

13 February 2026

Our Ref: 25-1236

Mareeba Shire Council

PO Box 154
MAREEBA QLD 4880

Attention: Mr Brian Millard

Dear Brian,

RE: APPLICATION SEEKING A DEVELOPMENT PERMIT FOR RECONFIGURING A LOT OVER LAND AT 232 MCIVER ROAD & TILSE STREET, MAREEBA, MORE FORMALLY DESCRIBED AS LOT 49 ON SP202901 & LOT 1 ON SP202899.

We refer to the above-described matter and confirm that Urban Sync Pty Ltd (Urban Sync) has been engaged by Girgenti Group (the 'Applicant') to submit a development application to Mareeba Shire Council for the subdivision of the above-described land into seventy-nine (79) new residential allotments. In support of this application, we attach the following documents to assist with Council's assessment:

- DA Form 1 and Landowners Consent as **Attachment 1**;
- Plans of Development as **Attachment 2**;
- Relevant Site Information as **Attachment 3**;
- Pre-lodgement Advice as **Attachment 4**;
- Civil Engineering Report as **Attachment 5**;
- Schedule 12A Assessment as **Attachment 6**;
- SDAP Code Assessment as **Attachment 7**; and
- Planning Scheme Code Assessment as **Attachment 8**.

In accordance with s51(2) of *Planning Act 2016*, as the Applicant is not the owner of the land, landowner's consent is required and has been provided. Per Council's Schedule of Fees for the 2025/26 Financial Year, Councils' application fee to the amount of **\$14,752.00** will be paid upon lodgement of this application and an invoice being issued by Council, with a payment receipt to be provided in due course.

We trust this application can now be progressed for assessment. Should you require any further information or clarification on any matters regarding this application, please do not hesitate to contact me using the below details.

Yours faithfully,



Matt Ingram
Planning Manager
E matt@urbansync.com.au | T 07 4051 6946 | M 0488 200 229

TOWN PLANNING REPORT

DEVELOPMENT APPLICATION FOR RECONFIGURING A LOT

AT

232 MCIVER ROAD & TILSE STREET, MAREEBA

FOR

GIRGENTI GROUP

13 February 2026

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Limitation: This report has been prepared on behalf of Urban Sync Pty Ltd for our client, Girgenti Group and considers the instructions and requirements of Girgenti Group with regards to the development being proposed. This report should not be relied upon by any third party and Urban Sync Pty Ltd accepts no liability or responsibility for the reliance on this report, or data contained within the report, by any third party.

Reference	Revision	Date	Prepared by	Checked by	Authorised by
25-1236	1.0	13/02/2026	STY	MDI	MDI

13/02/2026

FINAL Version 1.0

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I EXECUTIVE SUMMARY

Girgenti Group (the Applicant) seeks the requisite statutory development approval from Mareeba Shire Council (Council) to support the subdivision of land located at 232 McIver Road & Tilse Street, Mareeba, more formally described as Lot 49 on SP202901 and Lot 1 on SP202899 (the site) into seventy-nine (79) new residential allotments.

Note: Reference to the overall subdivision 'Masterplan', including use of land at Lot 2 on SP270094, has been made within this report, the proposed plans of development, supporting documentation and pre-lodgement advice. However, we confirm here, the 'balance' i.e., Lot 2 on SP270094, does NOT form part of this application and there is at this stage, no commitment from the land owner as to when or if, an application for the 'balance' land may be lodged.

In a planning context, the site is located within the Low-Density Residential Zone of the *Mareeba Shire Council Planning Scheme 2016* (Planning Scheme), where the proposed development triggers the need for a **Code Assessable** development application to be lodged and approved by Council. Accordingly, this development application seeks the following approval:

- **Development Permit for Reconfiguring a Lot (Two (2) Lots into Seventy-Nine (79) Lots)**

This report has been undertaken to:

- Review the locational elements and examine the physical characteristics of the site;
- Accurately describe the proposed development, as reflected in the Plan of Subdivision;
- Address all applicable statutory requirements triggered through the *Planning Act 2016* (PA), *Planning Regulation 2017* (PR), *State Planning Policy 2017* (SPP) and the Planning Scheme; and
- Comment on the 'key' planning issues and non-compliances with the applicable aspects of the Planning Scheme and other Assessment Benchmarks.

Based on a reasonable assessment, the Planning Scheme encourages the creation of new residential allotments that exceed 1,000m² in area in the Low-Density Residential Zone, as is proposed within this development application. Given the zoning of the site, there should also be a reasonable community expectation that the site will accommodate residential allotments similar to that being proposed in some way shape or form and such an outcome would be consistent with the Planning Scheme intent for the site. For context, the proposed development will result in a total of 79 lots and as such, is in fact, providing a density that is far less than that envisioned by the Planning Scheme AND that which could be reasonably expected to occur on the site. With this in mind, it should also be reasonably expected that any changes to the existing character and amenity of the area that may occur as a result of the proposed development will not be inconsistent with the intended character and amenity of what the Planning Scheme intends the area to transition to over the coming years.

In terms of assessment of the proposed development, there are a handful of departures away from the 'deemed to comply' Acceptable Outcomes, although where these departures have been identified, a performance-based assessment has been undertaken to demonstrate, based on sound planning grounds, that compliance with the corresponding Performance Outcome and in turn, the applicable code, can still be achieved. The report concludes that the proposed development has been considered and assessed on its merits, in the context of the site, adjoining neighbours, the pattern of existing and approved urban development and the design arrangements to demonstrate that compliance with the applicable assessment benchmarks and other relevant State legislation can be suitably demonstrated. For this reason, we have confidence that a complete performance-based assessment by Council will consider the project in its context, and in doing so, accept the alternative solutions being proposed. As such, the proposed development should be approved by Council subject to the imposition of reasonable and relevant conditions of approval and with the above in mind, we now submit this application to Council for assessment.



2 APPLICATION DETAILS

2.1 APPLICATION SUMMARY

Approval Sought:	Development Permit for Reconfiguring a Lot (Two (2) Lots into Seventy-Nine (79) Lots)
Registered Landowner:	Sibi Girgenti Holdings Pty Ltd (A.C.N 010 496 045)
Applicant:	Girgenti Group C/- Urban Sync Pty Ltd PO Box 2970 CAIRNS QLD 4870
Project Description Details:	Seventy-nine (79) lot residential subdivision.
ASSESSMENT DETAILS	
Assessment Manager:	Mareeba Shire Council
Development Category:	Assessable Development
Assessment Category:	Code Assessable
Public Notification:	N/A
PRE-LODGEMENT CONSULTATION	
Council:	Yes
State:	Yes
RELEVANT STATE PLANNING INSTRUMENTS	
Legislation:	<i>Planning Act 2016 (Qld)</i>
Planning Policy:	<i>Queensland State Planning Policy (July 2017)</i>
Planning Policy State Interests:	<ul style="list-style-type: none"> ▪ Agriculture; ▪ Natural Hazards Risk and Resilience; and ▪ Strategic Airports and Aviation Facilities
Regional Plan:	<i>Far North Queensland Regional Plan 2009-2031</i>
Regional Plan Land Use:	Urban Footprint
Development Assessment Mapping:	Water Resources
Referrals:	Yes



RELEVANT LOCAL PLANNING INSTRUMENTS	
Planning Scheme:	Mareeba Shire Council Planning Scheme 2016
Local Plan:	N/A
Zone:	Low Density Residential Zone
Overlays:	Bushfire Hazard

2.2 PLANS OF DEVELOPMENT

DWG. Title	DWG. Number	Revision	Prepared By	Date
Proposed Lot Layout for Lot 49 on SP270094 and Lot 1 on SP202899	1505-SK11	A	Jim Papas Civil Engineering Designer Pty Ltd	February 2026
Preliminary Lot Layout	1505-SK12	A	Jim Papas Civil Engineering Designer Pty Ltd	February 2026
Typical Cross Sections of Roads, Open Drain, and Pavement Notes	1505-SK13	A	Jim Papas Civil Engineering Designer Pty Ltd	February 2026
Preliminary Stormwater Drainage Layout and Indicative Sizing	1505-SK21	A	Jim Papas Civil Engineering Designer Pty Ltd	February 2026
Preliminary Water Reticulation Layout and Indicative Sizing	1505-SK15	A	Jim Papas Civil Engineering Designer Pty Ltd	February 2026
Preliminary Sewerage Reticulation Layout	1505-SK16	A	Jim Papas Civil Engineering Designer Pty Ltd	February 2026
Preliminary Concrete Footpath Locations	1505-SK17	A	Jim Papas Civil Engineering Designer Pty Ltd	February 2026
Preliminary Overall Water Reticulation Layout for Information Only	1505-SK18	A	Jim Papas Civil Engineering Designer Pty Ltd	February 2026
Preliminary Overall Sewerage Reticulation Layout for Information Only	1505-SK19	A	Jim Papas Civil Engineering Designer Pty Ltd	February 2026
Preliminary Proposed Lot Layout for Lot 49 on SP270094 and Lot 1 on SP202899	1505-SK20	A	Jim Papas Civil Engineering Designer Pty Ltd	February 2026

2.3 SUPPORTING REPORTS

Document Title	Prepared By	Date
Engineering Report	Jim Papas Civil Engineering Designer Pty Ltd	January 2026



3 SITE DETAILS

3.1 SITE DESCRIPTION & ANALYSIS

Registered Landowner:	Sibi Girgenti Holdings Pty Ltd (A.C.N 010 496 045)
Site Location:	232 Mclver Road & Tilse Street, Mareeba
Lot and Description:	Lot 49 on SP202901 & Lot 1 on SP202899
Site Area:	12.27ha
Tenure:	Freehold
Easements/Encumbrances:	Nil
Local Government Authority:	Mareeba Shire Council
Current Use/s:	Vacant
Existing Improvements:	The site is unimproved.
Topography:	The site appears to fall towards the eastern boundary.
Waterways:	There are no waterways on or adjacent to the site.
Vegetation:	The site is devoid of mature vegetation.
Environmental Management & Contaminated Land:	The site is not located on the Environmental Management or Contaminated Land Registers (see Attachment 3).
Heritage Places:	The site is not an identified State or local 'Heritage Place', nor are any adjacent sites.

3.2 INFRASTRUCTURE AND SERVICES

Road Frontage:	<p><u>Tilse Street</u></p> <p>The site has an approximate 23m frontage to Tilse Street, which is identified as an Access Road on Council's Road Hierarchy. In the vicinity of the site, Tilse Street comprises an approximate 5.5m-6m wide, single lane, two-way, sealed carriageway, within a twenty (20) metre wide road reserve. The site's frontage to Tilse Street is improved with kerb and channelling, although the opposite side of the road is not (the extent of road improvements vary along the length of Tilse Street).</p> <p><u>Unformed Roads</u></p> <p>The north-western boundary of the site has an approximate 114m frontage to the Costin Street road reserve, which is currently unimproved. The north-east boundary of the site has an approximate 317m frontage to the future Mareeba Bypass Road which is also unimproved. Finally, the western boundary of the site has an approximate 365m frontage to an unformed road reserve, gaining access via Mclver Road (see Figure 1).</p>
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Access:	The site gains access via Tilse Street, although there is no formalised access crossover to the site.
Water Supply:	It appears as though the site is not connected Council's reticulated water network, although Council's reticulated water network is located within close proximity of the site (see Figure 2).
Sewerage Supply:	It appears as though the site is not connected to Council's reticulated sewerage network, although Council's reticulated sewerage network, inclusive of a pump station on Lot 36 on SP202899, is located within close proximity of the site (see Figure 2).
Stormwater:	The site appears to discharge stormwater via sheet flow to the eastern boundary of the site and Lot 36 on SP202899.
Electricity & Telecommunications:	The site appears not to be connected to electricity or telecommunications services, although these services are in proximity of the site.



