

8.1 CONMAT NO 2 PTY LTD - RECONFIGURING A LOT - SUBDIVISION (1 LOT INTO 41 LOTS IN 4 STAGES) - LOT 1 ON RP747077 - RAY ROAD, MAREEBA - RAL/23/0009

Date Prepared: 21 September 2023

Author: Coordinator Planning Services

Attachments:

1. Proposal Plans
2. Footpath Plan

APPLICATION DETAILS

APPLICATION		PREMISES	
APPLICANT	Conmat No 2 Pty Ltd	ADDRESS	Ray Road, Mareeba
DATE LODGED	21 August 2023	RPD	Lot 1 on RP747077
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Reconfiguring a Lot – Subdivision (1 lot into 41 lots in 4 stages)		
FILE NO	RAL/23/0009	AREA	7.973 hectares
LODGED BY	Freshwater Planning Pty Ltd	OWNER	Conmat No 2 Pty Ltd
PLANNING SCHEME	Mareeba Shire Council Planning Scheme 2016		
ZONE	Low Density Residential zone		
LEVEL OF ASSESSMENT	Code Assessment		
SUBMISSIONS	n/a		

EXECUTIVE SUMMARY

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

The application is code assessable and was not required to undergo public notification.

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

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

OFFICER'S RECOMMENDATION

1. That in relation to the following development application:

APPLICATION		PREMISES	
APPLICANT	Conmat No 2 Pty Ltd	ADDRESS	Ray Road, Mareeba
DATE LODGED	21 August 2023	RPD	Lot 1 on RP747077
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Reconfiguring a Lot – Subdivision (1 lot into 41 lots in 4 stages)		

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

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

And

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

(A) APPROVED DEVELOPMENT: Development Permit for Reconfiguring a Lot – Subdivision (1 lot into 41 lots in 4 stages) APPROVED PLANS:

Plan/Document Number	Plan/Document Title	Prepared by	Dated
9348-ROL1 Rev B	Sheet 1 of 3	Twine Surveys Pty Ltd	25.07.2023
9348-ROL1 Rev B	Sheet 2 of 3	Twine Surveys Pty Ltd	25.07.2023
9348-ROL1 Rev B	Sheet 3 of 3	Twine Surveys Pty Ltd	25.07.2023

(C) ASSESSMENT MANAGER'S CONDITIONS (COUNCIL)

(a) Development assessable against the Planning Scheme

1. Development must be carried out generally in accordance with the approved plans and the facts and circumstances of the use as submitted with the application, and subject to any alterations:
 - found necessary by the Council's delegated officer at the time of examination of the engineering plans or during construction of the development because of particular engineering requirements; and
 - to ensure compliance with the following conditions of approval.
2. Timing of Effect
 - 2.1 The conditions of the development permit must be complied with to the satisfaction of Council's delegated officer prior to the endorsement of the plan of survey for each stage of the development, or alternative documentation as approved by the Land Title Act, except where specified otherwise in these conditions of approval.
3. General
 - 3.1 The applicant/developer is responsible for the cost of necessary alterations to existing public utility mains, services or installations required by works in relation to the proposed development or any works required by condition(s) of this approval.
 - 3.2 All payments or bonds required to be made to the Council pursuant to any condition of this approval or the Adopted Infrastructure Charges Notice must be made prior to the endorsement of the plan of survey, or alternative

documentation as approved by the Land Title Act and at the rate applicable at the time of payment.

- 3.3 The developer must relocate (in accordance with FNQROC standards) any services such as water, sewer, drainage, telecommunications and electricity that are not wholly located within the lots that are being created/serviced where required by the relevant authority, unless approved by Council's delegated officer.
- 3.4 Where utilities (such as sewers on non-standard alignments) traverse lots to service another lot, easements must be created in favour of Council for access and maintenance purposes. The developer is to pay all costs (including Council's legal expenses) to prepare and register the easement documents.
- 3.5 All works must be designed, constructed and carried out in accordance with FNQROC Development Manual requirements (as amended) and to the satisfaction of Council's delegated officer.
- 3.6 Charges
All outstanding rates, charges, and expenses pertaining to the land are to be paid in full.
- 3.7 Local Heritage Place – Heavy Anti Aircraft Gun Station 448
No aspect of this development shall interfere with or damage the heritage significance of Heavy Anti Aircraft Gun Station 448.

