</b>	The site is generally flat, with a slight slope towards Chewko Road & Slade Street.
<b>Vegetation:</b>	The site is cleared with no vegetation except that within the landscape strip along Slade Street & Chewko Road.
<b>Easements:</b>	No easements exist over the property.
<b>Existing infrastructure:</b>	Primary vehicular access into the site is from Chewko Road.

## 3.0 DEVELOPMENT PROPOSAL

### 3.1 General Description

The Applicant seeks the required development approval from the Mareeba Shire Council ('Council') for the proposed Material Change of Use under the Planning Act 2016 located at 58 Chewko Road, 5 & 7 Slade Street, Mareeba to facilitate the development of a Shop, Showroom, Low Impact Industry, Ancillary Office.

Accordingly, this application seeks the following approval:

- **Development Permit for a Material Change of Use – Shop, Showroom, Low Impact Industry, Ancillary Office**

### 3.2 Proposal Details

The Applicant seeks the required development approval from the Mareeba Shire Council ('Council') for a Material Change of Use under the Planning Act 2016 at 109 Cobra Road, Mareeba to facilitate the development of a Shop, Showroom, Low Impact Industry, Ancillary Office on the property.

It is the objective of the proponent to relocate the existing well established business of FNQ Filters & Parts from 276 Byrnes Street, Mareeba to a bigger site and building already established at 58 Chewko Road, 5 & 7 Slade Street, Mareeba. At present the majority of the building on site comprises of an open roofed area. It is proposed to close in that large shed to provide a sealed and enclosed retail space from the elements and weather, to make way for the retail and bulk store room. Essentially everything else will remain the same in terms of the built form.

As part of the material change of use and change in classification, there is a need to provide a fire tank and pump along the Chewko Road frontage in case of an emergency to allow Qld Fire and Emergency Service to access if a fire was to occur on-site.

As illustrated on the plans you will notice the areas in and around the proposed development which will be sealed along with a total of 27 car parks provided on-site for staff and customer parking. Landscaping is proposed as shown along the road frontage where there isn't already existing established landscaping.

The Plans of Development which are the subject of this application are included as *Appendix 3* to this report. The intent of this development is to provide a suitable location for FNQ Filters & Parts to relocate and grow.



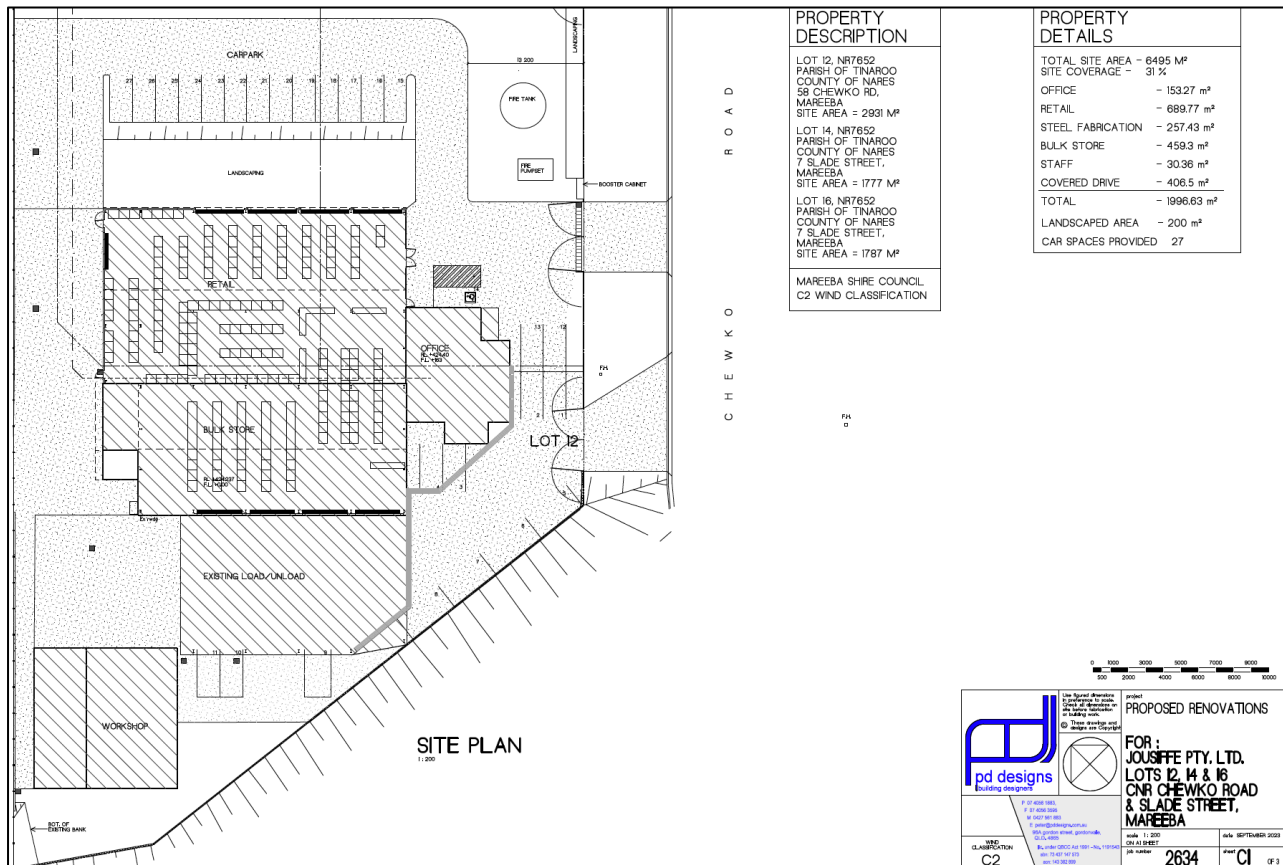


Figure 3: Extract from Development Plans – Site Layout Plan of Tourist Attraction

### 3.3 Development Definition

The development proposal is described as a “Material Change of Use” under the Planning Act and planning scheme. The proposal is defined under the Planning Act as follows:

**material change of use**, of premises, means any of the following that a regulation made under [section 284\(2\)\(a\)](#) does not prescribe to be minor change of use—

- (a) the start of a new use of the premises;
- (b) the re-establishment on the premises of a use that has been abandoned;
- (c) a material increase in the intensity or scale of the use of the premises.

### 3.4 Shop, Showroom, Low Impact Industry, Office

The proposed uses that is intended to be established upon the site is defined under the Mareeba Shire Planning Scheme 2016 as the following:

Low impact industry	<p>Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products and have one or more of the following attributes:</p> <ul style="list-style-type: none"> <li>• negligible impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise</li> <li>• minimal traffic generation and heavy-vehicle usage</li> <li>• demands imposed upon the local infrastructure network consistent with surrounding uses</li> <li>• the use generally operates during the day (e.g. 7am to 6pm)</li> <li>• offsite impacts from storage of dangerous goods are negligible</li> <li>• the use is primarily undertaken indoors.</li> </ul>	<p>Repairing motor vehicles, fitting and turning workshop</p> <p>Note—additional examples may be shown in SC1.1.2 industry thresholds.</p>	<p>Panel beating, spray painting or surface coating, tyre recycling, drum re conditioning, wooden and laminated product manufacturing, service industry, medium impact industry, high impact industry, special industry</p>
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Office	<p>Premises used for an administrative, secretarial or management service or the practice of a profession, whereon goods or materials are made, sold or hired and where the principal activity provides for one or more of the following:</p> <ul style="list-style-type: none"> <li>• business or professional advice</li> <li>• service of goods that are not physically on the premises</li> <li>• office based administrative functions of an organisation.</li> </ul>	Bank, real estate agent, administration building	Home based business, home office, shop, outdoor sales
Shop	Premises used for the display, sale or hire of goods or the provision of personal services or betting to the public.	Hairdresser, liquor store, department store, discount department store, discount variety stores, betting agencies, supermarket, corner store	Adult store, food and drink outlet, showroom, market
Showroom	<p>Premises used primarily for the sale of goods of a related product line that are of a size, shape or weight that requires:</p> <ul style="list-style-type: none"> <li>• a large area for handling, display or storage</li> <li>• direct vehicle access to the building by members of the public for loading and unloading items purchased or hired.</li> </ul>	Bulky goods sales, motor vehicles sales showroom, bulk stationary supplies	Food and drink outlet, shop, outdoor sales

## 4.0 DEVELOPMENT APPLICATION DETAILS

This development application is seeking a development permit for a Material Change of Use over the subject allotment under the Planning Act 2016 located at 58 Chewko Road, 5 & 7 Slade Street, Mareeba to facilitate the development of a Shop, Showroom, Low Impact Industry & Ancillary Office on the property. By way of this development application, the applicant is seeking specific approval to undertake the development as detailed in this planning report and approval of the plans.

## 5.0 ASSESSMENT

The proposed development is identified as being *impact assessable* in the material change of use table of assessment based on the Shop component located within the Industry Zone. It is however noted that the site is suitably located within the Trades and Service Precinct, where the proposed FNQ Filters & Parts use fits within the scope of the area. There are no other relevant components of the planning scheme or *Planning Regulations 2017* which affect the level of assessment for the development. The development application is subject to a bound assessment against the specifically identified assessment benchmarks from the planning instruments. The following assessment benchmarks are identified as being applicable to the assessment of the development application.