Figure 1: Site location – 232 Mclver Road & Tilse Street, Mareeba (Source: Queensland Globe, State of Queensland, 2026)



Figure 2: Existing Infrastructure Locations (Source: Mareeba Shire Council Interactive Mapping, 2026)



3.3 SURROUNDING LAND USES

The site is located within the Low-density Residential zone and is bound by land of this zoning designation to the south, west and east. Land in the Low-density residential zone is also located to the north of the site, albeit this land is separated from the site by land that has been dedicated for the future Mareeba bypass road. There is also community facilities zoned land (Tablelands Railway Line) to the north/north-west of the site (see **Figure 3**).



Figure 3: Surrounding Land Uses (Source: Mareeba Shire Council Interactive Mapping, 2026)



4 DEVELOPMENT BACKGROUND

4.1 RELEVANT APPROVALS

A search of Council's online Development Application database has determined there are no relevant approvals over the site.

4.2 PRELODGEEMENT MEETINGS

4.2.1 Mareeba Shire Council

Pre-lodgement advice was sought from Council regarding the proposed development. A copy of this advice is included in **Attachment 4** and is summarised below:

- Traffic Impacts (Tilse Street): More details around traffic generation associated with the proposed development and potential impacts on the external road network will be provided to Council in the coming days;
- Road Layout (Bus Route): See **Section 7.1**.
- Road Layout (General):
 - All roads have been appropriately sized at Access Street dimensions (15.5m wide reserves) or above (see also **Section 5.2.2** below and **Attachment 2**);
 - All intersections are a minimum of 60m apart;
 - Cul-de-sacs conflict with the requirements of Schedule 12A of the *Planning Regulation 2017* (PR) which seeks that they only be provided where necessary. With this in mind, a cul-de-sac is not warranted at the end of road B and for this reason, has not been provided; and
 - The Applicant is agreeable to providing the referenced works adjacent to Lot 42.
- Pedestrian Access (Lot 36): The Applicant is not averse to providing the requested connection through Lot 36 if there is room i.e., the drainage function of Lot 36 must take priority;
- Parkland: See **Section 7.2**.
- Road Gradients: RPEQ certified engineering plans demonstrating the suitability of the reduced road grades and the underground stormwater network to cater for the additional flows, will be provided with the Operational Works Application for Stage 1;
- Stormwater:
 - RPEQ certified engineering plans demonstrating the suitability of the stormwater network will be provided with the Operational Works Application for Stage 1;
 - The project team's preference is to pipe Q5 flows and facilitate Q100 flows through Lot 36 via an open channel (overland) to avoid any risk of pipe blockages during extreme events; and
 - While Council's comments on inlet pits are warranted, inlet pits are located so they can suitably cater for stormwater, and this should be the driver of their location, not future purchases access location requirements. In addition, the majority of lots where inlet pits are located have wide enough frontages for access either side of the pit. It is acknowledged that the inlet pits on some lots i.e., 71-72 MAY need to be reviewed as part of the Operational Works application for Stage 1.



4.2.2 State Assessment and Referral Agency (SARA)

Pre-lodgement advice was sought from SARA and is included in **Attachment 4** for ease of reference. The pre-lodgement advice related to stormwater and potential railway impacts. It is confirmed here that all stormwater from the proposed development will be directed to the eastern part of the site, away from the rail corridor and future bypass road. SARA can condition all matters raised in the pre-lodgement advice r.e. stormwater AND that engineering plans demonstrating compliance be provided for approval prior to any works commencing on the site. The proposed development will not involve any works within approximately 30m of the railway corridor (see **Attachment 2**).

4.3 BREAKDOWN OF APPLICATION FEES

In accordance with Council's Schedule of Fees for the 2025/26 Financial Year, Council's application fee to the amount of **\$14,752.00** was calculated, as outlined below:

- Reconfiguring a Lot – Reconfiguration up to >50 Lots (per application) = **\$14,752.00**



5 DEVELOPMENT PROPOSAL

5.1 GENERAL DESCRIPTION

This development application seeks the requisite statutory development approval from Mareeba Shire Council to support the subdivision of land located at 232 McIver Road & Tilse Street Mareeba, more formally described as Lot 49 on SP202901 and Lot 1 on SP202899. Accordingly, this development application seeks the following approval:

- **Development Permit for Reconfiguring a Lot (Two (2) Lots into Seventy-Nine (79) Lots)**

5.2 PROPOSED DEVELOPMENT DETAILS

The proposed development will seek to subdivide the site into seventy-nine (79) new residential allotments, generally as depicted in the plan of subdivision in **Attachment 2** (see also **Figure 4**) and as summarised below in **Table 1**.

Note: The subdivision layout of the 'balance' parcel (Lot 2 on SP270094) has been included for information purposes only and is subject to assessment as part of a future development application.

Table 1: Subdivision Statistics

Reconfiguring a Lot Proposal					
Number of Existing Lots		Two (2)	Number of Proposed Lots		Seventy-nine (79)
Parkland Yes (circa 2,400m ²)		Easements <ul style="list-style-type: none"> ▪ Lots 1-4: Sewer; ▪ Lots 5-17: Stormwater (overland flow from Joan Crescent); and ▪ Lots 61-62 & 75-78: Sewer (stormwater tbc). 		Covenants Nil	
Proposed Reconfiguration Arrangements					
Current			Proposed		
Description	Area	Road Frontage	Lot Number	Area	Road Frontage (Approximate)
Lot 49 on SP202901 & Lot 1 on SP202899	12.27ha	23m to Tilse Street 317m to the future Mareeba Heavy Vehicle Bypass Road 365m to unformed road	1	1,067m ²	50.03m to new internal Road A & 17.51m to new internal Road B
			2	1,079m ²	22.50m to new internal Road B
			3	1,079m ²	22.50m to new internal Road B
			4	1,079m ²	22.50m to new internal Road B
			5	1,185m ²	24.71m to new internal Road B
			6	1,184m ²	24.71m to new internal Road B
			7	1,107m ²	23.09m to new internal Road B
			8	1,538m ²	Rear Lot - 12.19m to new internal Road B
			9	1,307m ²	7.75m to new internal Road B
			10	1,138m ²	34.06m to new internal Road B



			11	1,142m ²	34.19m to new internal Road B
			12	1,142m ²	34.19m to new internal Road B
			13	1,142m ²	34.19m to new internal Road B
			14	1,142m ²	34.19m to new internal Road B
			15	1,142m ²	34.19m to new internal Road B
			16	1,142m ²	34.19m to new internal Road B
			17	1,134m ²	30.19m to new internal Road B & 35.07m to new internal Road E
			18	1,172m ²	29.81m to new internal Road B & 36.57m to new internal Road E
			19	1,180m ²	33.81m to new internal Road B
			20	1,180m ²	33.81m to new internal Road B
			21	1,180m ²	33.81m to new internal Road B
			22	1,180m ²	33.81m to new internal Road B
			23	1,180m ²	33.81m to new internal Road B
			24	1,180m ²	33.81m to new internal Road B
			25	1,220m ²	67.29m to new internal Road B
			26	1,225m ²	36.57m to new internal Road B & 31.32m to new internal Road C
			27	1,180m ²	33.81m to new internal Road C
			28	1,180m ²	33.81m to new internal Road C
			29	1,180m ²	33.81m to new internal Road C
			30	1,180m ²	33.81m to new internal Road C
			31	1,180m ²	33.81m to new internal Road C
			32	1,180m ²	33.81m to new internal Road C
			33	1,172m ²	29.81m to new internal Road C & 36.57m to new internal Road E
			34	1,222m ²	43.30m to new internal Road C & 27.66m to new internal Road E
			35	1,230m ²	26m to new internal Road E
			36	1,230m ²	26m to new internal Road E
			37	1,230m ²	26m to new internal Road E
			38	1,230m ²	26m to new internal Road E



			39	1,230m ²	26m to new internal Road E
			40	1,230m ²	26m to new internal Road E
			41	1,230m ²	26m to new internal Road E
			42	1,647m ²	22m to new internal Road E
			43	1,303m ²	20.21m to new internal Road D
			44	1,275m ²	30.76m to new internal Road D
			45	1,249m ²	26m to new internal Road D
			46	1,249m ²	26m to new internal Road D
			47	1,249m ²	26m to new internal Road D
			48	1,249m ²	26m to new internal Road D
			49	1,249m ²	26m to new internal Road D
			50	1,249m ²	26m to new internal Road D
			51	1,249m ²	26m to new internal Road D
			52	1,241m ²	49.71m to new internal Road C & 22m to new internal Road D
			53	1,234m ²	50.33m to new internal Road C & 20.50m to new internal Road D
			54	1,249m ²	26m to new internal Road D
			55	1,249m ²	26m to new internal Road D
			56	1,249m ²	26m to new internal Road D
			57	1,249m ²	26m to new internal Road D
			58	1,249m ²	26m to new internal Road D
			59	1,249m ²	26m to new internal Road D
			60	1,249m ²	26m to new internal Road D
			61	1,750m ²	23m to new internal Road D
			62	1,587m ²	23.84m to new internal Road D
			63	1,304m ²	27.17m to new internal Road D
			64	1,284m ²	27.90m to new internal Road C
			65	1,283m ²	27.90m to new internal Road C
			66	1,283m ²	27.90m to new internal Road C
			67	1,275m ²	47.64m to new internal Road B & 23.90m to new internal Road C



			68	1,319m ²	23.01m to new internal Road B
			69	1,116m ²	48.05m to new internal Road A & 3.86m to new internal Road B
			70	1,502m ²	Rear Lot - 6.02m to new internal Road A
			71	1,132m ²	19.66m to new internal Road A
			72	1,797m ²	17.58m to new internal Road A
			73	1,285m ²	13.98m to new internal Road A
			74	2,055m ²	10.69m to new internal Road A
			75	1,620m ²	11.82m to new internal Road A
			76	1,492m ²	28.94m to new internal Road A
			77	1,467m ²	25.96m to new internal Road A
			78	1,706m ²	50.64m to new internal Road A
			79	2,081m ²	105.18m to new internal Road A
				Average Lot Size	1,279m ² (101,054m ² of lots)



Figure 4: Plan of Subdivision (Source: Jim Papas Civil Engineering Designer Pty Ltd, 2026)



5.3 STAGING

The proposed development will be undertaken across a total of five (5) development stages, including sub-stages as outlined in the plan of subdivision provided in **Attachment 2** and summarised in **Table 2** below*.

Table 2: Subdivision Staging

Stage/Sub-Stage		Number of Lots	Total Lots per Stage	Percentage of Total Lots (%)
1	Stage 1A	5	15	19%
	Stage 1B	5		
	Stage 1C	5		
2	Stage 2A	3	11	14%
	Stage 2B	4		
	Stage 2C	4		
3	Stage 3A	4	23	29%
	Stage 3B	4		
	Stage 3C	4		
	Stage 3D	4		
	Stage 3E	3		
	Stage 3F	4		
4	Stage 4A	5	19	24%
	Stage 4B	4		
	Stage 4C	5		
	Stage 4D	5		
5	Stage 5A	5	11	14%
	Stage 5B	6		
Total			79	100%

*Note: The sub-staging of the proposed development is preliminary and as such, staging changes may occur.

5.4 ENGINEERING AND INFRASTRUCTURE PROVISION

5.4.1 Water Supply

The proposed development will extend and connect to the existing 100m dia. PVC water main located in Tilse Street, resulting in a 150mm dia. loop main to be built throughout the proposed development with all works being undertaken in accordance with the FNQROC Development Manual. See DWG 1505-SK15 in **Attachment 2** and the Engineering Report in **Attachment 5** for a concept design of the water network and further commentary on the water



reticulation methodology for the proposed development. Detailed design of these works, inclusive of the confirmation of pressures etc., will be provided as part of the operational works application for Stage 1 and once relevant data is provided by Council.