4. Infrastructure Services and Standards

4.1 Stormwater Drainage

- (a) The applicant/developer must take all necessary steps to ensure a non-worsening effect on surrounding land as a consequence of the development.
- (b) Prior to works commencing the applicant must submit a Stormwater Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) that meets or exceeds the standards of design and construction set out in the Queensland Urban Drainage Manual (QUDM) and the FNQROC Development Manual to the satisfaction of Council's delegated officer.

The Stormwater Management Plan and Report must also consider the existing condition of the downstream Easement A on RP733064 and make all necessary recommendations to ensure the long term stability and functioning of this drainage easement.
- (c) Prior to works commencing the applicant must submit a Stormwater Quality Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) that meets or exceeds the standards of design and construction set out in the Urban Stormwater Quality Planning Guideline and the Queensland Water Quality Guideline to the satisfaction of Council's delegated officer.

- (d) The Stormwater Quality Management Plan must include an Erosion and Sediment Control Plan that meets or exceeds the Soil Erosion and Sedimentation Control Guidelines (Institute of Engineers Australia) to the satisfaction of Council's delegated officer.
- (e) The applicant/developer must construct the stormwater drainage infrastructure in accordance with the approved Stormwater Management Plan and/or Stormwater Quality Management Plan and Report.
- (f) Temporary drainage is to be provided and maintained during the construction phase of the development, discharged to a lawful point and not onto the construction site.
- (g) All stormwater channels through private property must be registered, with the easement for drainage purposes in favour of Council. All documentation leading to the registration of the easement must be completed at no cost to Council.
- (h) All stormwater drainage collected from the site must be discharged to an approved legal point of discharge.
- (i) The applicant (at their cost) must video all stormwater lines and submit the video for inspection by Council's delegated officer prior to the development being taken "off maintenance" to ensure that no defects have occurred during the 12 month maintenance period.
- (j) All drainage easements must be constructed to prevent erosion. Construction may be in the form of a concrete invert, with outlet protection.

4.2 Earthworks

All earthworks must be carried out in accordance with the requirements of the FNQROC Development Manual (as amended) to the satisfaction of Council's delegated officer.

4.3 Roadworks/footpaths - Internal

- (a) The subdivision internal roads must be designed and constructed to Access Street standard in accordance with Council's FNQROC Development Manual, as detailed in Table D.1.1
- (b) Individual property access must be designed in accordance with the requirements of FNQROC Development Manual. Appropriate distances are required from intersections and tangent points in accordance with AS2890.1.

The provision of layback/roll-over kerbing along the frontage of each allotment will satisfy this condition.
- (d) The diameter of the cul-de-sacs must be suitable for the largest refuse collection vehicle used throughout the shire to be able to turn around in a forward direction. Swept path diagrams must be submitted as part of the development application for Operational Works to demonstrate this requirement.

- (e) A temporary gravel vehicle turnaround at the end of all partially constructed roads must be provided of a sufficient size to turnaround a refuse collection vehicle, either in a continuous forward movement or by a three-point turn.
- (f) A second 4 metre wide road reserve connection must be provided along the common boundary of proposed Lots 11 & 12 (and ultimately proposed Lots 22 & 23) to allow for future pedestrian only connectivity between Ray Road and the proposed internal road.
- (g) Two (2) metre wide concrete pedestrian footpaths must be installed in the locations marked on the approved Footpath Plan, applicable to the relevant stage. The horizontal alignment of all footpaths must comply with the FNQROC development Manual (specifically Standard Drawing S1004A).