### 5.1 Assessment Benchmarks Pertaining to State Planning Instruments

#### State Planning Policy

There are no applicable components of the State planning policy.

#### Far North Regional Plan 2009-2031

The site is located within the 'Regional Landscape and Rural Production Area Regional Land Use Category of the Far North Queensland 2009-2031 (see also Attachment 3). The Minister has identified that the planning scheme, specifically the Strategic Framework, appropriately advances the FNQRP 2009- 2031. Hence, compliance with the FNQRP is demonstrated through the compliance with the Planning Scheme (refer to this report and attachments for demonstration of this compliance).

### 5.2 Assessment Benchmarks Pertaining to Local Planning Instruments

#### 5.2.1 Planning Scheme (Mareeba Shire Council Planning Scheme 2016)

The applicable planning scheme for the application is the Mareeba Shire Council Planning Scheme 2016, and there are no other identified applicable local planning instruments.

#### 5.2.2 Applicable Codes

It is noted that the tables of assessment for a Material Change of Use – Showroom and Low Impact Industry could occur as accepted development where the office component is simply ancillary to the rest of the uses. The only element which triggers approval is the Shop component, which under the Industry Zone tables of assessment is listed as impact assessable.

The development is therefore only subject to assessment against the following codes:

Planning Scheme	
Assessment Benchmarks:	<ul style="list-style-type: none"> <li>• Industry Zone Code</li> <li>• Commercial activities code</li> <li>• Airport and Environs Overlay Code</li> <li>• Landscape Code</li> <li>• Parking and access code</li> <li>• Works, Services &amp; Infrastructure Code</li> </ul>

#### Assessment Benchmarks – Planning Scheme

The application has been assessed against each of the applicable components of the planning scheme and found to be:

- consistent with the strategic framework,
- compliant with the applicable codes,
- reflective of the land use intent for the industry zone.

Any pertinent issues arising from the assessment against the planning scheme are discussed below. For clarity, any codes or outcomes not discussed below are considered to be objectively satisfied.

### **5.2.3 Strategic Framework**

The Strategic Intent, and the Strategic Framework (SF) as a whole is a set of high order strategic outcomes and land use strategies which set the overarching policy intent for the lower order, more detailed components of the planning scheme i.e. zones, codes and policies. The Framework is split into various themes which cover the main aspects of land use planning and development governance. Given the level the Framework operates at, it is difficult to provide a direct, site specific assessment of the proposal against its many components. However, a proposal that satisfies the lower order components of the planning scheme, i.e. zone codes, development codes, overlay codes, planning scheme policies, etc; inherently satisfies the intent of the Framework.

### 3.2.2 The way forward: Mareeba Shire in 2031

*Mareeba Shire in 2031 Mareeba Shire thrives as a vibrant and diverse community comprising a range of urban, semi-urban, natural and rural settings, which together provide a unique local and regional character. Urban settlements have a distinct small town feel through features including prominent, wide main streets, character streetscapes and buildings that capture the evolution of Mareeba Shire. This existing character is maintained, promoted and enhanced by development in the shire, including sensitive redevelopment of activity centres.*

*Mareeba continues to form the prominent regional centre for the shire, being designated as a major regional activity centre, and thrives through intensified land uses and services which promote and support ongoing economic activity throughout the shire. The Shire's proximity to the regional City of Cairns facilitates residential growth of those that work outside the Shire, either in Cairns, fly-in fly-out or internationally.*

*Kuranda, Mareeba Shire's 'Village in the Rainforest' capitalises on its proximity to Cairns and continues to attract visitors in its own right as the gateway to Mareeba and the Tablelands. Tourism continues to strengthen for the savannah areas of the Shire, especially at Chillagoe and the Wheelbarrow Way, further solidifying Mareeba Shire's place on the tourism trail of Far North Queensland by capitalising on its unique hinterland tourism culture and array of small and large scale tourist experiences.*

*The shire is a living museum that is rich in historic and culturally significant places that signify the evolution of the Shire. Culturally significant places are protected and enhanced in contribution to the lifestyle offering of the shire and the tourist experience.*

***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. Mareeba airport continues to expand as a regional hub for aviation services, and its broader contribution to economic activity and employment is recognised and maintained.***

*Mareeba Shire provides a diverse collection of landscape settings within the rural areas, from productive agricultural land to internationally significant rainforests, open grazing country to dry savannah. These rural areas continue to contribute to the shire's unique character through their preservation and enhancement.*

*Agriculture strengthens the character and identity of the area and is recognised for its contribution to the local economy, food security and stewardship of the land for future generations. The sustainable use of the regions vast natural resources, including but not limited to agricultural land and extractive resources, is acknowledged as providing one of the pillars for the economic prosperity of the Mareeba Shire. Value add rural activities capitalise on synergies with the tourism industry and further strengthen high quality paddock to plate enterprise within the shire and extending to Cairns and boutique markets in other Australian and international cities.*



*Conservation areas and areas of ecological significance are maintained to support the ecological sustainability of the shire. Greater appreciation for both rural areas and conservation areas is recognised through sensitive increases in activity that respect the significance of the natural environment. Activities may include rural activities, environmental education and research and nature and rural based tourism. Environmental and active transport linkages further promote the appreciation of the diversity and significance of the rural areas of Mareeba Shire.*

***Mareeba Shire's residents and visitors are supported by a range of services and infrastructure, providing for improved liveability, and community health and increased levels of social interaction. The community and settlement pattern is resilient in the face of bushfires, cyclones, flooding, landslides and other related weather events. New development incorporates appropriate mitigation measures to reduce the associated increased risks and severity forecast from climate change.***

*Physical infrastructure networks are provided commensurate with the needs of activity centres and key destinations, as part of a coordinated effort to unite the people of Mareeba shire. Centre areas provide a source of eclectic activity which enhances the appeal and character of Mareeba Shire as a living community and quality tourist destination.*

***Ultimately, Mareeba Shire balances a range of competing interests in a manner that ensures the shire's ongoing economic prosperity, self-sufficiency, environmental health, sustainability and community well-being. Development is also respectful of the shire's past, its unique character and its diverse people that truly define it as a place like no other, a place where quality of life and lifestyle is paramount.***

As outlined in the way forward for the Mareeba Shire statement above, trades and services industries such as FNQ Filters and Parts within the industrial area provides an important service to the residents within the Mareeba Shire's. Suitably located within the Trades & Services Precinct, the proposed use will provide a much needed products to the wider Mareeba Shire and region afar.

Moving forward, the SF sets the policy direction for the Shire for the life of the Planning Scheme. Regarding this development the relevant provisions of the SF are:

- Settlement pattern and built environment – Industry Areas; and
- Economic Development – Industry development.

### **3.3 Settlement Pattern and built environment – Industry Areas**

Regarding settlement pattern and built environment the SF states:

#### **3.3.1 Strategic outcomes**

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

#### **3.3.12 Element—Industry areas**

##### **3.3.12.1 Specific outcomes**

- (1) The Mareeba *major industry area* will develop as a regional industrial hub, servicing Mareeba Shire and beyond. The role of Mareeba as an industrial and service node is strengthened by the allocation of suitable and adequately serviced land for all types of industry, from low impact to high impact and special industries including industries that generate trade waste e.g. fruit and vegetable processing, small scale meat processing, saw mills and chemical manufacturers.
- (2) Mareeba provides a strategic alternative and secure location to limited supplies of industrial land in Cairns, and potentially expands as a base for increased agricultural, cattle and mining activities, and for servicing Gulf Savannah and Cape York communities.
- (3) Regional scale, large industrial facilities and high impact industries are primarily located within the Mareeba *major industry area*. Chillagoe *industry area* may accommodate high impact industry associated with mining where mitigation of impacts on the amenity of residential areas is undertaken in accordance with best practice.
- (4) The *industry areas* of Dimbulah and Mt Molloy accommodate light to medium impact industry and trades and services which service their local catchments.
- (5) *Industry areas* in select *rural activity centres and rural villages* support the local economy with light industry and trades. Where no *industry area* is supplied in *rural activity centres and rural villages*, some low impact industrial uses may be permitted in *centre areas and residential areas* where it is demonstrated that impacts on surrounding land uses can be appropriately managed.
- (6) The location of industry activities avoids or is appropriately separated from sensitive land uses to protect the health, wellbeing, amenity and safety of the community from the impacts of air, noise and odour emissions, and hazardous materials.
- (7) Sensitive urban land uses such as residential development or community facilities do not encroach upon or establish within *industry areas*.

#### **Statement of Compliance:**

As outlined in the outcomes listed above, trades and services industries such as FNQ Filters and Parts within the industrial area provides an important service to the residents within the Mareeba Shire's. Suitably located

within the Trades & Services Precinct, the proposed use will provide a much needed products to the wider Mareeba Shire and region afar.