5.4.2 Sewerage Supply

The proposed development will provide a new internal sewer network which gravity drains to the existing sewerage pump station located adjacent to Lot 36 on SP202899 in Tilse Street with all works being undertaken in accordance with the FNQROC Development Manual. See DWG 1505-SK16 in **Attachment 2** and the Engineering Report in **Attachment 5** for a concept design of the sewer network and further commentary on the sewer reticulation methodology for the proposed development. Detailed design of these works, inclusive of the confirmation of capacities at the pump station, will be provided as part of the operational works application for Stage 1.

5.4.3 Electricity and Telecommunications

Electrical and Telecommunication services will be extended to service the proposed development in accordance with Ergon and NBN Co's requirements. Detailed design and information associated with these works will be completed under future operational works applications.

5.4.4 Stormwater Drainage (Quantity)

The proposed development will provide a new internal stormwater network which drains to the lawful point of discharge being Lot 36 on SP202899 and in turn, the culverts under Tilse Street. Stormwater will be conveyed by way of underground (pipe) and overland (within road carriageway) flows to Lot 36 with all works being undertaken in accordance with the FNQROC Development Manual. See DWG 1505-SK21 in **Attachment 2** and the Engineering Report in **Attachment 5** for a concept design of the stormwater network and further commentary on the stormwater methodology for the proposed development. Detailed design of these works will be provided as part of the operational works application for Stage 1.

Note: The project teams' preference is to pipe Q5 flows and facilitate Q100 flows through Lot 36 via an open channel to avoid any risk of pipe blockages during extreme events.

5.4.5 Stormwater Drainage (Quality)

No stormwater quality measures are proposed for the operational phase of the proposed development. Erosion and sediment control will be provided for the construction phase with details to be provided as part of future Operational Works applications.

5.4.6 Bulk Earthworks

The proposed development will require some earthworks to appropriately level the lots and suitably grade all necessary infrastructure. Detailed design and information associated with these works will be completed under future operational works applications.

5.5 TRANSPORT AND ACCESSIBILITY

5.5.1 External Upgrades

The proposed development will not involve any external upgrades other than a new formalised access intersection to Tilse Street. Detailed design of these works will be provided as part of the operational works application for Stage 1.

5.5.2 Internal Roads

The proposed development involves the construction of various internal roads, and it is confirmed all works will be undertaken in accordance with the FNQROC Development Manual and relevant standards. The location and layout of the proposed internal roads is provided in DWG 1505-SK12 in **Attachment 2** and summarised in **Table 3** below.



Table 3: Proposed Internal Road Details

Road	Road Reserve Width	Carriageway Width	Road Type
A	15.5m	6.5m	Access Street
	20m	7.5	Collector
B	15.5m	6.5m	Access Street
	17m	7.5m	Collector
C	17m	7.5m	Collector
D	15.5m	6.5m	Access Street
E	20.117m	7.5m	Collector

Notes:

- Road A – Ch 140 to the end of the road, Road B for most of its length and Road E, Ch 150 to Ch 345 have grades less than 0.5%; and
- It is proposed that only the eastern side of Road E will be constructed as part of the proposed development i.e., kerb and channel, stormwater etc. on the western side will be provided should development on Lot 2 on SP270094 even proceed.

Detailed design of the internal road network will be completed under future operational works applications.

5.6 INFRASTRUCTURE CHARGES

Chapter 4 – Infrastructure of the PA outlines provisions for local governments to prescribe infrastructure charges for demands placed on trunk infrastructure where a Local Government Infrastructure Plans (LGIP) is included as part of the Planning Scheme and is adopted by resolution. These provisions have been reflected in the Mareeba Shire Council Adopted Infrastructure Charges Resolution (No. 1) of 2025, which came into effect from 1 July 2025. The site is in the Low Density Residential zone of the Mareeba Shire Council Local Government Area. In accordance with Council's AICR, Infrastructure Charges are applicable to the development calculated as follows and shown in **Table 4** below:

- Charges based on the proposed development (see Councils AICR); less:
- Discounts for the existing allotments/existing lawful uses.

Table 4: Calculation of Infrastructure Charges

Category	Use Charge	Unit of Measure	Charge Rate	No of Units	Amount
Proposal					
Other Uses	Reconfiguring a Lot (3 or more-bedroom dwelling)	Per Lot	\$22,464.00	79	\$1,774,656.00
Credit					
Residential	Dwelling House – 3 or more-bedroom dwelling (Vacant Lot)	Per Lot	\$22,464.00	2	\$44,928.00
TOTAL					\$1,729,728.00

Note: The amounts are subject to further CPI increases.



6 LEGISLATIVE REQUIREMENTS

6.1 PLANNING ACT 2016

6.1.1 Confirmation that the Development is not Prohibited

The proposed development is not prohibited. This has been established by considering all the relevant state and local instruments which can provide prohibitions under the PA, including Schedule 10, Parts 2-5, Parts 10-11 and Parts 16 and 20 of the Planning Regulation 2017 (PR).

6.1.2 Confirmation that the Application is Properly Made

Section 51 of the PA outlines the requirements for a properly made application wherein:

1. *"A development application must be:*
 - (a) *made in the approved form to the assessment manager; and*
 - (b) *accompanied by –*
 - i. *the documents required under the form to be attached to, or given with, the application; and*
 - ii. *the required fee".*
2. The application must be accompanied by the written consent of the owner of the premises to the application, to the extent:
 - (a) *"The applicant is not the owner; and*
 - (b) *The application is for -*
 - i. *A material change of use of premises or reconfiguring a lot; or*
 - ii. *Works on premises that are below high-water mark and are outside a canal; and*
 - (c) *The premises are not excluded premises".*

It is confirmed here that this application is made in the approved form, will pay the applicable Council application fee and has provided landowners' consent as required and as such, is 'properly made'.

6.1.3 Assessment Manager

The Assessment Manager for this development application is Mareeba Shire Council as determined by Schedule 8 of the PR.

6.1.4 Category of Development

The proposed development represents Reconfiguring a Lot in respect to *"creating lots by subdividing another lot"*. The proposed development requires a development approval under the Planning Scheme and in accordance with s43(1) of the PA, the proposed development is therefore, **'Assessable Development'**.

6.1.5 Level of Assessment

Reconfiguration of a Lot in the Low-density Residential zone triggers Code Assessment and as such, the proposed development triggers the need for a **Code Assessable** development application to be lodged and approved by Council.



6.1.6 Statutory Considerations for Assessable Development

The proposed development is Code Assessable and as such, the assessment must only be carried out against the assessment benchmarks relevant to the development, as identified in the categorising instrument for the development, being the Planning Scheme. Section 45(3) of the PA States that a Code Assessment must be carried out only —

- a) *“against the assessment benchmarks in a categorising instrument for the development; and*
- b) *having regard to any matters prescribed by regulation for this subparagraph”*

When assessing the application, the relevant considerations of the Assessment Manager in making the decision are in accordance with Sections 59, 60(2), and 62 of the PA and Sections 25-28 of the PR. Section 26 of the PR establishes the Assessment Benchmarks for Code Assessment while section 27 of the PR list the matters Code Assessment must have regard to. Specifically, in deciding the application, section 60(2) of the PA states for a Code Assessable application, the Assessment Manager:

- a) *“Must decide to approve the application to the extent the development complies with all of the assessment benchmarks;*
- b) *May decide to approve the application even if it does not comply with some of the assessment benchmarks, provided for example, a decision to approve resolves a conflict between the assessment benchmarks;*
- c) *May impose development conditions on a development approval; and*
- d) *May, to the extent the development does not comply with some or all the assessment benchmarks, **decide to refuse the application, only if compliance cannot be achieved by imposing development conditions**”* (emphasis added).

6.2 PLANNING REGULATION 2017

The site is located in the Low-Density Residential Zone (a *prescribed zone* under the PR), and the proposed development includes:

- The subdivision of land into more than two (2) lots;
- Lots that are to be used for residential purposes; and
- The construction/ extension of a road.

As such, the proposed development is required to be assessed against the assessment benchmarks in Schedule 12A of the PR. Please refer to **Attachment 6** for this assessment and commentary that demonstrates compliance with Schedule 12A.

6.3 FAR NORTH QUEENSLAND REGIONAL PLAN 2009-2031

The site is located within the ‘**Urban Footprint**’ Regional Land Use Category of the *Far North Queensland Regional Plan 2009-2031* (see **Attachment 3**). The Minister has identified that the planning scheme, specifically the Strategic Framework, appropriately advances the *Far North Queensland Regional Plan 2009-2031*. Hence, compliance with the *Far North Queensland Regional Plan 2009-2031* is demonstrated through compliance with the Planning Scheme (refer to this report and attachments for demonstration of this compliance).

6.4 STATE PLANNING POLICY

The State Planning Policy (SPP) came into effect on July 2017 under the PA. Part E of the SPP includes an array of State interests and associated assessment benchmarks which need to be considered during the development assessment process, where these State interests have not already been appropriately reflected within the relevant planning scheme. A review of the SPP mapping indicates that the proposed development/site is subject to several State interests, as outlined below (see also **Attachment 3**):



- Agriculture (Agricultural Land Classification – Class A and B; Important Agricultural Areas);
- Natural Hazards Risk and Resilience (Flood Hazard Area- Local Government Flood Mapping Area; Bushfire Prone Area); and
- Strategic Airports and Aviation Facilities (Wildlife Hazard Buffer Zone).

In accordance with Section 2.1 of the Planning Scheme, the Minister has identified that the Planning Scheme appropriately advances the July 2014 SPP; however, it does not speak to the 2017 SPP. As a result, we are of the view that the 2017 SPP has not been integrated into the Planning Scheme. Despite this and noting Section 2.1 of the Planning Scheme states that the Coastal Environment (erosion prone areas), Natural hazards (coastal hazards), and Strategic Ports SPP matters are not applicable to Mareeba Shire Council, upon review of the '*Understanding the State Planning Policy – July 2017*', there were no changes made to any of the above listed State interests in the 2017 SPP that would result in these State interests being substantially different for the 2014 version of the SPP that is integrated into the Planning Scheme. Accordingly, all applicable State interests have been appropriately reflected in the Planning Scheme and in turn, compliance with the SPP is demonstrated through compliance with the Planning Scheme (refer to this report and attachments for demonstration of this compliance).

6.5 REFERRALS & STATE DEVELOPMENT ASSESSMENT PROVISIONS

A review of the DA mapping system indicates that the land is subject to the following matters of State interest (see **Attachment 3**):

- Water Resources (Water resource planning area boundaries)

In consultation with Schedule 20 of the PR, as the proposed development exceeds the thresholds for reconfiguring a lot in local government area 2 and as such, the proposed development triggers the following referral:

- State Assessment Referral Agency – Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 – Development Impacting on state transport infrastructure

Accordingly, the following module of the State Development Assessment Provisions (Version 3.5) is applicable, and a full assessment against SDAP Code - State Code 6 – Protection of State Transport Networks has been provided in **Attachment 7**.