4.4 Roadworks - External (Ray Road and Cater Road)

- (a) Prepare a design for Ray Road (between McIver Road and Cater Road) to a Major Collector Road standard as defined in Council's FNQROC Development Manual. The design must detail the alignment of all associated infrastructure including:

- pavement
- kerb and channel
- footpath (western side)
- street lighting
- underground stormwater infrastructure

The design should also identify the extent of any land requirements on the subject lots to facilitate the road network, giving consideration to any localised widenings necessary to facilitate the construction/upgrade of the intersections.

- (b) Undertake road widening along the full Ray Road frontage of the site equivalent to half of a Major Collector Road, inclusive of pavement, kerb and channel, drainage infrastructure, footpath, landscaping, and street lighting. The arrangement must be compatible with the eventual full upgrade of Ray Road to Major Collector Road standard. Services are required to be installed in the location suitable for the future road upgrade of the eastern half of Ray Road.
- (c) Design Cater Road to a 10 metre wide bus route Access Street standard as defined in Council's FNQROC Development Manual, for the full frontage of proposed Lots 17 and 18.
- (d) Undertake road widening along Cater Road for the full frontage of proposed Lots 17 and 18 equivalent to half of a 10 metre wide bus route Access Street standard, inclusive of pavement, kerb and channel, drainage infrastructure, footpath, landscaping, and street lighting. Services are required to be installed in the location suitable for the future road upgrade of the western half of Cater Road.

- (e) Design and construct the new internal road intersection with Ray Road and upgrade of Ray Road/Cater Road intersection in accordance with Council's FNQROC Development Manual.
- (f) The design and construction of the interim arrangements must allow for all necessary work and adjustments to smoothly join the new works to the existing formation. Minor adjustment to levels may be necessary to achieve this.
- (g) Individual property access must be designed in accordance with the requirements of FNQROC Development Manual. Appropriate distances are required from intersections and tangent points in accordance with AS2890.1.

The access to all properties with two (2) road frontages (Lot 17 & Lot 18) must be from the lower order road being Cater Road.

The provision of layback/roll-over kerbing along the frontage of each allotment will satisfy this condition.

4.5 Water Supply

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

4.6 Sewerage Connection

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

4.7 Electricity provision/supply

The applicant/developer must ensure that an appropriate level of electricity supply is provided to each allotment in accordance with FNQROC Development Manual standards (as amended) to the satisfaction of Council's delegated officer.

Written advice from an Electricity Service Provider is to be provided to Council indicating that an agreement has been made for the provision of power reticulation.

4.8 Telecommunications

The applicant/developer must enter into an agreement with a telecommunication carrier to provide telecommunication services to each allotment and arrange provision of necessary conduits and enveloping pipes.

4.9 Lighting

- (a) The new intersection formed on Ray Road for the purpose of accessing the development and the intersection of Ray Road/ Cater Road must be provided with street lighting for a distance equivalent to at least two (2) spans either side of the intersection to the relevant Lighting Category.
- (b) Prior to the issue of a development permit for Operational Works a Rate 2 lighting scheme is to be prepared by an Ergon Energy approved consultant and submitted to Council for approval. The Rate 2 lighting scheme is to be designed in accordance with the relevant Road Lighting Standard AS/NZS 1158 and the FNQROC Development Manual. The applicable lighting category is to be determined from the Road Hierarchy Table D1.1.

4.10 Street Trees

One (1) street tree must be at the planted at centre of each lot's road frontage. Corner allotments must have a street tree planted on each frontage.

All street trees must be provided in accordance with the FNQROC Development Manual - Design Manual D9 Landscaping.

Plans for the development works required under Conditions 4.1 - 4.10 must be submitted to Council for approval as part of a subsequent application for operational works.

(D) ASSESSMENT MANAGER'S ADVICE

- (a) An Adopted Infrastructure Charges Notice has been issued with respect to the approved development. The Adopted Infrastructure Charges Notice details the type of infrastructure charge/s, the amount of the charge/s and when the charge/s are payable.
- (b) The Adopted Infrastructure Charges Notice does not include all charges or payments that are payable with respect to the approved development. A number of other charges or payments may be payable as conditions of approval. The applicable fee is set out in Council's Fees & Charges Schedule for each respective financial year.
- (c) Easement Documents

Council has developed standard easement documentation to assist in the drafting of formal easement documents for Council easements. Please contact the Planning Section for more information regarding the drafting of easement documents for Council easements.