### **3.7 Economic Development**

Regarding the development of industry in the shire the SF states:

#### **3.7.1 Strategic outcomes**

- (1) The rural economy that underpins the settlement pattern of Mareeba Shire prospers and diversifies, with traditional and emerging primary industries continuing to provide the economic base of the shire. Increasing opportunities for value-adding and processing primary product are realised on-farm and within surrounding towns. *Agricultural areas* and rural industries are protected from development which may compromise its ongoing viability. Infrastructure which supports agriculture and primary industry is maintained and protected.
- (2) The *rural area* includes a range of uses which compliment dominant primary industry activities and enhance the shire's economy. Activities including rural industries, intensive agricultural uses, intensive animal industries and expanded forestry and permanent plantations are supported in appropriate locations where impacts on the environment and surrounding land uses are limited and manageable.
- (3) Mareeba Shire is increasingly provided with retail and business opportunities and improved government services to enhance self-sufficiency. These opportunities and services are consolidated through the clustering and co-location of commercial uses in *activity centres* and are particularly focussed within Mareeba. Kuranda, as a *village activity centre*, maintains its level of self-reliance through servicing its local catchment with a range of services and employment opportunities.
- (4) The natural environment, rural and scenic landscapes of Mareeba Shire provide a basis for the development of sustainable tourism enterprises. Mareeba Shire's geographic proximity to Cairns International Airport provides opportunities for increasing visitation and exposure to the shire. Large scale tourist accommodation facilities are developed in key sites across the shire and meet the needs of a range of users. The character and appeal of key *activity centres*, landscape features and *scenic routes* which attract tourists to Mareeba Shire will be maintained and enhanced. The western dry land savannah of the shire accommodates further nature and rural based tourism development.
- (5) *Industry areas* provide for a range of industrial development, expansion, supporting infrastructure and employment opportunities consistent with their intended function in the shire. *Industry areas* are protected from incompatible development and sensitive land uses. The Mareeba Airport expands and caters for a hub of specialist aviation services.

### 3.7.8 Element—Industry

#### 3.7.8.1 Specific outcomes

- (1) The Mareeba *major industry area* is a key economic driver for the shire and provides a significant strategic supply of land for industrial uses, particularly difficult to locate high impact and special industries, in Far North Queensland.
- (2) *Industry areas* are located within *activity centres* to accommodate for trades and industrial development that provide employment and services to the catchments of these *activity centres*.
- (3) *Industry areas* are designated and protected from other land uses which could impair or prejudice their development for industrial purposes.
- (4) A high level of infrastructure, services and amenity in existing *industry areas* is provided to support business investment and expansion of *industry areas*.
- (5) The health, safety, wellbeing and amenity of the community is protected from unacceptable impacts associated with hazardous materials, noise, pollution and odour.

#### Statement of Compliance:

As outlined in the statements above, trades and services industries such as FNQ Filters and Parts within the industrial area provides an important service to the residents within the Mareeba Shire's. Suitably located within the Trades & Services Precinct, the proposed use will provide a much needed products to the wider Mareeba Shire and region afar.

It is the objective of the proponent to relocate the existing well established business of FNQ Filters & Parts from 276 Byrnes Street, Mareeba to a bigger site and building already established at 58 Chewko Road, 5 & 7 Slade Street, Mareeba. At present the majority of the building on site comprises of an open roofed area. It is proposed to close in that large shed to provide a sealed and enclosed retail space from the elements and weather, to make way for the retail and bulk store room. Essentially everything else will remain the same in terms of the built form.

### 5.2.4 Zone Codes

**Industry Zone Code:** Complies

- (1) *The purpose of the Industry zone code is to provide for a range of service, low, medium, or high impact industrial uses.*

*It may include non-industrial and business uses that support the industrial activities where they do not compromise the long-term use of the land for industrial purposes.*

- (2) *Mareeba Shire Council's purpose of the Industry zone code is to facilitate industrial activity in order to:*

- (a) contribute to and strengthen the economic development of the region;*
  - (b) service the needs of the communities in the shire; and*
  - (c) provide for a variety of employment opportunities.*
- (3) The shire's industrial areas will vary in their role and level of service provision and cater for different scales and types of industrial development. Three precincts are identified within the zone in order to establish a hierarchy of industrial areas catering for lower impact to higher impact industries:*
  - (a) The Trades and services precinct is intended to accommodate service industry and low impact industries. This precinct encompasses the majority of the existing smaller industrial areas which are often located in commercial areas or adjoining residential areas. The precinct is strategically located in serviced areas to provide light industry, service and trades industries to meet local needs and located. Higher impact industries may be appropriate in some locations within this precinct where it can be demonstrated that they will not have any adverse impacts on surrounding development and land uses;*
  - (b) The General industry precinct is intended to accommodate medium impact industries and existing high impact industries. This precinct encompasses the central industrial area of Mareeba. Further expansion of high impact industries is not encouraged due to the proximity of the precinct to residential areas, meaning a transition to lower impact industries is supported; and*
  - (c) The Heavy industry precinct is intended to accommodate a range of industrial uses including high impact industries and encompasses the Chillagoe industrial area, the Mareeba major industrial area and the Mareeba Airport industrial area.*
- (4) The purpose of the code will be achieved through the following overall outcomes:*
  - (a) Uses and works for industrial purposes are located, designed and managed to maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on surrounding non-industrial land;*
  - (b) Development is sited having regard to its servicing capabilities in terms of transport, water, sewage, electricity, telecommunications infrastructure, proximity to other associated industries and work force;*
  - (c) Development maximises the use of existing transport infrastructure and has access to an appropriate level of transport infrastructure and facilities;*
  - (d) Development is supported by necessary transport infrastructure which is designed to provide and promote safe and efficient public transport use, walking and cycling;*
  - (e) Development is reflective of and responsive to the environmental constraints of the land;*
  - (f) The scale, character and built form of development contributes to an appropriate standard of amenity;*
  - (g) Non-industrial uses, such as offices, retail uses and caretaker's accommodation that directly support the industrial area are facilitated;*
  - (h) The viability of both existing and future industrial activities is protected from the intrusion of incompatible uses;*
  - (i) Adverse impacts on natural features and processes both on-site and from adjoining areas are minimised through location, design, operation and management of development;*



- (j) Industrial uses are adequately separated and buffered from sensitive land uses to minimise the likelihood of environmental harm including environmental nuisance occurring;*
- (k) Land included in the Industry zone is to be protected from incompatible uses to ensure that industrial activities may continue and expand; and*
- (l) Development is appropriately coordinated and sequenced to ensure the most effective use of land within the zone.*

The Applicant seeks the required development approval from the Mareeba Shire Council ('Council') for a Material Change of Use under the Planning Act 2016 at 109 Cobra Road, Mareeba to facilitate the development of a Shop, Showroom, Low Impact Industry, Ancillary Office on the property.

It is the objective of the proponent to relocate the existing well established business of FNQ Filters & Parts from 276 Byrnes Street, Mareeba to a bigger site and building already established at 58 Chewko Road, 5 & 7 Slade Street, Mareeba. At present the majority of the building on site comprises of an open roofed area. It is proposed to close in that large shed to provide a sealed and enclosed retail space from the elements and weather, to make way for the retail and bulk store room. Essentially everything else will remain the same in terms of the built form.

As part of the material change of use and change in classification, there is a need to provide a fire tank and pump along the Chewko Road frontage in case of an emergency to allow Qld Fire and Emergency Service to access if a fire was to occur on-site.

As illustrated on the plans you will notice the areas in and around the proposed development which will be sealed along with a total of 27 car parks provided on-site for staff and customer parking. Landscaping is proposed as shown along the road frontage where there isn't already existing established landscaping.

The Plans of Development which are the subject of this application are included as *Appendix 3* to this report. The intent of this development is to provide a suitable location for FNQ Filters & Parts to relocate and grow.

Based on the various reasons listed above and the proposed controls to be implemented, we consider that this development certainly has merit, based on sound planning grounds that justify and support the establishment of FNQ Filters and Parts on this premises. As such, it is considered that the proposed development complies with the required outcomes within the Industry Zone Code and should be supported and recommended for approval, subject to reasonable and relevant conditions being imposed.

### **5.2.5 Overlay Codes**

#### **Airport and Environs Overlay Code: Complies**

- (1) The purpose of the Airport environs overlay code is to protect the current and ongoing operations of established airports, aerodromes and aviation infrastructure in Mareeba Shire.*



- (2) *The purpose of the code will be achieved through the following overall outcomes:*
- (a) *The ongoing operation of Mareeba Airport and its associated infrastructure are protected from incompatible development;*
  - (b) *Aerodromes in Chillagoe and Dimbulah are maintained to support recreation, mining and rural uses;*
  - (c) *Operational airspace is protected;*
  - (d) *Threats to aviation safety such as bird and bat strike and distraction or blinding of pilots are avoided or minimised;*
  - (e) *State significant aviation facilities associated with the Mareeba Airport are protected from encroachment by sensitive land uses; and*
  - (f) *Development in the vicinity of airports, aerodromes and aviation infrastructure does not compromise public safety.*

The site is within the 8km buffer of the Mareeba Airport, on the Bird and Bat Strike Zones overlay mapping. The proposed development relates to the establishment of a Shop, Showroom, Low Impact Industry facility that will incorporate the display of vintage vehicles and machinery.

The subject site currently accommodates various sheds located within the south-western extent of the property, close to the existing vehicular access crossover into the site from Cobra Road. These sheds will be utilised as part of this development in order to securely accommodate the various vintage vehicles and machinery. The overall height of the buildings is well below the Obstacle Limitation Surface (OLS) for the site. Furthermore, the subject development will not attract flying wildlife nor will it incorporate light exposure into the operational airspace.