6.6 PLANNING SCHEME (MAREEBA SHIRE COUNCIL PLANNING SCHEME 2016)

6.6.1 Applicable Planning Scheme Overlay

The site is affected by the following Planning Scheme Overlay:

- Bushfire (Potential Impact Buffer Area)

6.6.2 Applicable Planning Scheme Codes

Table 5 below lists the applicable codes of the Planning Scheme that the proposed development is subject to assessment against:

Table 5: Applicable Planning Scheme Codes for Assessment

Scheme Component	Comment
Zone Code	
Low Density Residential Zone Code	Refer to Attachment 8 and Section 6.7.2
Overlays	
Bushfire Hazard Overlay Code	Refer to Section 6.7.3



Development Codes	
Landscaping Code; Parking and Access Code; Reconfiguring a Lot Code; and Work, Services and Infrastructure Code.	Refer to Attachment 8 and Section 6.7.4

6.7 PLANNING SCHEME ASSESSMENT

The proposed development reflects the planning intent for the subdivision of land in the low-density residential zone and the proposed layout has sought to deliver a product that will integrate with the existing residential area, whilst ensuring that all site features, constraints and development impacts can be suitably managed. That said, the proposed development needs to be considered and assessed on its merits, in the context of the site, adjoining neighbours, the pattern of existing and approved urban development, and the design arrangements proposed. Based on this understanding, Urban Sync undertook a full planning assessment of the proposed development against the applicable codes of the Planning Scheme and this assessment is included in **Attachment 8** and is summarised below. In this instance, the proposed development is generally compliant with the 'deemed to comply' Acceptable Outcomes of the Planning Scheme and all other relevant assessment benchmarks. Where discretion is required, a performance-based assessment has been undertaken to demonstrate, based on sound planning grounds, that compliance with the corresponding Performance Outcome and in turn, the applicable code, can still be achieved. With this in mind, we have confidence that a complete assessment by Council will consider the project in its context, and in doing so, accept the proposed development.

6.7.1 Strategic Framework

The proposed development is Code Assessable and in accordance with s45(3) of the PA, no assessment against the Strategic Framework is required.

6.7.2 Low Density Residential Zone Code

The proposed development complies or can be conditioned to comply with the Low-Density Residential Zone Code. To demonstrate this compliance, a full assessment against this code has been provided in **Attachment 8**.

6.7.3 Bushfire Hazard Overlay Code

A small portion of the proposed development site (approx. 194m²) is located within the Potential Impact Buffer of the Bushfire Hazard Overlay Code. As the site will be connected to a reticulated water supply, will be in proximity to appropriate firefighting infrastructure, and all proposed lots will be easily accessible, allowing for efficient access to the development for firefighting appliances, it is considered that the proposed development complies or can be conditioned to comply with this code. For this reason, a full assessment against this code is not considered necessary and has not been undertaken.

6.7.4 Development Codes

Landscaping Code

No landscaping is proposed with all street trees to be documented as part of a future operational works application. As such, the proposed development complies with or can be conditioned to comply with the Landscaping Code. For this reason, a full assessment against this code is not considered necessary and has not been undertaken.

Parking and Access Code

The proposed development will not conflict with and/or can be conditioned to comply with the Parking and Access Code. For this reason, a full assessment against this code is not considered necessary and has not been undertaken.



Reconfiguring a Lot Code

The proposed development complies or can be conditioned to comply with the Reconfiguring a Lot Code. To demonstrate this compliance, a full assessment against this code has been provided in **Attachment 8**.

Works, Services, and Infrastructure Code

The proposed development complies or can be conditioned to comply with the Works, Services, and Infrastructure Code. To demonstrate this compliance, a full assessment against this code has been provided in **Attachment 8**.





Figure 6: Allotments within 500m walking distance of Tilse Street (Source: Jim Papas Civil Engineering Designer Pty Ltd, 2026)

Additionally, and in response to Council's pre-lodgement advice regarding a bus route being provided through the proposed development, we argue there is no need for such a requirement:

- For the reasons outlined above i.e., a sufficient extent of the proposed development is in close enough proximity to an existing school bus route;
- There will be no safe/efficient location for the bus to turn around within the proposed development; and

Note: While concept plans for Lot 2 on SP270094 have been prepared, there is no commitment from the developer that this allotment and the identified road connections, will ever be developed.

- Wider roads through residential estates generally encourage higher speeds and buses within residential estates also create safety concerns for children traversing the estate.

7.2 PARKS AND OPEN SPACE

AO19.1 of the RaL Code requires that 10% of the site area is dedicated as open space. The site is circa 12ha. Given the size of the proposed lots, combined with the Council maintenance burden that would be associated with a new 1.2ha park, it is a reasonable view that the 10% benchmark required by AO19.1 is in this instance, unreasonable. As such, assessment against PO19 is required. PO19 of the RaL code states:

"Provision is made for sufficient open space to:

- Meet the needs of the occupiers of the lots and to ensure that the environmental and scenic values of the area are protected:"

Response:

Approx. 2,400m² of parkland has been nominated in Lot 2 on SP270094 to the west of proposed Lot 35 (see **Attachment 2**). Due to the size of the proposed lots, it is likely that many will have 500m²-600m²+ which

will not be improved and can be used for children to play etc. This eliminates the need for a large park within the proposed development and with this in mind, the 2,400m² of parkland will meet the size needs of all future residents within the proposed development.

Schedule 12A of the PR (see **Attachment 6**) requires that a part of ALL lots are within 400m (as the crow flies) of a park. Please refer to **Figure 7** below which demonstrates that all lots are within 400m of the proposed park which in turn, ensures the park will meet the locational needs of all future residents within the proposed development.

Note: Council can impose conditions on land that is NOT included in the application, so long as those conditions are reasonable and relevant. A condition requiring the proposed park be provided as part of this development (Stage 5) would be entirely reasonable and relevant in this instance.

There are no environmental or scenic vales on the site.

b) "Retain riparian corridors, significant vegetation, and habitat areas and provides linkages between those areas:"

Response:

There are no such areas on the site.

c) "Meet regional, district and neighbourhood open space requirements:"

Response:

Regional and district parklands are provided through the provision of trunk parks. See (a) above which demonstrates the proposed park meet the open space requirements of the proposed development.



Figure 7: Allotments Proximity to the Proposed Park (Source: Jim Papas Civil Engineering Designer Pty Ltd, 2026)



This report supports a development application made by Girgenti Group who seeks the requisite statutory development approval from Mareeba Shire Council to support the subdivision of land located at 232 McIver Road & Tilse Street, Mareeba, more formally described as Lot 49 on SP202901 and Lot 1 on SP202899. Accordingly, this development application has sought the following development approval from Council:

- **Development Permit for Reconfiguring a Lot (Two (2) Lots into Seventy-Nine (79) Lots)**

This report has described the proposed development, identified the applicable statutory and legislative requirements of Mareeba Shire Council under their Planning Scheme, the *Mareeba Shire Council Planning Scheme 2016*, as well as those at the State level under the *Planning Act 2016*, *Planning Regulation 2017*, *State Planning Policy 2017* as well as all other, relevant State legislation and requirements, and in doing so, demonstrated the suitability of the proposed development.

The report has established that based on a reasonable assessment, there are a handful of departures away from the 'deemed to comply' Acceptable Outcomes, although where these departures have been identified, a performance-based assessment has been undertaken to demonstrate, based on sound planning grounds, that compliance with the corresponding Performance Outcome and higher order section of the codes can still be achieved. In doing so, it has been demonstrated that the proposed development will not have an unacceptable, negative impact on the amenity of future residents, adjacent residents, nor the locality as a whole, nor will the proposed development have an unacceptable, detrimental impact on the existing or future residential character of the locality.

With this in mind, we have confidence that a complete performance-based assessment by Council will consider the project in its context, and in doing so, accept the alternative solutions being proposed and for this reason, should be approved by Council subject to the imposition of reasonable and relevant conditions of approval.





DA Form 1 – Development application details

Approved form (version 1.6 effective 2 August 2024) 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)	Girgenti Group
Contact name (only applicable for companies)	C/- Urban Sync Pty Ltd
Postal address (P.O. Box or street address)	PO Box 2970
Suburb	Cairns
State	Queensland
Postcode	4870
Country	Australia
Contact number	(07) 4051 6946
Email address (non-mandatory)	admin@urbansync.com.au
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	25-1236

1.1) Home-based business

Personal details to remain private in accordance with section 264(6) of *Planning Act 2016*

2) Owner's consent

2.1) Is written consent of the owner required for this development application?

- Yes – the written consent of the owner(s) is attached to this development application
 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
	-	232	Mclver Road	Mareeba
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4880	49	SP202901	Mareeba Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	-	-	Tilse Street	Mareeba
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4880	1	SP202899	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)

<input type="checkbox"/> On airport land under the <i>Airport Assets (Restructuring and Disposal) Act 2008</i>
Name of airport: <input type="text"/>
<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>
EMR site identification: <input type="text"/>
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>
CLR site identification: <input type="text"/>

5) Are there any existing easements over the premises?

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

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

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

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

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

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

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

c) What is the level of assessment?

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

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

Subdivision of two (2) Lots into seventy-nine (79) 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

6.2) 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

6.4) Is the application for State facilitated development?

- Yes - Has a notice of declaration been given by the Minister?
- No

Section 2 – Further development details**7) Does the proposed development application involve any of the following?**

- | | |
|------------------------|--|
| Material change of use | <input type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument |
| Reconfiguring a lot | <input checked="" 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 <i>(include each definition in a new row)</i>	Number of dwelling units <i>(if applicable)</i>	Gross floor area (m ²) <i>(if applicable)</i>

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

- Yes
- No

8.3) Does the proposed development relate to temporary accepted development under the Planning Regulation?

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

Provide a general description of the temporary accepted development	Specify the stated period dates under the Planning Regulation

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?

Two (2)

9.2) What is the nature of the lot reconfiguration? *(tick all applicable boxes)*

- | | |
|--|---|
| <input checked="" type="checkbox"/> Subdivision <i>(complete 10)</i> | <input type="checkbox"/> Dividing land into parts by agreement <i>(complete 11)</i> |
| <input type="checkbox"/> Boundary realignment <i>(complete 12)</i> | <input type="checkbox"/> Creating or changing an easement giving access to a lot from a constructed road <i>(complete 13)</i> |

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	Seventy-nine (79)			

10.2) Will the subdivision be staged?

<input checked="" type="checkbox"/> Yes – provide additional details below <input type="checkbox"/> No	
How many stages will the works include?	Five (5)
What stage(s) will this development application apply to?	All

11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?

Intended use of parts created	Residential	Commercial	Industrial	Other, please specify:
Number of parts created				

12) Boundary realignment

12.1) What are the current and proposed areas for each lot comprising the premises?

Current lot		Proposed lot	
Lot on plan description	Area (m ²)	Lot on plan description	Area (m ²)

12.2) What is the reason for the boundary realignment?

13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? (attach schedule if there are more than two easements)

Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? (e.g. pedestrian access)	Identify the land/lot(s) benefitted by the easement
Proposed	Refer to planning report	Refer to planning report	Sewer and Stormwater	Refer to planning report

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: _____
--

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?

- Yes – a copy of the decision notice is attached to this development application
- The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
- 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
- SEQ northern inter-urban break – tourist activity or sport and recreation activity



- SEQ northern inter-urban break – community activity
- SEQ northern inter-urban break – indoor recreation
- SEQ northern inter-urban break – urban activity
- SEQ northern inter-urban break – 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 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 under Chapter 1 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules or
- Part 2 under Chapter 2 of the DA Rules will still apply if the application is for state facilitated development

Further advice about information requests is contained in the [DA Forms Guide](#).

PART 7 – FURTHER DETAILS

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

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

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

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

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

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

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

- Yes – show cause or enforcement notice is attached
 No

23) Further legislative requirements

Environmentally relevant activities

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

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

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

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

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

Hazardous chemical facilities

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

- Yes – *Form 536: Notification of a facility exceeding 10% of schedule 15 threshold* is attached to this development application
- No

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

Clearing native vegetation

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

- Yes – this development application includes written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)
- No

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

Environmental offsets

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

- Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter
- No

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

Koala habitat in SEQ Region

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

- Yes – the development application involves premises in the koala habitat area in the koala priority area
- Yes – the development application involves premises in the koala habitat area outside the koala priority area
- No

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

DA templates are available from planning.statedevelopment.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 planning.statedevelopment.qld.gov.au. For a development application involving waterway barrier works, complete DA Form 1 Template 4.