(d) Endorsement Fees

Council charges a fee for the endorsement of a Survey Plan, Community Management Statements, easement documents, and covenants. The fee is set out in Council's Fees & Charges Schedule applicable for each respective financial year.

(e) Compliance with applicable codes/policies

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

(f) Environmental Protection and Biodiversity Conservation Act 1999

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

(g) Cultural Heritage

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

(h) Electric Ants

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

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

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

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

(E) RELEVANT PERIOD

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

- Reconfiguring a Lot – four (4) years (starting the day the approval takes effect).

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

- Development Permit for Operational Works

(G) OTHER APPROVALS REQUIRED FROM COUNCIL

- Nil

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

Development Type	Rate	Measure	Charge	Credit Detail	Balance
Residential	\$ per Lot	Lots		Lots	
Stage 1	\$20,768.00	10 Lots plus balance area	\$207,680.00	No charge applied to balance area	\$207,680.00
Stage 2	\$20,768.00	10 Lots plus balance area	\$207,680.00		\$207,680.00
Stage 3	\$20,768.00	10 Lots plus balance area	\$207,680.00		\$207,680.00
Stage 4	\$20,768.00	10 Lots plus balance area	\$207,680.00		\$207,680.00
TOTAL CURRENT AMOUNT OF CHARGE					\$830,720.00

THE SITE

The subject site is described as Lot 1 on RP747077 and is situated to the north of the intersection of Ray Road and Cater Road, Mareeba, extending approximately 600 metres further north of the intersection.

The site is triangular in shape, having an area of 7.973 hectares with frontages of approximately 575 metres to Ray Road and 625 metres to Cater Road.

Ray Road is formed to a six (6) metre wide bitumen sealed standard for the site's entire frontage. Cater Road is also formed to a bitumen standard for the site's entire frontage. The standard of Cater Road varies considerably from 7.5 metres to 4.5 metres.

There is no kerbing present along any of the site's frontages.

The site unused, being flat and largely cleared of native vegetation from previous agricultural use. The north-western corner of the site contains several World War 2 era ammunition bunkers and a gun mount.

The subject site is able to be serviced by the Mareeba reticulated town water supply and sewer. Reticulated electricity and telecommunication infrastructure is also established in the immediate vicinity.

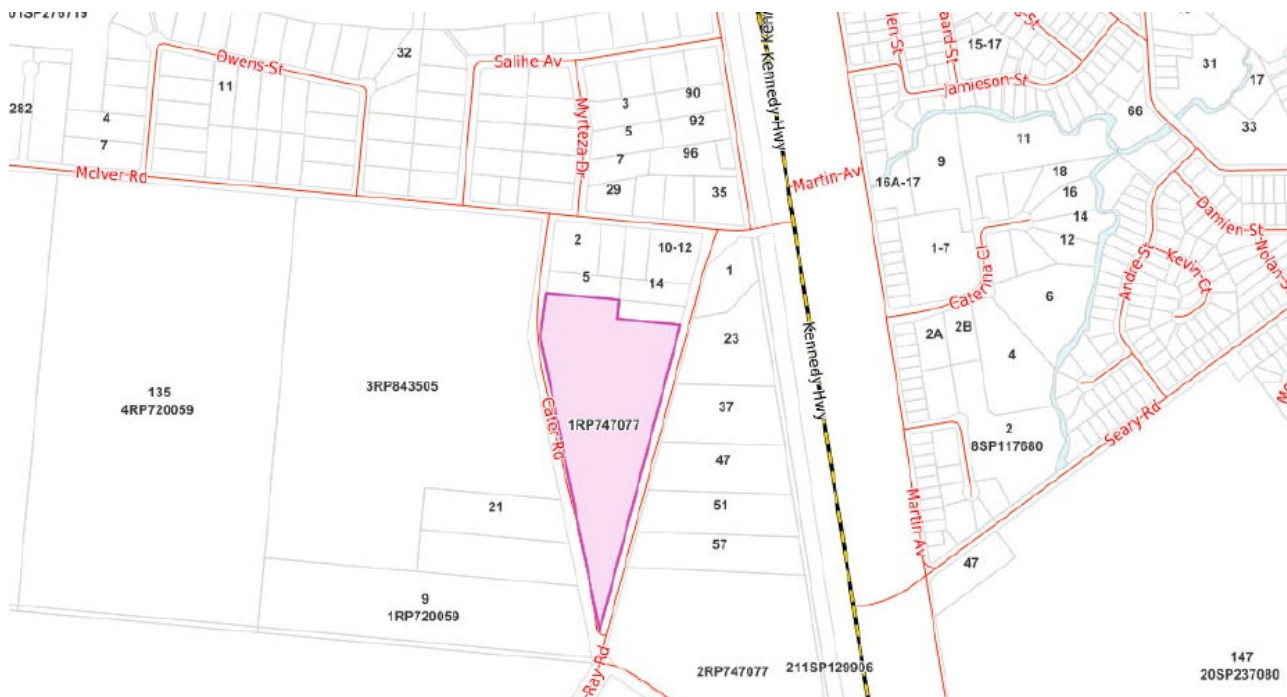
Land to the north, west and east is zoned Low Density Residential under the Mareeba Shire Council Planning Scheme 2016.