As such, it is considered that the proposed development complies with the outcomes within the Airport Environs Overlay Code.

#### **5.2.6 Development Codes**

**Commercial Activities Code:** Complies

- (1) *The purpose of the Commercial activities code is to ensure Commercial activities are appropriately located, designed and operated to service the Shire while not impacting on the character and amenity of the area.*
- (2) *The purpose of the code will be achieved through the following overall outcomes:*
- (a) *Commercial activities meet the needs of the local community, visitors and tourists through safe, accessible and convenient points of service;*
  - (b) *Commercial activities have minimal impacts on the natural environment or the environmental values of the area;*
  - (c) *Commercial activities reinforce and do not prejudice the role and function of established or designated centres;*
  - (d) *Commercial activities minimise impacts on the character and amenity of the surrounding area and surrounding land uses, particularly residential uses; and*

- (e) *Commercial activities do not compromise the viability of the hierarchy and network of centres, namely:*
- (i) *Mareeba as a major regional activity centre, which accommodates the most significant concentrations of regional-scale business, retail, entertainment, government administration, secondary and tertiary educational facilities and health and social services within the shire;*
  - (ii) *Kuranda as a village activity centre, which accommodates services, arts and cultural facilities, sports and recreation facilities, business and employment uses to support the village and its constituent surrounding rural and rural residential communities;*
  - (iii) *Chillagoe and Dimbulah as Rural activity centres, which provide commercial and community services to their rural catchments; and*
  - (iv) *Biboohra, Irvinebank, Julatten, Koah, Mutchilba, Mt Molloy, Myola and Speewah as rural villages, that have limited centre activities and other non-residential activities.*

The Applicant seeks the required development approval from the Mareeba Shire Council ('Council') for a Material Change of Use under the Planning Act 2016 at 109 Cobra Road, Mareeba to facilitate the development of a Shop, Showroom, Low Impact Industry, Ancillary Office on the property.

It is the objective of the proponent to relocate the existing well established business of FNQ Filters & Parts from 276 Byrnes Street, Mareeba to a bigger site and building already established at 58 Chewko Road, 5 & 7 Slade Street, Mareeba. At present the majority of the building on site comprises of an open roofed area. It is proposed to close in that large shed to provide a sealed and enclosed retail space from the elements and weather, to make way for the retail and bulk store room. Essentially everything else will remain the same in terms of the built form.

As part of the material change of use and change in classification, there is a need to provide a fire tank and pump along the Chewko Road frontage in case of an emergency to allow Qld Fire and Emergency Service to access if a fire was to occur on-site.

As illustrated on the plans you will notice the areas in and around the proposed development which will be sealed along with a total of 27 car parks provided on-site for staff and customer parking. Landscaping is proposed as shown along the road frontage where there isn't already existing established landscaping.

The Plans of Development which are the subject of this application are included as *Appendix 3* to this report. The intent of this development is to provide a suitable location for FNQ Filters & Parts to relocate and grow.

Based on the various reasons listed above and the proposed controls to be implemented, we consider that this development certainly has merit, based on sound planning grounds that justify and support the establishment of FNQ Filters and Parts on this premises. As such, it is considered that the proposed development complies with the required outcomes within the Industry Zone Code and should be supported and recommended for approval, subject to reasonable and relevant conditions being imposed.

**Landscape Code:** Complies

- (1) *The purpose of the Landscaping code is to ensure all development is landscaped to a standard that:*
- (a) *complements the scale and appearance of the development;*
  - (b) *protects and enhances the amenity and environmental values of the site;*
  - (c) *complements and enhances the streetscape and local landscape character; and*
  - (d) *ensures effective buffering of incompatible land uses to protect local amenity.*
- (2) *The purpose of the code will be achieved through the following overall outcomes:*
- (a) *Landscaping is a functional part of development design and is commensurate with the intended use;*
  - (b) *Landscaping accommodates the retention of existing significant on site vegetation where appropriate and practical;*
  - (c) *Landscaping treatments complement the scale, appearance and function of the development;*
  - (d) *Landscaping contributes to an attractive streetscape;*
  - (e) *Landscaping enhances the amenity and character of the local area;*
  - (f) *Landscaping enhances natural environmental values of the site and the locality;*
  - (g) *Landscaping provides effective screening both on site, if required, and between incompatible land uses;*
  - (h) *Landscaping provides shade in appropriate circumstances;*
  - (i) *Landscape design enhances personal safety and reduces the potential for crime and vandalism; and*
  - (j) *Intensive land uses incorporate vegetated buffers to provide effective screening of buildings, structures and machinery associated with the use.*

It is the objective of the proponent to relocate the existing well established business of FNQ Filters & Parts from 276 Byrnes Street, Mareeba to a bigger site and building already established at 58 Chewko Road, 5 & 7 Slade Street, Mareeba. At present the majority of the building on site comprises of an open roofed area. It is proposed to close in that large shed to provide a sealed and enclosed retail space from the elements and weather, to make way for the retail and bulk store room. Essentially everything else will remain the same in terms of the built form.

As part of the material change of use and change in classification, there is a need to provide a fire tank and pump along the Chewko Road frontage in case of an emergency to allow Qld Fire and Emergency Service to access if a fire was to occur on-site.

As illustrated on the plans you will notice the areas in and around the proposed development which will be sealed along with a total of 27 car parks provided on-site for staff and customer parking. Landscaping is proposed as shown along the road frontage where there isn't already existing established landscaping.

The Plans of Development which are the subject of this application are included as *Appendix 3* to this report. The intent of this development is to provide a suitable location for FNQ Filters & Parts to relocate and grow.

As such, it is considered that the proposed development complies with the outcomes within the Landscape Code.

**Parking and Access Code: Complies**

- (1) *The purpose of the Parking and access code is to ensure:*
  - (a) *parking areas are appropriately designed, constructed and maintained;*
  - (b) *the efficient functioning of the development and the local road network; and*
  - (c) *all development provides sufficient parking, loading/service and manoeuvring areas to meet the demand generated by the use.*
- (2) *The purpose of the code will be achieved through the following overall outcomes:*
  - (a) *Land uses have a sufficient number of parking and bicycle spaces designed in a manner to meet the requirements of the user;*
  - (b) *Parking spaces and associated manoeuvring areas are safe, functional and provide equitable access;*
  - (c) *Suitable access for all types of vehicles likely to utilise a parking area is provided in a way that does not compromise the safety and efficiency of the surrounding road network;*
  - (d) *Premises are adequately serviced to meet the reasonable requirements of the development; and*
  - (e) *End of trip facilities are provided by new major developments to facilitate alternative travel modes.*

In terms of parking and access, it was agreed through pre-lodgement process with the Council that 15 parking spaces would be acceptable to cater for customer parking, along with the additional 12 parking spaces provided on-site for staff parking. All parking and driveway areas to them are accessible via a proposed sealed driveway/trafficable areas. As such, based on these provisions proposed for parking and driveways, it is concluded that the development complies with the requirements of the Parking and Access Code.

**Works, Services and Infrastructure Code: Complies**

- (1) *The purpose of this code is to ensure development is provided with the range of infrastructure services expected by the community.*
- (2) *The purpose of the code will be achieved through the following overall outcomes:*
  - (a) *Infrastructure is designed and constructed to a suitable standard;*
  - (b) *Works, services and infrastructure do not cause environmental degradation or increase the risk of natural hazards; and*
  - (c) *Development is designed, constructed and managed to avoid or minimise impacts on receiving waters.*

In terms of the services provided as part of this development, it is proposed that the development be serviced in the following format:

- **Access:** 2 existing accesses are located along Chewko Road that were constructed as part of the previous approval for HomeFab in accordance with the FNQROC Development Manual. No changes are proposed and they will be utilized to service the proposed development.
- **Water:** The subject property has an existing connection to Council's reticulated water service along Chewko Road. No changes required or proposed as part of this development.
- **Sewerage:** The proposed development has an existing connection to Council's reticulated sewerage system. No changes required or proposed as part of this development.

- **Power:** The subject property has previously been connected to Ergon’s electricity infrastructure service that is located within the road reserve fronting the site. The subject development proposal will utilise this existing connection in order to service the intended land use; and
- **Telecommunications:** The subject property has previously been connected to Telecommunication infrastructure. The subject development proposal will utilise this existing connection in order to service the intended land use.

## 6.0 PUBLIC NOTIFICATION

The application is **impact assessable** and will be subject to public notification.

## 7.0 CONCLUSION

This application has been prepared by U&i Town Plan on behalf of the A. Jousiffe in relation to Lot 12, 14 & 16 on NR7652 located at 58 Chewko Road, 5 & 7 Slade Street, Mareeba to facilitate the establishment of a Shop, Showroom, Low Impact Industry & Ancillary Office. Accordingly, this application seeks the following approval:

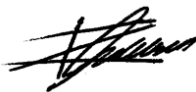
- **Development Permit for a Material Change of Use – Shop, Showroom, Low Impact Industry & Ancillary Office**

The applicant strongly believes that an assessment of the common material forming part of this development application in accordance with the decision-making rules established under the Planning Act will result in the approval of the development application and the issuing of a development permit subject to conditions.