Marine activities

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

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

No

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

Quarry materials from a watercourse or lake

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

Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

No

Note: Contact the Department of Resources at www.resources.qld.gov.au and www.business.qld.gov.au for further information.

Quarry materials from land under tidal waters

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

Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

No

Note: Contact the Department of Environment, Science and Innovation at www.desi.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.resources.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.desi.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.desi.qld.gov.au for information requirements regarding development of Queensland heritage places.

For a heritage place that has cultural heritage significance as a local heritage place and a Queensland heritage place, provisions are in place under the Planning Act 2016 that limit a local categorising instrument from including an assessment benchmark about the effect or impact of, development on the stated cultural heritage significance of that place. See guidance materials at www.planning.statedevelopment.qld.gov.au for information regarding assessment of Queensland heritage places.

Name of the heritage place:

Place ID:

Decision under section 62 of the Transport Infrastructure Act 1994

23.14) 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

23.15) 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.statedevelopment.qld.gov.au for further information.

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist

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

Yes

Note: See the *Planning Regulation 2017* for referral requirements

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

Yes

Not applicable

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

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

Yes

Relevant plans of the development are attached to this development application

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

Yes

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

Yes

Not applicable



25) Applicant declaration

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

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

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

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

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

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

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

Date received: Reference number(s):

Notification of engagement of alternative assessment manager

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

QLeave notification and payment

Note: For completion by assessment manager if applicable

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

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference: 50694204	Search Date: 20/01/2026 16:00
Date Title Created: 28/11/2007	Request No: 54770488
Previous Title: 50633945	

ESTATE AND LAND

Estate in Fee Simple

LOT 1 SURVEY PLAN 202899

Local Government: MAREEBA

REGISTERED OWNER

Dealing No: 711215464 27/11/2007

SIBI GIRGENTI HOLDINGS PTY LTD A.C.N. 010 496 045

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 21120034 (ALLOT 15 SUBN SEC 12)

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

** End of Current Title Search **

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference: 50716285	Search Date: 13/01/2026 15:27
Date Title Created: 18/04/2008	Request No: 54692341
Previous Title: 40056095	

ESTATE AND LAND

Estate in Fee Simple

LOT 49 SURVEY PLAN 202901

Local Government: MAREEBA

REGISTERED OWNER

Dealing No: 723180571 10/04/2024

SIBI GIRGENTI HOLDINGS PTY. LTD. A.C.N. 010 496 045

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 40056095 (Lot 49 on SP 202901)
2. MORTGAGE No 723243454 08/05/2024 at 15:02
COMMONWEALTH BANK OF AUSTRALIA A.C.N. 123 123 124

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **





amendments		
A	ORIGINAL ISSUE FOR PLANNING APPLICATION	06.02.26

**PRESTIGE GARDENS
TILSE ST. EDITION**
PROPOSED RESIDENTIAL SUBDIVISION
AT TILSE STREET, MAREEBA

DRAWING TITLE:
PROPOSED LOT LAYOUT FOR
LOT 49 ON SP 270094 AND
LOT 1 ON SP 202899

**JIM PAPAS
CIVIL ENGINEERING
DESIGNER PTY. LTD.**
CIVIL ENGINEERING DESIGN AND DRAFTING
P. O. Box 2347 Mob. 0408 770 394
Mareeba Q 4880 Email: admin@jpced.com.au

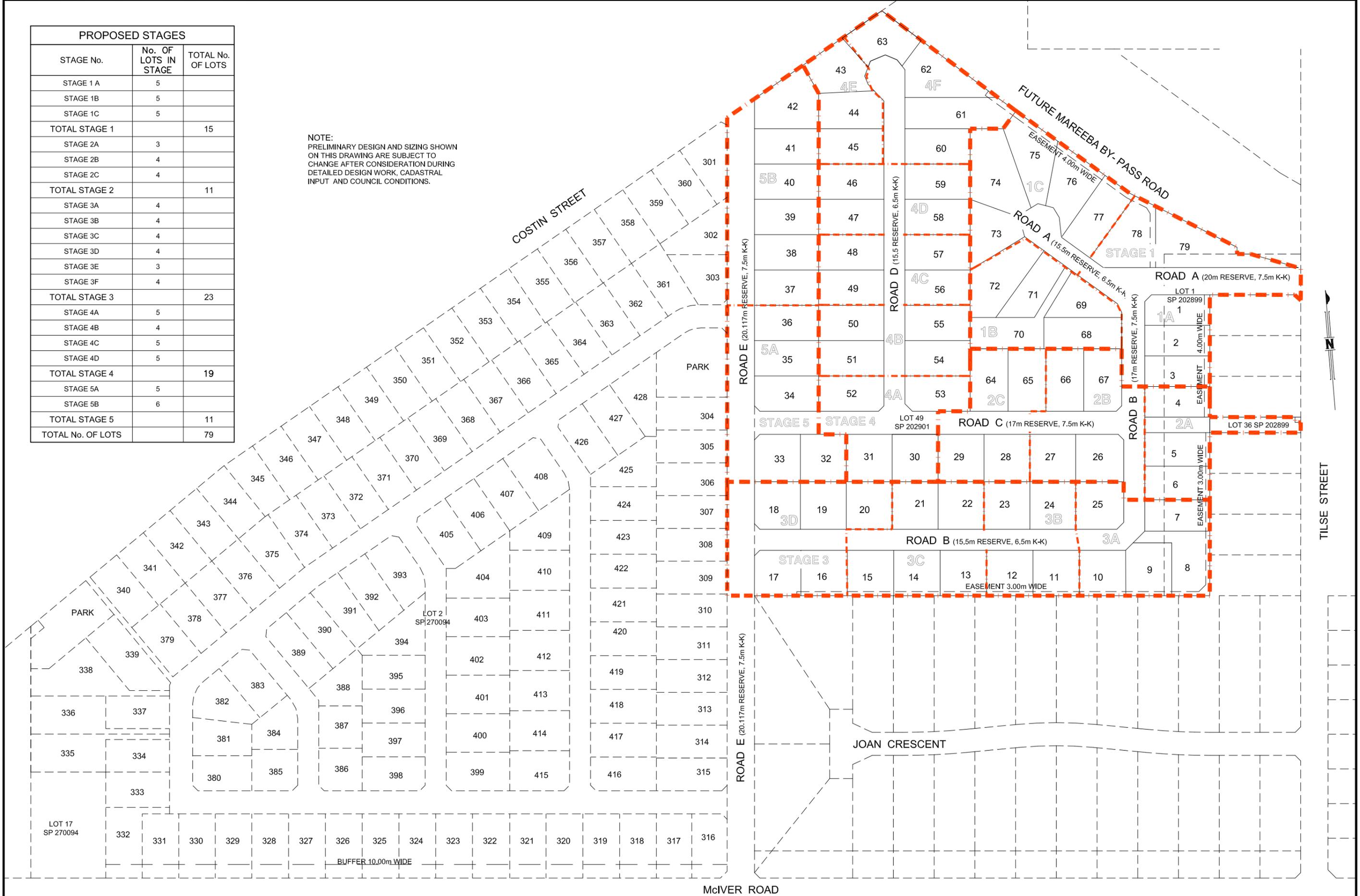
SCALE 1:1000

SCALE (AT A1 SIZE)	HOR 1:1000	DRAWN	J.P.
DATE	FEB 2026	DESIGNED	J.P.
APPROVED	CHECKED	J.P.	
DWG NUMBER	1505 - SK11	AMDT	A



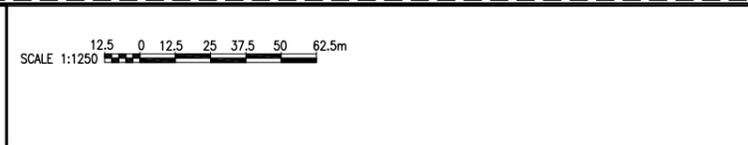
PROPOSED STAGES		
STAGE No.	No. OF LOTS IN STAGE	TOTAL No. OF LOTS
STAGE 1 A	5	
STAGE 1 B	5	
STAGE 1 C	5	
TOTAL STAGE 1		15
STAGE 2 A	3	
STAGE 2 B	4	
STAGE 2 C	4	
TOTAL STAGE 2		11
STAGE 3 A	4	
STAGE 3 B	4	
STAGE 3 C	4	
STAGE 3 D	4	
STAGE 3 E	3	
STAGE 3 F	4	
TOTAL STAGE 3		23
STAGE 4 A	5	
STAGE 4 B	4	
STAGE 4 C	5	
STAGE 4 D	5	
TOTAL STAGE 4		19
STAGE 5 A	5	
STAGE 5 B	6	
TOTAL STAGE 5		11
TOTAL No. OF LOTS		79

NOTE:
PRELIMINARY DESIGN AND SIZING SHOWN
ON THIS DRAWING ARE SUBJECT TO
CHANGE AFTER CONSIDERATION DURING
DETAILED DESIGN WORK, CADASTRAL
INPUT AND COUNCIL CONDITIONS.