St Stephen's Catholic College is located immediately to the west of the site.



Map Disclaimer:

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



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BACKGROUND AND CONTEXT

The subject site contains part of the historic Mareeba Airfield Northern Heavy Anti-Aircraft Gun Station 448 (Station 448) which is designated as a Local Heritage Plan under the Mareeba Shire Council Planning Scheme 2016.

Specifically, the site contains one (1) octagonal gun emplacement and two (2) semi-underground magazines.

The gun emplacement and one (1) magazine will be located with the balance area lot under this application. The second magazine will be retained on proposed Lot 37. Proposed Lot 37 will have sufficient area to accommodate the magazine and a future dwelling house.

The other surviving features of Station 448 are found within the nearby school and several existing residential lots.

PREVIOUS APPLICATIONS & APPROVALS

On 19 September 2006, Council approved the issue of Development Permit (RCL/06/0034) for Reconfiguring a Lot – Subdivision (1 lot into 70 lots) over Lot 1 on RP747077, situated at Ray Road, Mareeba.

Various operational works applications were submitted in 2008, however the development did not progress beyond this stage.

DESCRIPTION OF PROPOSED DEVELOPMENT

The development application seeks a Development Permit for Reconfiguring a Lot – Subdivision (1 lot into 41 lots in 4 stages) in accordance with the plans shown in **Attachment 1**.

The proposed stages are as follows:

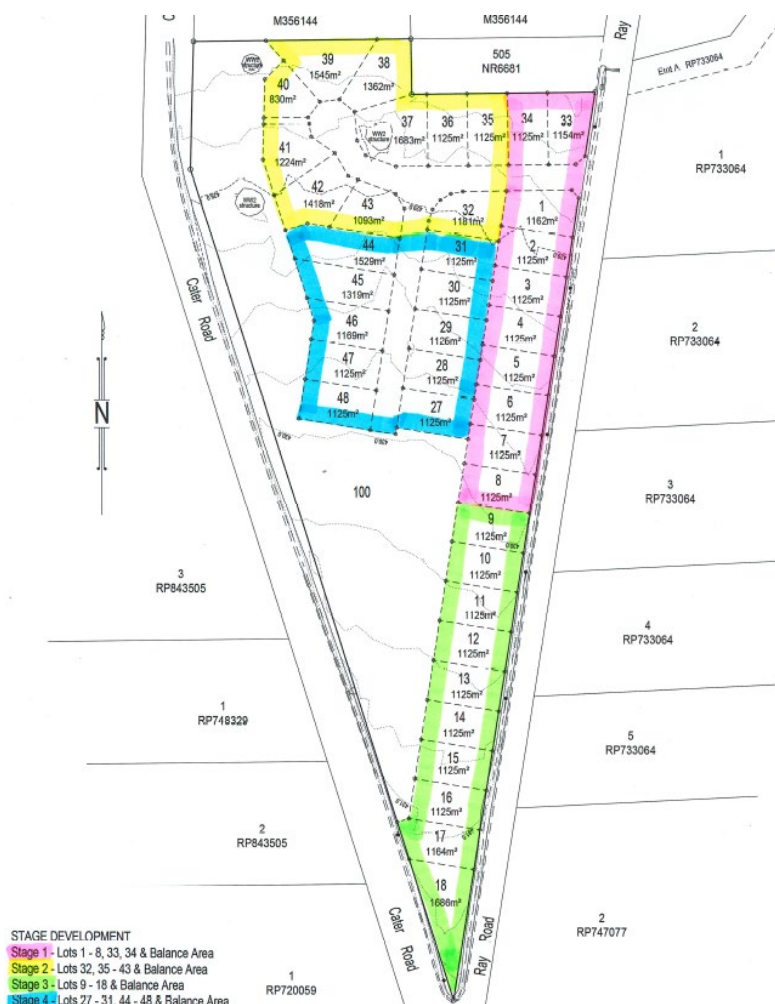
Stage 1 - 10 lots ranging in size from 1125m² to 1162m²;

Stage 2 - 10 lots ranging in size from 1125m² to 1686m²;

Stage 3 - 10 lots ranging in size from 830m² to 1683m²; and

Stage 4 – 10 lots ranging in size from 1125m² to 1529m².

A plan of the four (4) stages is shown below:



All lots will have the required road frontage, with no rear access lots proposed. All roads will be bitumen/asphalt sealed with layback/rollover kerbing on each side. Pedestrian footpaths will be provided on at least one side of each new section of road.

The new residential lots will be connected to all urban services, with the balance area allotment (Lot 100) to be further developed under a separate application.

REGIONAL PLAN DESIGNATION

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

PLANNING SCHEME DESIGNATIONS

Strategic Framework:	Land Use Categories <ul style="list-style-type: none"> Residential Area Transport Elements <ul style="list-style-type: none"> Local Collector Road Principal Cycle Network
Zone:	Low Density Residential zone
Overlays:	Airport environs overlay Bushfire hazard overlay Environmental significance overlay Heritage overlay Transport infrastructure overlay

RELEVANT PLANNING INSTRUMENTS

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

(A) Planning Regulation 2017 - Schedule 12A

Schedule 12A Assessment benchmarks for particular reconfiguring a lot (Walkable Neighbourhoods)

4 Connectivity

The reconfiguration provides connectivity for pedestrians by-

- (a) ensuring that any roads constructed or extended in association with the reconfiguration are connected in a grid-like pattern that is responsive to topography and other physical constraints; and
- (b) ensuring that, to the extent topography and other physical constraints reasonably permit, any roads constructed or extended in association with the reconfiguration, or footpaths provided in relation to the reconfiguration-
 - (i) connect to roads and footpaths in surrounding areas; or
 - (ii) allow for connection to future roads and footpaths in surrounding areas.

Comment

The proposed lot layout incorporates a 4 metre wide road reserve/pathway between the head of the new cul-de-sac and Cater Road.

A second 4 metre wide road reserve/pathway will be conditioned between Ray Road and the new internal road generally following the boundary between Lots 11 & 12 and Lots 22 & 23.

Footpaths will be conditioned along the new internal roads.

5 Maximum length of particular blocks

- (1) The reconfiguration provides for convenient pedestrian movement by ensuring the length of each boundary of a block for the reconfiguration does not exceed the lesser of-
 - (a) a maximum length for a boundary of a block stated in a local assessment benchmark for the reconfiguration; or
 - (b) 250m.
- (2) Subsection (1) does not apply in relation to a block for the reconfiguration that the development application for the reconfiguration states will be subdivided as part of a future stage of development.