The proposal is consistent with the “Purpose” of the Industry Zone and the applicable State level policy. The proposal constitutes works and a use of the site in a manner that meets the strategic outcomes sought by the planning instruments and the expectations of the community. The conclusion of this report is that all the requirements set by the assessment benchmarks can be met and that the strategic level policy outcomes sought by the planning scheme for the site and locality can be achieved.

The common material provided as part of this development application contains sufficient justification to establish compliance with the assessment benchmarks. It is the applicant’s opinion that the development application contains sufficient justification to warrant approval subject to reasonable and relevant conditions.

We request that Council provide a copy of the Draft Conditions with sufficient time for review prior to issuing a Decision Notice for the development. If you have any queries please do not hesitate to contact our office on 0411 344 110.



**Ramon Samanes, MPIA**

Director, U&i Town Plan

Bachelor of Applied Science, Majoring in Environmental and Urban Planning

## APPENDIX 1: DA FORM 1



# 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)	A. Jousiffe c/- U&i Town Plan
Contact name (only applicable for companies)	Ramon Samanes
Postal address (P.O. Box or street address)	PO Box 426
Suburb	Cooktown
State	QLD
Postcode	4895
Country	Australia
Contact number	0411344110
Email address (non-mandatory)	Ramon@uitownplan.com.au
Mobile number (non-mandatory)	0411344110
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	M6-23

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
		58	Chewko Road	Mareeba
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
		12	NR7652	Mareeba Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
		5 & 7	Slade Street	Mareeba
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
		14 & 16	NR7652	Mareeba Shire Council

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

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

- ☐ Coordinates of premises by longitude and latitude

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

- ☐ Coordinates of premises by easting and northing

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

#### 3.3) Additional premises

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

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

- ☐ In a tidal area

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

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

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

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

#### 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):

Shops, Showrooms, Low Impact Industry, Ancillary Office

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 <sup>2</sup> ) (if applicable)
FNQ Filters and Parts	Shops, Showrooms, Low Impact Industry, Ancillary Office	n/a	1,996.63m <sup>2</sup>

### 8.2) Does the proposed use involve the use of existing buildings on the premises?

☒ Yes

☐ 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?

☐ Yes – provide additional details below

☐ No

How many stages will the works include?

What stage(s) will this development application apply to?
---

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

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

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

### Division 3 – Operational work

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

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

## 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)*

☐ Heritage places – Local heritage places

Matters requiring referral to the **Chief Executive of the distribution entity or transmission entity**:

☐ Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:

- 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

☐ Infrastructure-related referrals – Oil and gas infrastructure

Matters requiring referral to the **Brisbane City Council**:

☐ Ports – Brisbane core port land

Matters requiring referral to the **Minister responsible for administering the *Transport Infrastructure Act 1994***:

☐ Ports – Brisbane core port land *(where inconsistent with the Brisbane port LUP for transport reasons)*

☐ Ports – Strategic port land

Matters requiring referral to the **relevant port operator**, if applicant is not port operator:

☐ Ports – Land within Port of Brisbane's port limits *(below high-water mark)*

Matters requiring referral to the **Chief Executive of the relevant port authority**:

☐ Ports – Land within limits of another port *(below high-water mark)*

Matters requiring referral to the **Gold Coast Waterways Authority**:

☐ Tidal works or work in a coastal management district *(in Gold Coast waters)*

Matters requiring referral to the **Queensland Fire and Emergency Service**:

☐ Tidal works or work in a coastal management district *(involving a marina (more than six vessel berths))*

**18) Has any referral agency provided a referral response for this development application?**

☐ Yes – referral response(s) received and listed below are attached to this development application

☐ 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 *(if applicable)*.

## PART 6 – INFORMATION REQUEST

**19) Information request under Part 3 of the DA Rules**

☒ I agree to receive an information request if determined necessary for this development application

☐ 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:

- 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)			
<input type="checkbox"/> Yes – provide details below or include details in a schedule to this development application <input checked="" type="checkbox"/> No			
List of approval/development application references	Reference number	Date	Assessment manager
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			

21) Has the portable long service leave levy been paid? (only applicable to development applications involving building work or operational work)		
<input type="checkbox"/> Yes – a copy of the receipted QLeave form is attached to this development application <input type="checkbox"/> No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid <input checked="" type="checkbox"/> Not applicable (e.g. building and construction work is less than \$150,000 excluding GST)		
Amount paid	Date paid (dd/mm/yy)	QLeave levy number (A, B or E)
\$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?	
<input type="checkbox"/> Yes – show cause or enforcement notice is attached <input checked="" type="checkbox"/> No	

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

### **Koala habitat in SEQ Region**

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

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

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

☒ No

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

### **Water resources**

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

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

☒ No

**Note:** Contact the Department of Natural Resources, Mines and Energy at [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au) for further information.

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

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

### **Waterway barrier works**

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

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

☒ No

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

### **Marine activities**

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

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

☒ No

**Note:** See guidance materials at [www.daf.qld.gov.au](http://www.daf.qld.gov.au) for further information.

#### **Quarry materials from a watercourse or lake**

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

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

**Note:** Contact the Department of Natural Resources, Mines and Energy at [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au) and [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information.

#### **Quarry materials from land under tidal waters**

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

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

**Note:** Contact the Department of Environment and Science at [www.des.qld.gov.au](http://www.des.qld.gov.au) for further information.

#### **Referable dams**

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

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

**Note:** See guidance materials at [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au) for further information.

#### **Tidal work or development within a coastal management district**

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

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

**Note:** See guidance materials at [www.des.qld.gov.au](http://www.des.qld.gov.au) for further information.

#### **Queensland and local heritage places**

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

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

**Note:** See guidance materials at [www.des.qld.gov.au](http://www.des.qld.gov.au) for information requirements regarding development of Queensland heritage places.

Name of the heritage place:		Place ID:	
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#### **Brothels**

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

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

#### **Decision under section 62 of the *Transport Infrastructure Act 1994***

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

- ☐ Yes – this application will be taken to be an application for a decision under section 62 of the *Transport Infrastructure Act 1994* (subject to the conditions in section 75 of the *Transport Infrastructure Act 1994* being satisfied)

☒ No

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

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

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

☒ No

**Note:** See guidance materials at [www.planning.dsdmip.qld.gov.au](http://www.planning.dsdmip.qld.gov.au) for further information.

## **PART 8 – CHECKLIST AND APPLICANT DECLARATION**

### **24) Development application checklist**

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

☒ 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			
<i>Note: For completion by assessment manager if applicable</i>			
Description of the work			
QLeave project number			
Amount paid (\$)		Date paid (dd/mm/yy)	
Date receipted form sighted by assessment manager			
Name of officer who sighted the form			

## **APPENDIX 2: LANDOWNER'S CONSENT**



## CLIENT ACCEPTANCE FORM / OWNER'S CONSENT

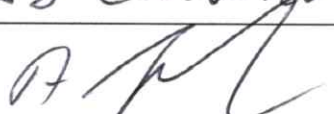
(TO BE COMPLETED AND RETURNED)

<b>PROJECT:</b>	Material Change of Use – Shop, Showrooms, Low Impact Industry, Ancillary Office
<b>PROJECT ADDRESS:</b>	58 Chewko Road, 5 & 7 Slade Street, Mareeba (Lot 12, 14, 15 on NR7652)

### Client Details

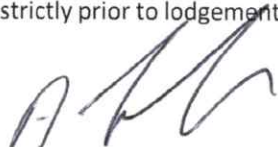
Client:	ALAN JOUSIFFE (enter client name) (primary contact)
Invoice Address:	P.O. BOX 2220, MAREEBA QLD 4880 (enter invoice address)
Phone:	0432918475 (enter client phone)
Email:	alan@jngfilters.com.au (enter client email)
Accounts Contact:	AS ABOVE (enter accounts email & phone)

### Landowner Details

Landowner Name/s:	JOUSIFFE PTY LTD AS TRUSTEE FOR JOUSIFFE SALMON UNIT TRUST (enter landowner name/s) As shown on rates notice
Address:	58 CHEWKO ROAD, MAREEBA QLD 4880 (enter address)
All Owners Signatures:	 (signatures from all landowners & Dated)

I / we, the party named below (the Client), confirm the commission of R&A Samanes Pty Ltd t/a U&I Town Plan (the Consultant), in relation to the project referenced above and accept all terms and conditions of the Quote and in particular confirm responsibility for payment of fees generated by this commission and payable to the Consultant strictly prior to lodgement of the Application and in other cases within 7 days of the date of invoice.