amendments		
A	ORIGINAL ISSUE FOR PLANNING APPLICATION	06.02.26

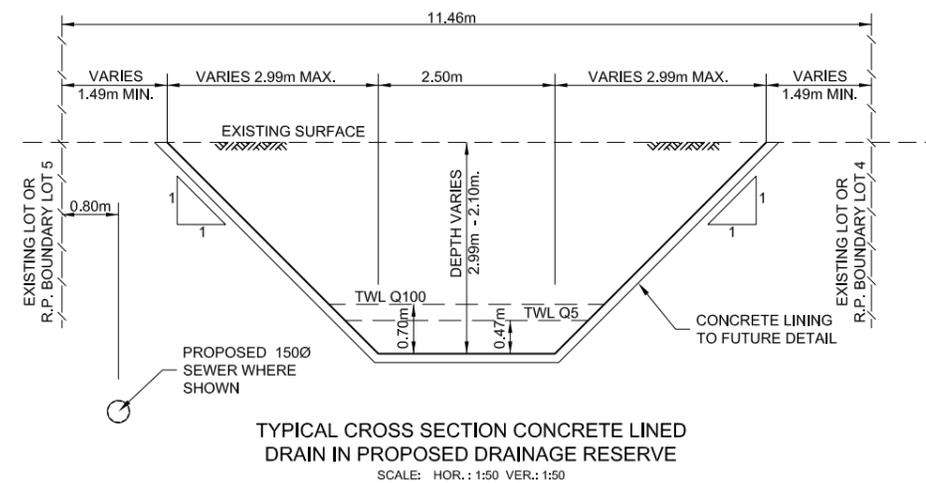
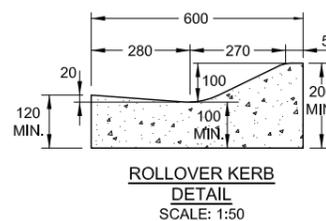
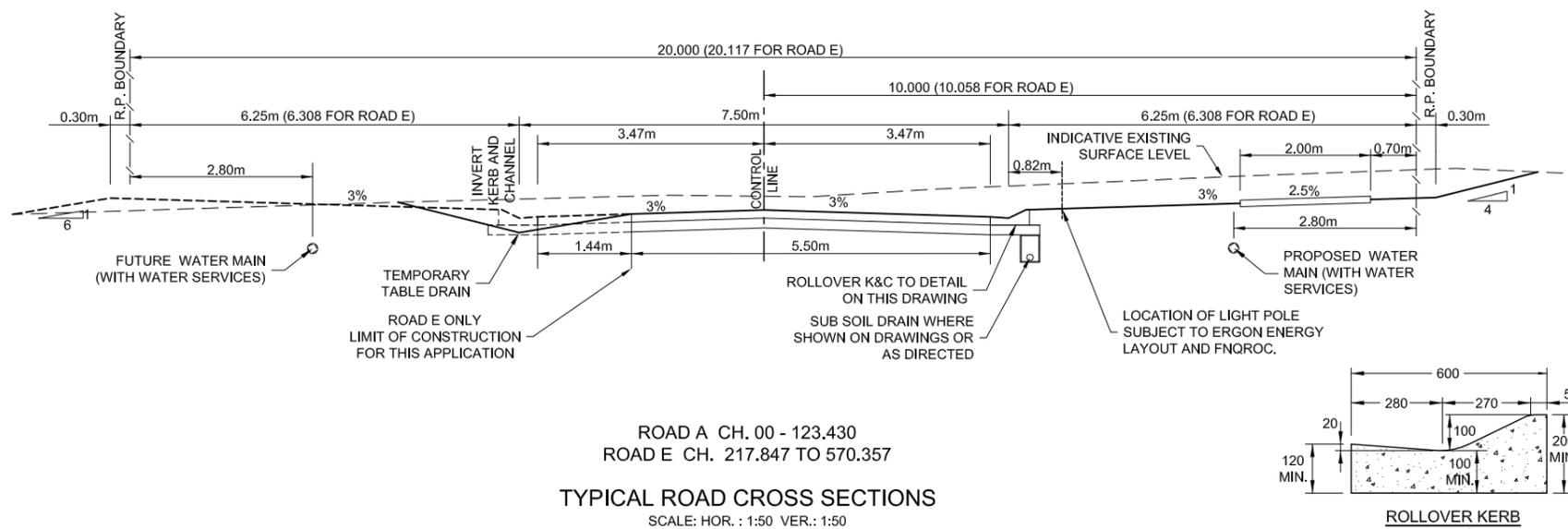
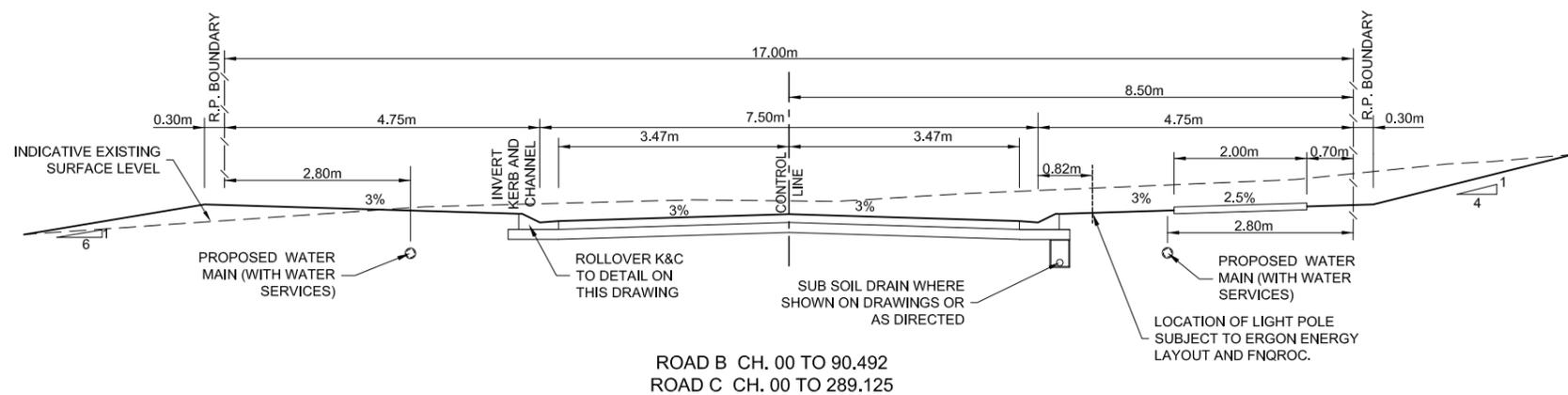
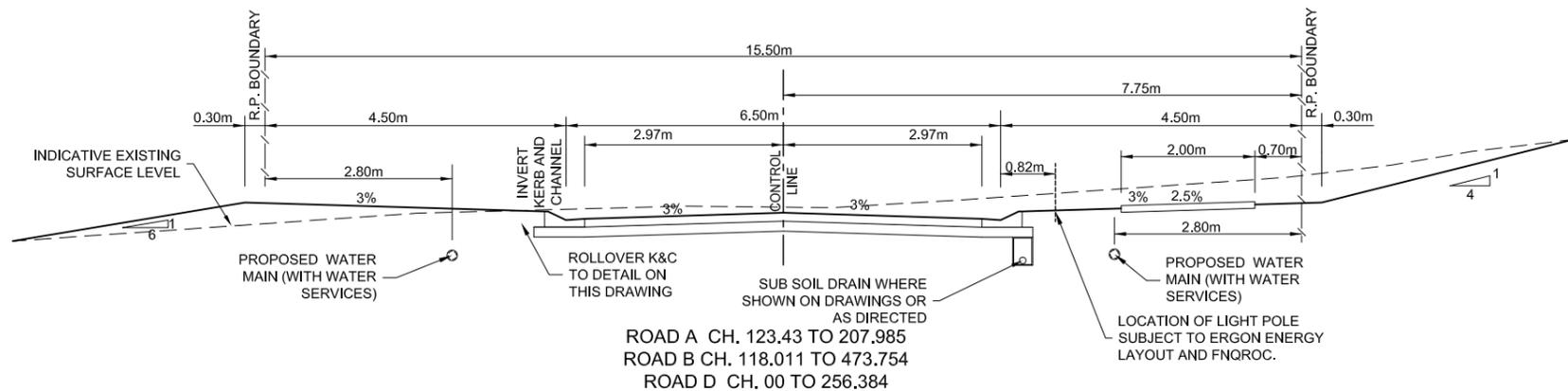
JIM PAPAS
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P. O. Box 2347 Mob. 0408 770 394
Mareeba Q 4880 Email: admin@jpced.com.au



PRESTIGE GARDENS - TILSE STREET EDITION
PROPOSED RESIDENTIAL SUBDIVISION AT
TILSE STREET, MAREEBA

DRAWING TITLE: PRELIMINARY LOT LAYOUT

SCALE (AT A1 SIZE)	HOR 1:1250	DRAWN	J.P.
	VER	DESIGNED	J.P.
DATE	FEB 2026	CHECKED	J.P.
APPROVED			
DWG NUMBER	1505 - SK12	AMDT	A



PAVEMENT NOTES

PROVISIONAL PAVEMENT DESIGN STATED HEREIN IS BASED ON A MINIMUM CBR UNDER SERVICE CONDITIONS OF 10. PAVEMENT DESIGN IS SUBJECT TO REVISION ON BASIS OF CONFIRMATORY CBR TESTS TAKEN AT THE TIME OF CONSTRUCTION. BASED ON THE IN SITU CBR TEST RESULTS, THE FINAL PAVEMENT DESIGN SHALL APPROVED BY COUNCIL PRIOR TO CONSTRUCTION. THE COMPLETED PAVEMENT DESIGN SHALL GENERALLY COMPLY WITH AUSTRROADS OR DTMR PAVEMENT DESIGN MANUAL AS APPLICABLE.

SUBGRADE - COMPACT TO 98% SRDD.
SHOULD ANY SOFT OR UNSUITABLE MATERIAL BE IDENTIFIED SEEK ADVICE OF THE SUPERINTENDENT.

SUBBASE SHALL CONSIST OF TYPE 2 SUBTYPE 2.3 PAVEMENT MATERIAL ('B' OR 'C' GRADED) COMPACTED TO 100% SRDD IN ACCORDANCE WITH SPECIFICATION. DEPTH OF PAVEMENT AS NOTED IN TABLE.

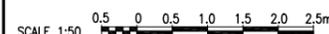
BASE SHALL CONSIST OF TYPE 2 SUBTYPE 2.2 PAVEMENT MATERIAL ('B' OR 'C' GRADED) COMPACTED TO 100% SRDD IN ACCORDANCE WITH SPECIFICATION. DEPTH OF PAVEMENT AS NOTED IN TABLE.

SEAL PAVEMENT AREAS WITH 30mm ASPHALT (CRC10). SUCH WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION.

ROAD NAME AND CHAINAGE	ROAD RESERVE WIDTH (m)	LHS VERGE WIDTH (m)	CARRIAGEWAY WIDTH (m) CROSSFALL (%)	RHS VERGE WIDTH (m)	SUBBASE (MIN. DEPTH mm)	BASE (MIN. DEPTH mm)
ROAD A CH. 00 - 135.144	20.00	6.25	7.50 (3%)	6.25	150	125
ROAD B CH. 00 - 118.011	17.00	4.75	7.50 (3%)	4.75	150	125
ROAD E CH. 217.847 - 570.370	20.00	6.308	7.50 (3%)	6.308	150	125
ROAD C CH. 00 - 289.125	17.00	4.75	7.50 (3%)	4.75	150	125
ROAD A CH. 135.144 - 207.985	15.50	4.50	6.50 (3%)	4.50	125	100
ROAD B CH. 118.011 - 473.754	15.50	4.50	6.50 (3%)	4.50	125	100
ROAD D CH. 00 - 256.384	15.50	4.50	6.50 (3%)	4.50	125	100

amendments		
A	ORIGINAL ISSUE FOR PLANNING APPLICATION	06.02.26

JIM PAPAS
CIVIL ENGINEERING
DESIGNER PTY. LTD.
CIVIL ENGINEERING DESIGN AND DRAFTING
P. O. Box 2347 Mob. 0408 770 394
Mareeba Q 4880 Email: admin@jpced.com.au