Comment

Subject to the conditioning of a second 4 metre wide road reserve/pathway between Ray Road and the new internal road (generally following the boundary between Lots 11 & 12 and Lots 22 & 23), the development will substantially comply.

6 Street trees

The reconfiguration provides shade for comfortable walking by -

- (a) if a local assessment benchmark for the reconfiguration requires the planting of more than 1 tree per 15m on each side of a new road—complying with the local assessment benchmark; or
- (b) otherwise—ensuring at least 1 tree is planted per 15m on each side of a new road.

Comment

The development will be conditioned to comply with the FNQROC Development Manual specification of one (1) tree at the centre of each lot. Planting a higher density of street trees will likely interfere/conflict with the future development of the proposed lots and would potentially see many of the trees left to die or deliberately damaged.

7 Footpaths

The reconfiguration provides for convenient and comfortable pedestrian movement by ensuring-

- (a) for a new road used mainly for providing direct access to a created lot - a footpath is constructed-
 - (i) if a local assessment benchmark for the reconfiguration requires the construction of a footpath on both sides of the new road—on both sides of the road; or
 - (ii) otherwise - on at least 1 side of the new road; or
- (b) for another new road - a footpath is constructed on both sides of the road.

Comment

A footpath will be conditioned on one side of each new internal road and pedestrian link.

The development has been appropriately conditioned to comply.

8 Parks and other areas of open space

- (1) The reconfiguration ensures access to areas for recreation, leisure or exercise by ensuring that, to the extent topography and other physical constraints reasonably permit, a part of each block for the reconfiguration is within 400m of a park or another area of open space that is accessible to the public.
- (2) In this section - ***park*** includes -
 - (a) an existing park; and
 - (b) a park, to be provided under a development approval, if development of the park has started; and
 - (c) land identified as a park in a local planning instrument; and
 - (d) land identified in an LGIP for public park infrastructure.

Comment

The land is reasonably proximate to the rail trail and Centenary Park. No further parkland will be conditioned.

Infrastructure charges will be payable towards open space infrastructure.

(B) Far North Queensland Regional Plan 2009-2031

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

(C) State Planning Policy

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

(D) Mareeba Shire Council Planning Scheme 2016**Relevant Developments Codes**

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

- 6.2.6 Low density residential zone code
- 7.2.2 Mareeba local plan code
- 8.2.2 Airport environs overlay code
- 8.2.3 Bushfire hazard overlay code
- 8.2.4 Environmental significance overlay code
- 8.2.7 Heritage overlay code
- 9.4.2 Landscaping code
- 9.4.3 Parking and access code
- 9.4.4 Reconfiguring a lot code
- 9.4.5 Works, services and infrastructure code

The application included a planning report and assessment against the planning scheme. An officer assessment has found that the application satisfies the relevant acceptable outcomes (or performance outcome where no acceptable outcome applies) of the relevant codes set out below, provided reasonable and relevant conditions are attached to any approval.

Relevant Codes	Comments
Low density residential zone code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Mareeba local plan code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Airport environs overlay code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Bushfire hazard overlay code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Environmental significance overlay code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Heritage overlay code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Landscaping code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Parking and access code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Reconfiguring a lot code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.
Works, services and infrastructure code	The application can be conditioned to comply with the relevant acceptable outcomes (or performance outcomes where no acceptable outcome is provided) contained within the code.

(E) Planning Scheme Policies/Infrastructure Charges Plan

The following planning scheme policies are relevant to the application:

Planning Scheme Policy 4 - FNQROC Regional Development Manual

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

(F) Adopted Infrastructure Charges Notice

In accordance with Council's Adopted Infrastructure Charges Resolution (No. 1) 2023, a charge of \$20,768.00 will apply to each additional residential allotment created.

The application proposes the creation of forty (40) additional residential lots and one (1) balance area lot to be further developed under a separate application.

\$20,768.00 x 40 (lots) = **\$830,720.00**

REFERRAL AGENCY

This application did not trigger referral to a Referral Agency.

Internal Consultation

Technical Services.

PLANNING DISCUSSION

Nil