**Signed:**



**Name:**

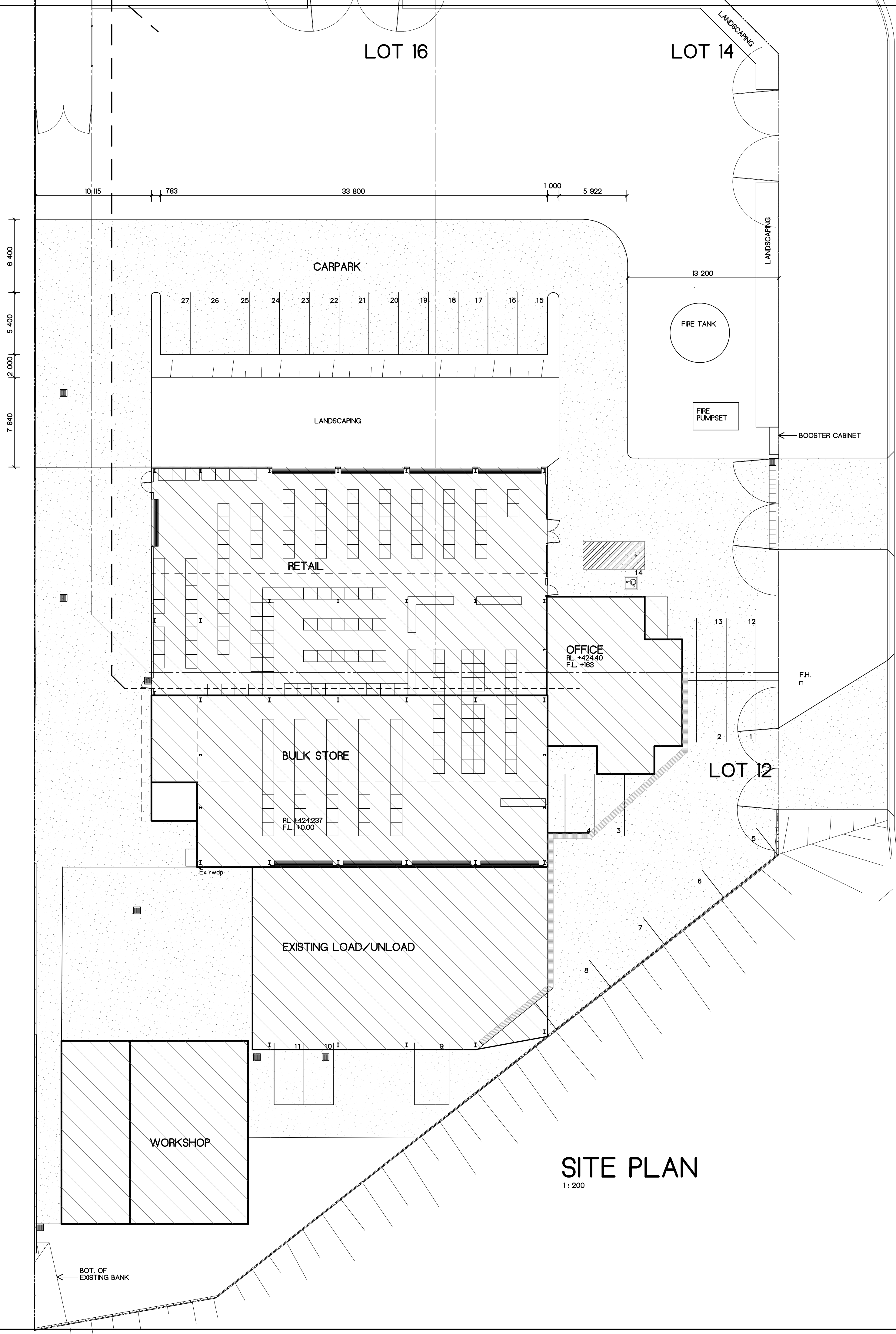
ALAN JOUSIFFE

**Date:**

18/07/2023

Please complete, sign and return to: [ramon@uitownplan.com.au](mailto:ramon@uitownplan.com.au). Along with a copy of the receipt of payment of selected fees.

## **APPENDIX 3: DEVELOPMENT PLANS**



PROPERTY DESCRIPTION

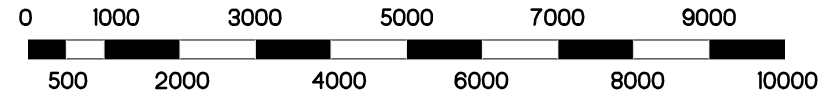
LOT 12, NR7652  
PARISH OF TINAROO  
COUNTY OF NARES  
58 CHEWKO RD,  
MAREEBA  
SITE AREA = 2931 M²


LOT 14, NR7652  
PARISH OF TINAROO  
COUNTY OF NARES  
7 SLADE STREET,  
MAREEBA  
SITE AREA = 1777 M²

LOT 16, NR7652  
PARISH OF TINAROO  
COUNTY OF NARES  
7 SLADE STREET,  
MAREEBA  
SITE AREA = 1787 M²

MAREEBA SHIRE COUNCIL  
C2 WIND CLASSIFICATION

PROPERTY DETAILS	
TOTAL SITE AREA	- 6495 M²
SITE COVERAGE	- 31 %
OFFICE	- 153.27 m²
RETAIL	- 689.77 m²
STEEL FABRICATION	- 257.43 m²
BULK STORE	- 459.3 m²
STAFF	- 30.36 m²
COVERED DRIVE	- 406.5 m²
TOTAL	- 1996.63 m²
LANDSCAPED AREA	- 200 m²
CAR SPACES PROVIDED	27





pd designs  
building designers

Use figured dimensions in preference to scale. Check all dimensions on site before fabrication or building work.

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WIND CLASSIFICATION

C2

P 07 4056 1883  
F 07 4056 3595  
M 0427 561 883  
E peter@pddesigns.com.au  
96A gordon street, gordonvale, QLD. 4865  
lic. under QBCC Act 1991 - No. 1191543  
abn: 73 437 147 573  
acn: 143 382 899