PRESTIGE GARDENS - TILSE STREET EDITION
PROPOSED RESIDENTIAL SUBDIVISION AT
TILSE STREET, MAREEBA

DRAWING TITLE: TYPICAL CROSS SECTIONS OF ROADS, OPEN DRAIN, AND PAVEMENT NOTES

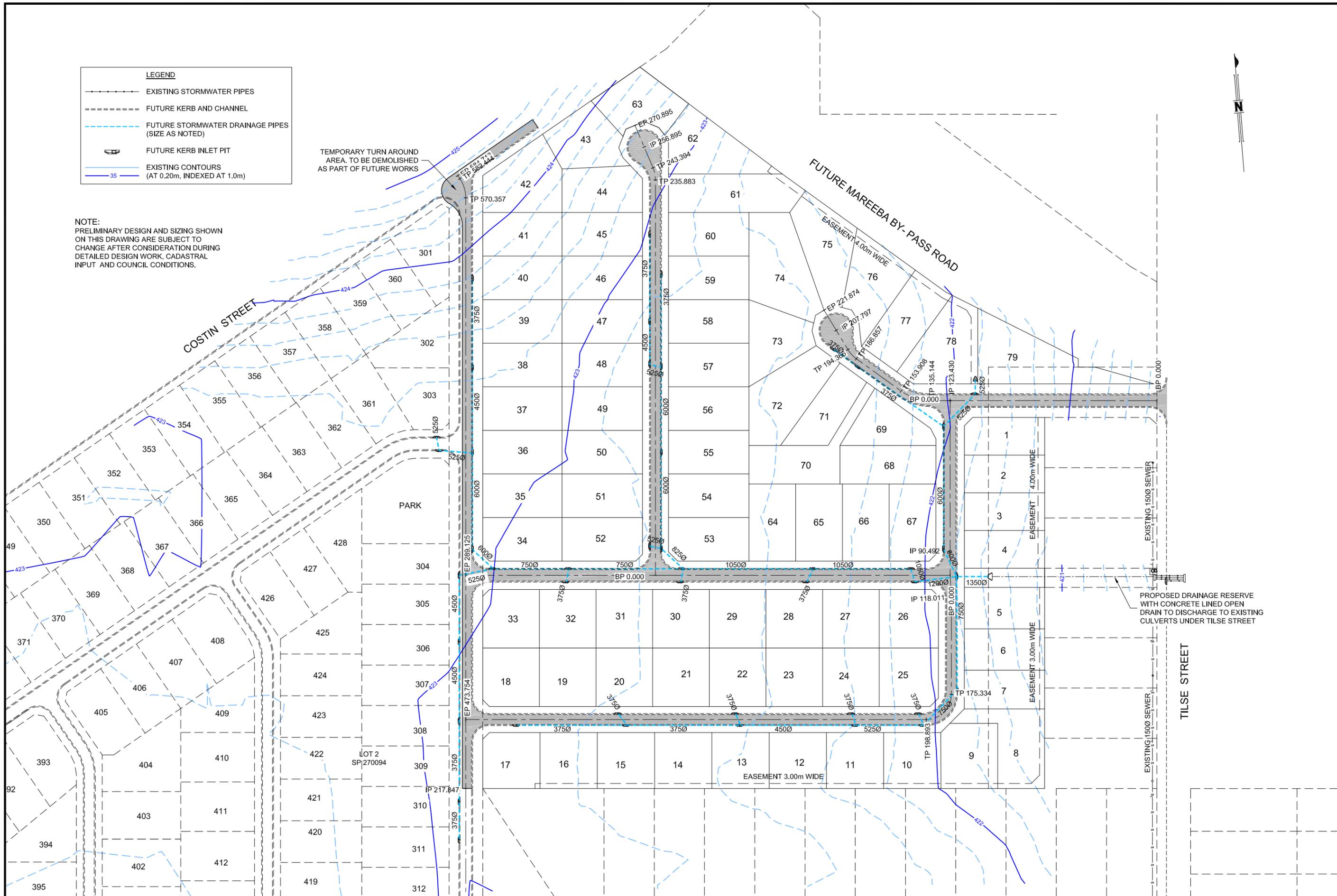
SCALE (AT A1 SIZE)	HOR	VER	DRAWN	J.P.
	1:50	1:50	DESIGNED	J.P.
			CHECKED	J.P.
APPROVED				
DWG NUMBER	1505 - SK13		AMDT	A



LEGEND	
	EXISTING STORMWATER PIPES
	FUTURE KERB AND CHANNEL
	FUTURE STORMWATER DRAINAGE PIPES (SIZE AS NOTED)
	FUTURE KERB INLET PIT
	EXISTING CONTOURS (AT 0.20m, INDEXED AT 1.0m)

NOTE:
PRELIMINARY DESIGN AND SIZING SHOWN ON THIS DRAWING ARE SUBJECT TO CHANGE AFTER CONSIDERATION DURING DETAILED DESIGN WORK, CADASTRAL INPUT AND COUNCIL CONDITIONS.

TEMPORARY TURN AROUND AREA. TO BE DEMOLISHED AS PART OF FUTURE WORKS



PROPOSED DRAINAGE RESERVE WITH CONCRETE LINED OPEN DRAIN TO DISCHARGE TO EXISTING CULVERTS UNDER TILSE STREET

amendments		
A	ORIGINAL ISSUE FOR PLANNING APPLICATION	06.02.26

JIM PAPAS
CIVIL ENGINEERING
DESIGNER PTY. LTD.
CIVIL ENGINEERING DESIGN AND DRAFTING
P. O. Box 2347 Mob. 0408 770 394
Mareeba Q 4880 Email: admin@jpced.com.au

SCALE 1:1000

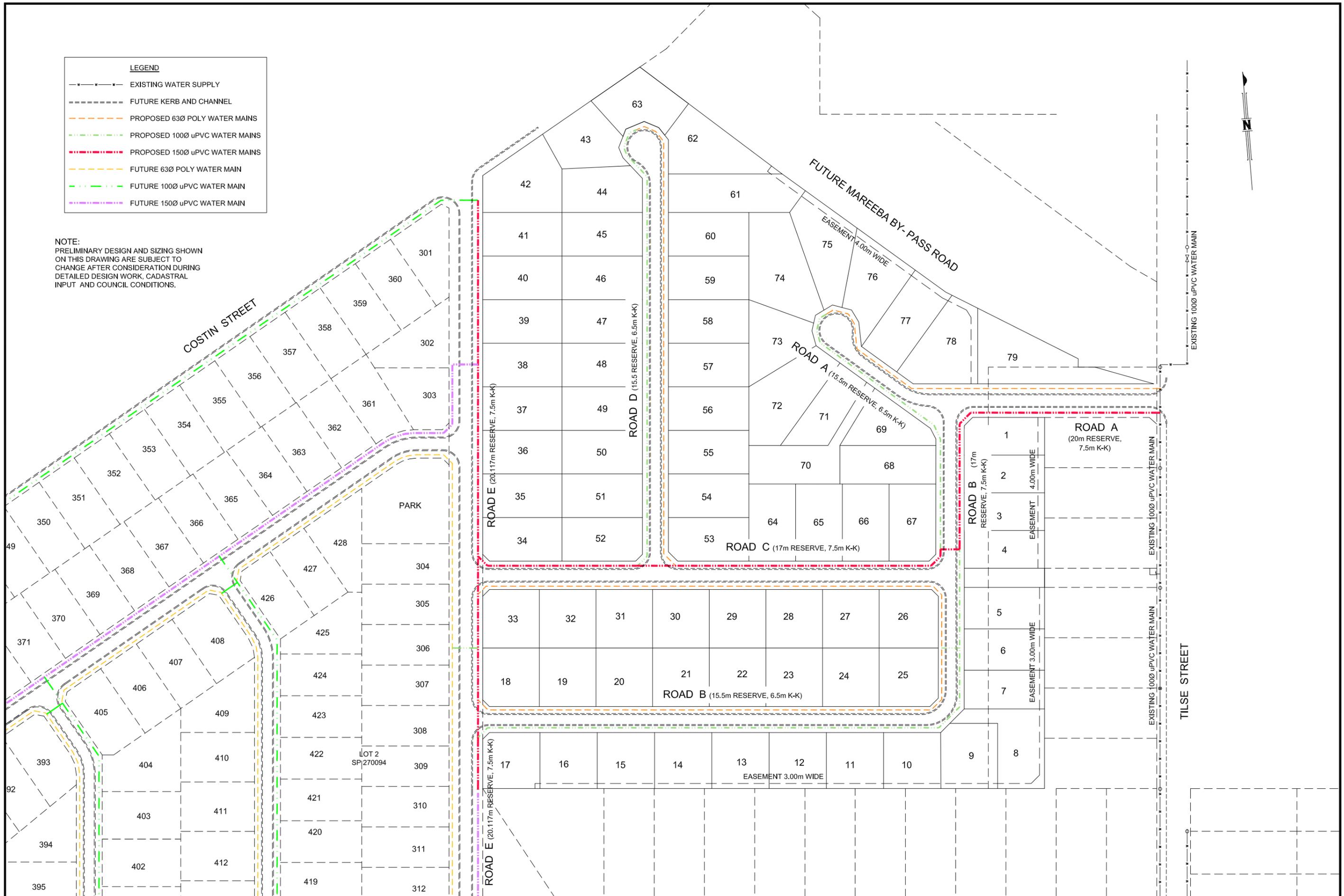
PRESTIGE GARDENS - TILSE STREET EDITION
PROPOSED RESIDENTIAL SUBDIVISION AT TILSE STREET, MAREEBA

DRAWING TITLE: PRELIMINARY STORMWATER DRAINAGE LAYOUT AND INDICATIVE SIZING

SCALE (AT A1 SIZE)	HOR 1:1000	DRAWN	J.P.
DATE	FEB 2026	DESIGNED	J.P.
APPROVED	CHECKED	J.P.	
DWG NUMBER	1505 - SK21	AMDT	A

LEGEND	
	EXISTING WATER SUPPLY
	FUTURE KERB AND CHANNEL
	PROPOSED 630 POLY WATER MAINS
	PROPOSED 1000 uPVC WATER MAINS
	PROPOSED 1500 uPVC WATER MAINS
	FUTURE 630 POLY WATER MAIN
	FUTURE 1000 uPVC WATER MAIN
	FUTURE 1500 uPVC WATER MAIN

NOTE:
PRELIMINARY DESIGN AND SIZING SHOWN ON THIS DRAWING ARE SUBJECT TO CHANGE AFTER CONSIDERATION DURING DETAILED DESIGN WORK, CADASTRAL INPUT AND COUNCIL CONDITIONS.



amendments		
A	ORIGINAL ISSUE FOR PLANNING APPLICATION	06.02.26

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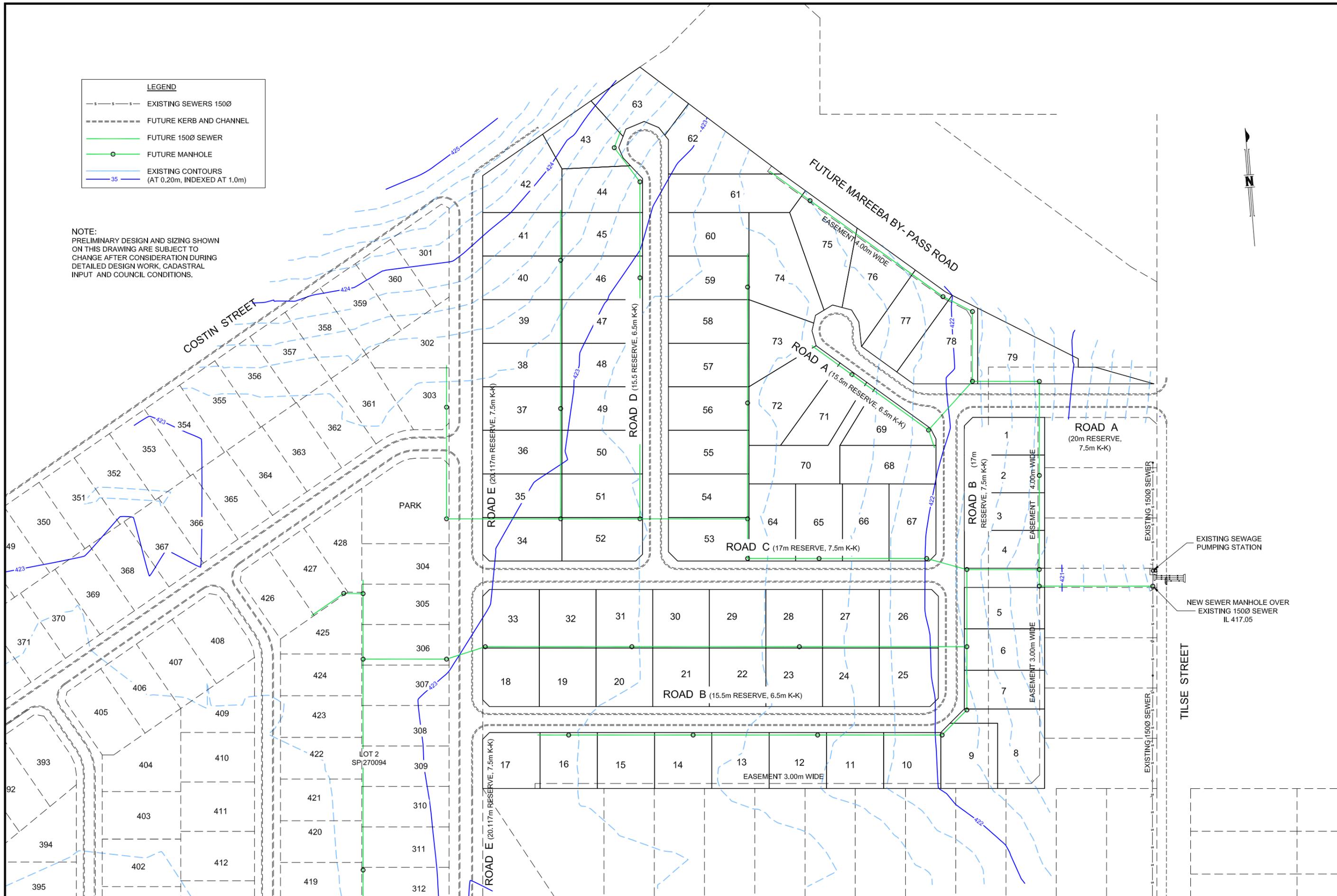
PRESTIGE GARDENS - TILSE STREET EDITION
PROPOSED RESIDENTIAL SUBDIVISION AT
TILSE STREET, MAREEBA