project

PROPOSED RENOVATIONS

FOR :  
JOUSIFFE PTY. LTD.  
LOTS 12, 14 & 16  
CNR CHEWKO ROAD  
& SLADE STREET,  
MAREEBA

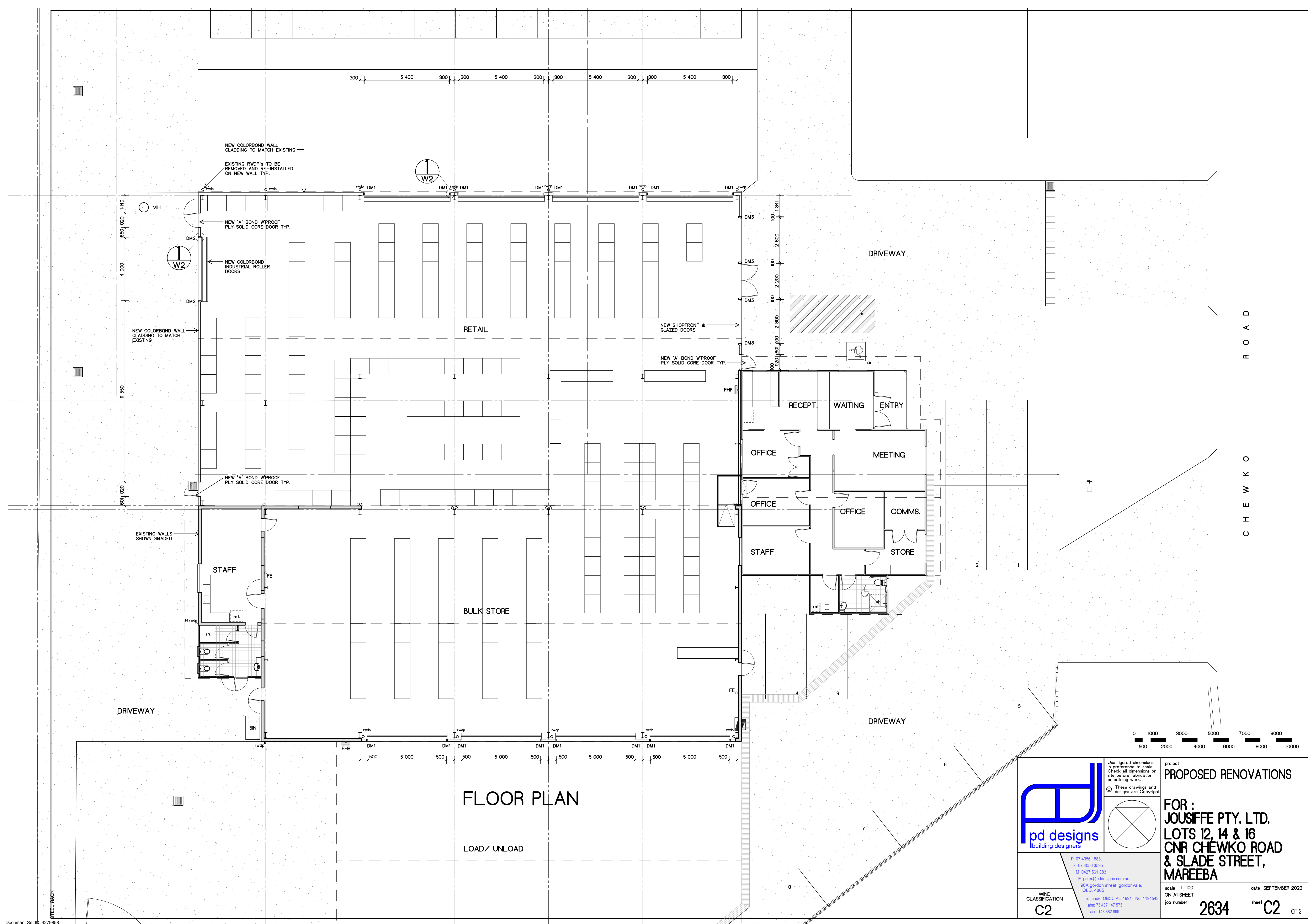
scale 1: 200  
ON A1 SHEET

job number 2634

date SEPTEMBER 2023

sheet C1 OF 3



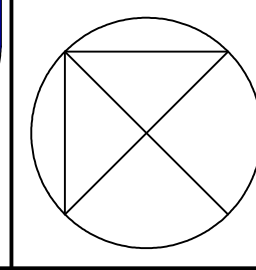


FLOOR PLAN

LOAD/ UNLOAD



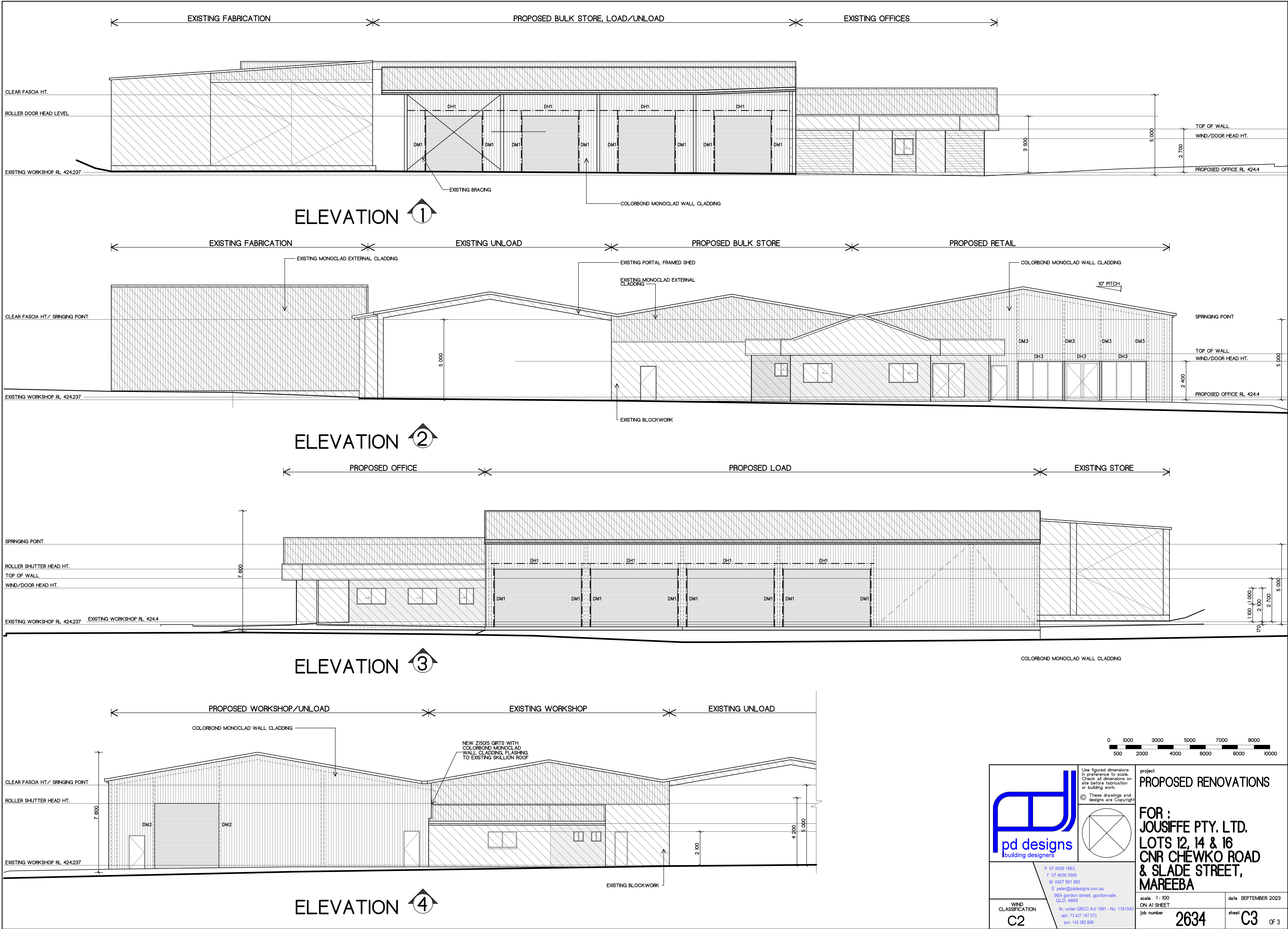
Use figured dimensions in preference to scale. Check all dimensions on site before fabrication or building work. © These drawings and designs are Copyright



project  
**PROPOSED RENOVATIONS**  
  
FOR :  
**JOUSIFFE PTY. LTD.**  
**LOTS 12, 14 & 16**  
**CNR CHEWKO ROAD**  
**& SLADE STREET,**  
**MAREEBA**  
  
scale 1: 100  
ON A1 SHEET  
job number **2634**  
sheet **C2** OF 3  
date SEPTEMBER 2023

P 07 4056 1883,  
F 07 4056 3595  
M 0427 561 883  
E peter@pddesigns.com.au  
95A gordon street, gordonvale,  
QLD. 4805  
lic under QBCC Act 1991 - No. 1191543  
abn 73 437 147 573  
acn 143 382 899

WIND  
CLASSIFICATION  
**C2**



## **APPENDIX 4: SDAP CODE 1 – STATE CONTROLLED ROAD ENVIRONMENT**



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

**Table 1.1 Development in general**

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

State Development Assessment Provisions v3.0

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

Page 1 of 18



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

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

Performance outcomes	Acceptable outcomes	Response
	<b>AO11.4</b> Development does not worsen the condition of an existing <b>lawful point of discharge</b> to the <b>state-controlled road</b> .	
<b>PO12</b> Development does not result in a material worsening of flooding impacts within a <b>state-controlled road</b> .	<p><b>AO12.1</b> For all flood events up to 1% <b>annual exceedance probability</b>, development results in negligible impacts (within +/- 10mm) to existing flood levels within a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO12.2</b> For all flood events up to 1% <b>annual exceedance probability</b>, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO12.3</b> For all flood events up to 1% <b>annual exceedance probability</b>, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a <b>state-controlled road</b>.</p>	<p><b>Complies</b></p> <p><i>No additional stormwater to be discharged to the state-controlled road.</i></p>
<b>Drainage Infrastructure</b>		
<b>PO13</b> Drainage infrastructure does not create a safety hazard for users in the <b>state-controlled road</b> .	<p><b>AO13.1</b> Drainage infrastructure is wholly contained within the development site, except at the <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO13.2</b> Drainage infrastructure can be maintained without requiring access to a <b>state-controlled road</b>.</p>	<p><b>Complies</b></p> <p><i>No additional stormwater to be discharged to the state-controlled road.</i></p>

Performance outcomes	Acceptable outcomes	Response
<b>PO14</b> Drainage infrastructure associated with, or within, a <b>state-controlled road</b> is constructed, and designed to ensure the <b>structural integrity</b> and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	<b>Complies</b>  <i>No additional stormwater to be discharged to the state-controlled road.</i>

**Table 1.2 Vehicular access, road layout and local roads**

Performance outcomes	Acceptable outcomes	Response
<b>Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection</b>		
<b>PO15</b> The location, design and operation of a <b>new or changed access</b> to a <b>state-controlled road</b> does not compromise the safety of users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies</b>  <i>No additional vehicular access points are required to be constructed as part of this application.</i>
<b>PO16</b> The location, design and operation of a <b>new or changed access</b> does not adversely impact the <b>functional requirements</b> of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies</b>  <i>No additional vehicular access points are required to be constructed as part of this application.</i>
<b>PO17</b> The location, design and operation of a <b>new or changed access</b> is consistent with the <b>future intent</b> of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies</b>  <i>No additional vehicular access points are required to be constructed as part of this application.</i>
<b>PO18</b> <b>New or changed access</b> is consistent with the access for the relevant <b>limited access road policy</b> : 1. <b>LAR 1</b> where direct access is prohibited; or 2. <b>LAR 2</b> where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	<b>Complies</b>  <i>No additional vehicular access points are required to be constructed as part of this application.</i>
<b>PO19</b> <b>New or changed access</b> to a <b>local road</b> within 100 metres of an intersection with a <b>state-</b>	No acceptable outcome is prescribed.	<b>Complies</b>

State Development Assessment Provisions v3.0

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

Page 5 of 18

Performance outcomes	Acceptable outcomes	Response
<b>controlled road</b> does not compromise the safety of users of the <b>state-controlled road</b> .		<i>No additional vehicular access points are required to be constructed as part of this application.</i>
<b>PO20 New or changed access</b> to a <b>local road</b> within 100 metres of an intersection with a <b>state-controlled road</b> does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	<b>Complies</b>  <i>No additional vehicular access points are required to be constructed as part of this application.</i>
<b>Public passenger transport and active transport</b>		
<b>PO21</b> Development does not compromise the safety of users of <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies</b>
<b>PO22</b> Development maintains the ability for people to access <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies</b>
<b>PO23</b> Development does not adversely impact the operating performance of <b>public passenger transport infrastructure, public passenger services</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies</b>
<b>PO24</b> Development does not adversely impact the <b>structural integrity</b> or physical condition of <b>public passenger transport infrastructure</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies</b>

**Table 1.3 Network impacts**

Performance outcomes	Acceptable outcomes	Response
<b>PO25</b> Development does not compromise the safety of users of the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	<b>Complies</b>  <i>No additional upgrade works to a state-controlled road are required as part of this application.</i>

State Development Assessment Provisions v3.0

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

Page 6 of 18

Performance outcomes	Acceptable outcomes	Response
<b>PO26</b> Development ensures <b>no net worsening</b> of the operating performance of the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	<b>Complies</b>  <i>No additional upgrade works to a state-controlled road are required as part of this application.</i>
<b>PO27</b> Traffic movements are not directed onto a <b>state-controlled road</b> where they can be accommodated on the <b>local road</b> network.	No acceptable outcome is prescribed.	<b>Complies</b>  <i>No additional upgrade works to a state-controlled road are required as part of this application.</i>
<b>PO28</b> Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies</b>  <i>No additional upgrade works to a state-controlled road are required as part of this application.</i>
<b>PO29</b> Development does not impede delivery of <b>planned upgrades</b> of <b>state-controlled roads</b> .	No acceptable outcome is prescribed.	<b>Complies</b>  <i>No additional upgrade works to a state-controlled road are required as part of this application.</i>
<b>PO30</b> Development does not impede delivery of <b>corridor improvements</b> located entirely within the <b>state-controlled road corridor</b> .	No acceptable outcome is prescribed.	<b>Complies</b>  <i>No additional upgrade works to a state-controlled road are required as part of this application.</i>

**Table 1.4 Filling, excavation, building foundations and retaining structures**

Performance outcomes	Acceptable outcomes	Response
<b>PO31</b> Development does not create a safety hazard for users of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies</b>

State Development Assessment Provisions v3.0

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

Page 7 of 18

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

## Table 1.5 Environmental emissions

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

Performance outcomes	Acceptable outcomes	Response
<b>Reconfiguring a lot</b>		
<b>Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<b>PO37</b> Development minimises free field noise intrusion from a <b>state-controlled road</b> .	<b>AO37.1</b> Development provides a noise barrier or earth mound which is designed, sited and constructed: <ol style="list-style-type: none"> <li>to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);</li> <li>in accordance with:</li> </ol>	<b>Not applicable</b>  <i>The subject application does not involve the creation of additional lots.</i>

State Development Assessment Provisions v3.0

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

Page 8 of 18



Performance outcomes	Acceptable outcomes	Response
	<ul style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ul> <p>OR</p> <p><b>AO37.2</b> Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p> <p><b>AO37.3</b> Development provides a <b>solid gap-free fence</b> or other <b>solid gap-free structure</b> along the full extent of the boundary closest to the <b>state-controlled road</b>.</p>	
<b>Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<b>PO38</b> Reconfiguring a lot minimises free field noise intrusion from a <b>state-controlled road</b> .	<p><b>AO38.1</b> Development provides noise barrier or earth mound which is designed, sited and constructed:</p> <ul style="list-style-type: none"> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);</li> <li>2. in accordance with: <ul style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic</li> </ul> </li> </ul>	<p><b>Not applicable</b></p> <p><i>The subject application does not involve the creation of additional lots.</i></p>

Performance outcomes	Acceptable outcomes	Response
	<p>Noise), Department of Transport and Main Roads, 2013;</p> <p>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</p> <p>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p> <p><b>AO38.2</b> Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p>	
<b>Material change of use (accommodation activity)</b>		
<b>Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<b>PO39</b> Development minimises noise intrusion from a <b>state-controlled road in private open space</b> .	<p><b>AO39.1</b> Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for <b>private open space</b> at the ground floor level;</li> <li>in accordance with: <ol style="list-style-type: none"> <li>Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> </ol> </li> </ol>	<p><b>Not applicable</b></p> <p><i>The subject application does not involve accommodation activities.</i></p>

Performance outcomes	Acceptable outcomes	Response
	<p>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p> <p><b>AO39.2</b> Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for <b>private open space</b> by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p>	
<p><b>PO40</b> Development (excluding a <b>relevant residential building</b> or <b>relocated building</b>) minimises noise intrusion from a <b>state-controlled road</b> in <b>habitable rooms</b> at the facade.</p>	<p><b>AO40.1</b> Development (excluding a <b>relevant residential building</b> or <b>relocated building</b>) provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for <b>habitable rooms</b>;</li> <li>2. in accordance with: <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ol> </li> </ol> <p>OR</p> <p><b>AO40.2</b> Development (excluding a <b>relevant residential building</b> or <b>relocated building</b>) achieves the maximum building façade acoustic</p>	<p><b>Not applicable</b></p> <p><i>The subject application does not involve accommodation activities.</i></p>

Performance outcomes	Acceptable outcomes	Response
	level in reference table 1 (item 1.1) for <b>habitable rooms</b> by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.	
<b>PO41 Habitable rooms</b> (excluding a <b>relevant residential building</b> or <b>relocated building</b> ) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	<b>Not applicable</b>  <i>The subject application does not involve accommodation activities.</i>
<b>Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<b>PO42</b> Balconies, podiums, and roof decks include: 1. a continuous <b>solid gap-free structure</b> or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	No acceptable outcome is provided.	<b>Not applicable</b>  <i>The subject application does not involve accommodation activities.</i>
<b>PO43 Habitable rooms</b> (excluding a <b>relevant residential building</b> or <b>relocated building</b> ) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	<b>Not applicable</b>  <i>The subject application does not involve accommodation activities.</i>
<b>Material change of use (other uses)</b>		
<b>Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<b>PO44</b> Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all <b>outdoor education areas</b> and <b>outdoor play areas</b> ; b. in accordance with:	No acceptable outcome is provided.	<b>Not applicable</b>

Performance outcomes	Acceptable outcomes	Response
<ul style="list-style-type: none"> <li>i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or</li> </ul> <p>2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all <b>outdoor education areas</b> and <b>outdoor play areas</b> by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p>		
<p><b>PO45</b> Development involving a <b>childcare centre</b> or <b>educational establishment</b>:</p> <ul style="list-style-type: none"> <li>1. provides a noise barrier or earth mound that is designed, sited and constructed:</li> <li>2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2);</li> <li>3. in accordance with: <ul style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> </ul> </li> </ul>	No acceptable outcome is provided.	<b><i>Not applicable</i></b>

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

Performance outcomes	Acceptable outcomes	Response
<b>PO48</b> Development including: <ol style="list-style-type: none"> <li><b>indoor education areas</b> and <b>indoor play areas</b> in a <b>childcare centre</b> or <b>educational establishment</b>; or</li> <li>sleeping rooms in a <b>childcare centre</b>; or</li> <li><b>patient care areas</b> in a <b>hospital</b> located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).</li> </ol>	No acceptable outcome is provided.	
<b>Air, light and vibration</b>		
<b>PO49</b> <b>Private open space, outdoor education areas</b> and <b>outdoor play areas</b> are protected from air quality impacts from a <b>state-controlled road</b> .	<b>AO49.1</b> Each dwelling or unit has access to a <b>private open space</b> which is shielded from a <b>state-controlled road</b> by a building, <b>solid gap-free fence</b> , or other <b>solid gap-free structure</b> .  OR  <b>AO49.2</b> Each <b>outdoor education area</b> and <b>outdoor play area</b> is shielded from a <b>state-controlled road</b> by a building, <b>solid gap-free fence</b> , or other <b>solid gap-free structure</b> .	<b>Not applicable</b>
<b>PO50</b> <b>Patient care areas</b> within <b>hospitals</b> are protected from vibration impacts from a <b>state-controlled road</b> or <b>type 1 multi-modal corridor</b> .	<b>AO50.1</b> <b>Hospitals</b> are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$ .  AND  <b>AO50.2</b> <b>Hospitals</b> are designed and constructed to ensure vibration in the ward of a <b>patient care area</b> does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$ .	<b>Not applicable</b>



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

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

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

Performance outcomes	Acceptable outcomes	Response
		<i>Development is located adjacent to land identified by the Department of Transport and Main Roads and does not impact on the future state controlled road.</i>
<b>PO54</b> Filling, excavation, building foundations and <b>retaining structures</b> do not undermine, damage or cause subsidence of a <b>future state-controlled road</b> .	No acceptable outcome is prescribed.	<b>Complies</b>  <i>Development is located adjacent to land identified by the Department of Transport and Main Roads and does not impact on the future state controlled road.</i>
<b>PO55</b> Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a <b>future state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies</b>  <i>Development is located adjacent to land identified by the Department of Transport and Main Roads and does not impact on the future state controlled road.</i>
<b>PO56</b> Development ensures that stormwater is lawfully discharged.	<b>AO56.1</b> Development does not create any new points of discharge to a <b>future state-controlled road</b> .  AND  <b>AO56.2</b> Development does not concentrate flows to a <b>future state-controlled road</b> .  AND  <b>AO56.3</b> Stormwater run-off is discharged to a <b>lawful point of discharge</b> .  AND	<b>Complies</b>  <i>Development is located adjacent to land identified by the Department of Transport and Main Roads and does not impact on the future state controlled road.</i>

Performance outcomes	Acceptable outcomes	Response
	<b>AO56.4</b> Development does not worsen the condition of an existing <b>lawful point of discharge</b> to the <b>future state-controlled road</b> .	