DRAWING TITLE: PRELIMINARY WATER RETICULATION LAYOUT AND INDICATIVE SIZING

SCALE (AT A1 SIZE)	HOR 1:1000	DRAWN	J.P.
DATE	FEB 2026	DESIGNED	J.P.
APPROVED	CHECKED	J.P.	
DWG NUMBER	1505 - SK15	AMDT	A

LEGEND	
	EXISTING SEWERS 150Ø
	FUTURE KERB AND CHANNEL
	FUTURE 150Ø SEWER
	FUTURE MANHOLE
	EXISTING CONTOURS (AT 0.20m, INDEXED AT 1.0m)
	35

NOTE:
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amendments		
A	ORIGINAL ISSUE FOR PLANNING APPLICATION	06.02.26

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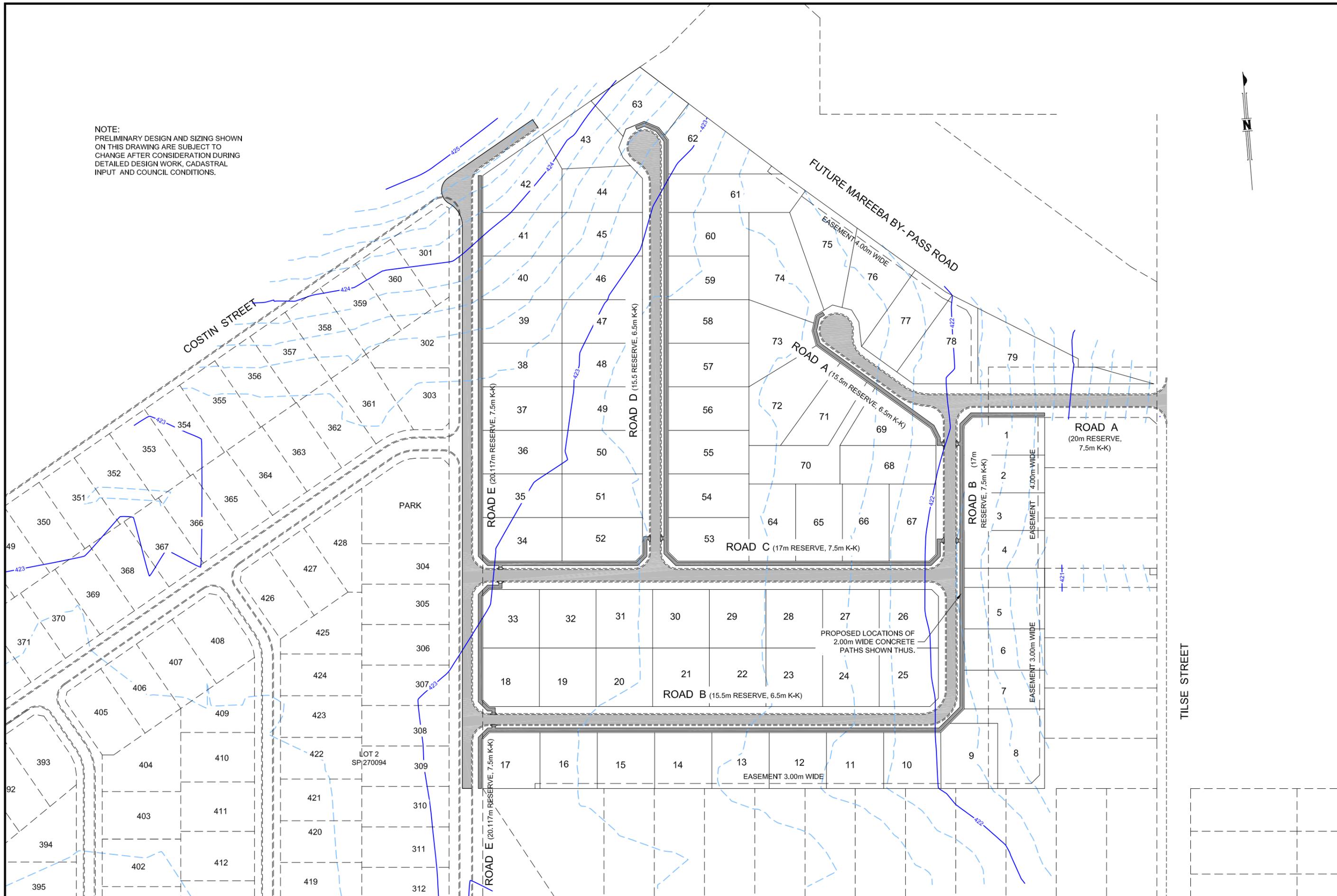


PRESTIGE GARDENS - TILSE STREET EDITION
PROPOSED RESIDENTIAL SUBDIVISION AT
TILSE STREET, MAREEBA

DRAWING TITLE: PRELIMINARY SEWERAGE RETICULATION LAYOUT

SCALE (AT A1 SIZE)	HOR 1:1000	DRAWN	J.P.
DATE	FEB 2026	DESIGNED	J.P.
APPROVED	CHECKED	J.P.	
DWG NUMBER	1505 - SK16	AMDT	A

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amendments		
A	ORIGINAL ISSUE FOR PLANNING APPLICATION	06.02.26

JIM PAPAS
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PRESTIGE GARDENS - TILSE STREET EDITION
PROPOSED RESIDENTIAL SUBDIVISION AT
TILSE STREET, MAREEBA

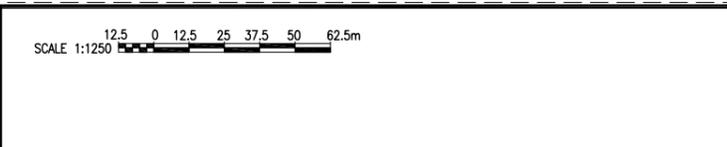
DRAWING TITLE: PRELIMINARY CONCRETE FOOTPATH LOCATIONS

SCALE	HOR	1:1000	DRAWN	J.P.
(AT A1 SIZE)	VER		DESIGNED	J.P.
DATE	FEB 2026	CHECKED	J.P.	
APPROVED				
DWG NUMBER	1505 - SK17	AMDT	A	



amendments	
A	ORIGINAL ISSUE FOR PLANNING APPLICATION 06.02.26

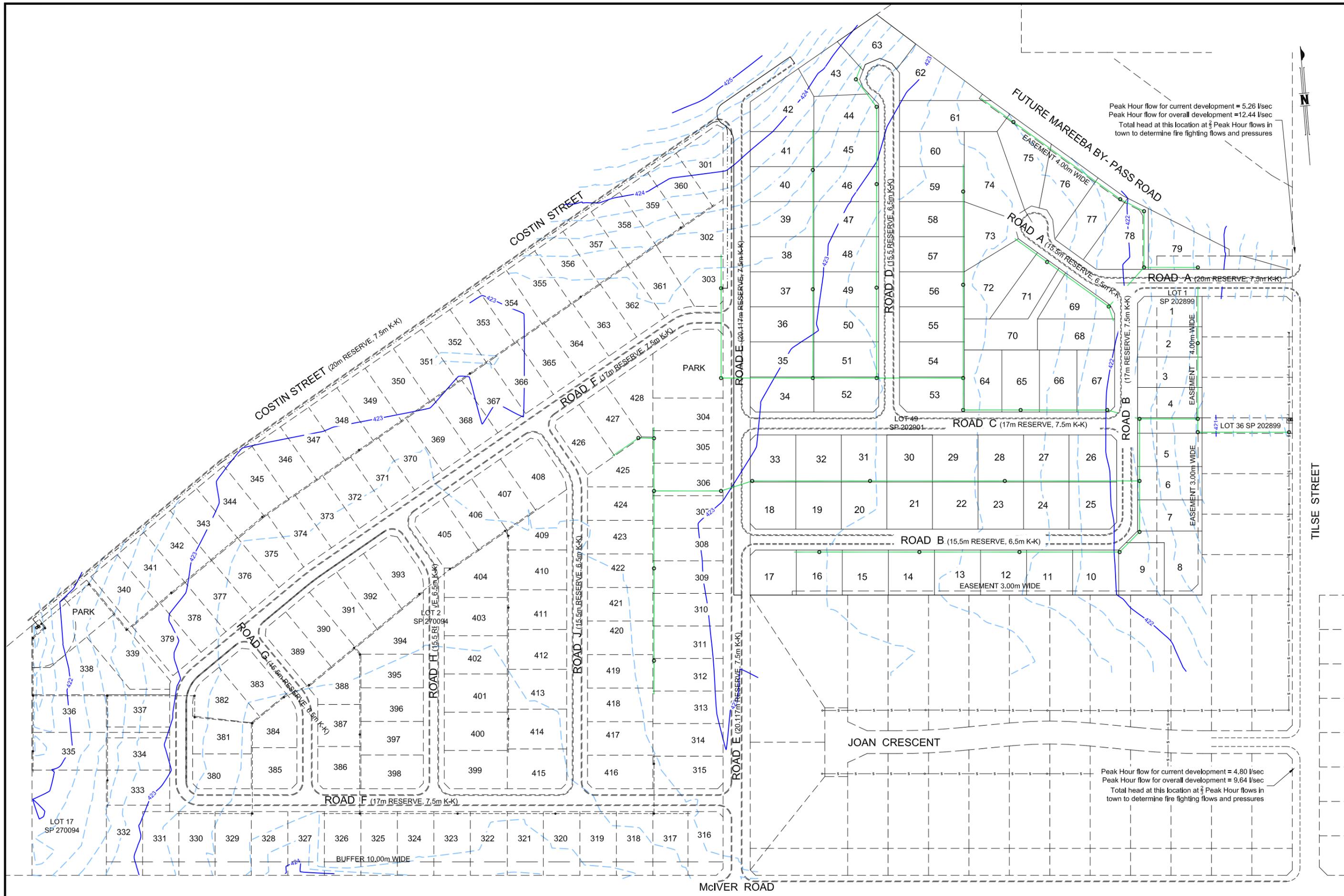
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PRESTIGE GARDENS - TILSE STREET EDITION
 PROPOSED RESIDENTIAL SUBDIVISION AT
 TILSE STREET, MAREEBA

DRAWING TITLE: PRELIMINARY OVERALL WATER RETICULATION LAYOUT FOR INFORMATION ONLY

SCALE (AT A1 SIZE)	HOR 1:1250	DRAWN	J.P.
		DESIGNED	J.P.
DATE	FEB 2026	CHECKED	J.P.
APPROVED			
DWG NUMBER	1505 - SK18	AMDT	A

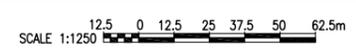


Peak Hour flow for current development = 5.26 l/sec
 Peak Hour flow for overall development = 12.44 l/sec
 Total head at this location at 1/2 Peak Hour flows in town to determine fire fighting flows and pressures

Peak Hour flow for current development = 4.80 l/sec
 Peak Hour flow for overall development = 9.64 l/sec
 Total head at this location at 1/2 Peak Hour flows in town to determine fire fighting flows and pressures

amendments	
A	ORIGINAL ISSUE FOR PLANNING APPLICATION 06.02.26

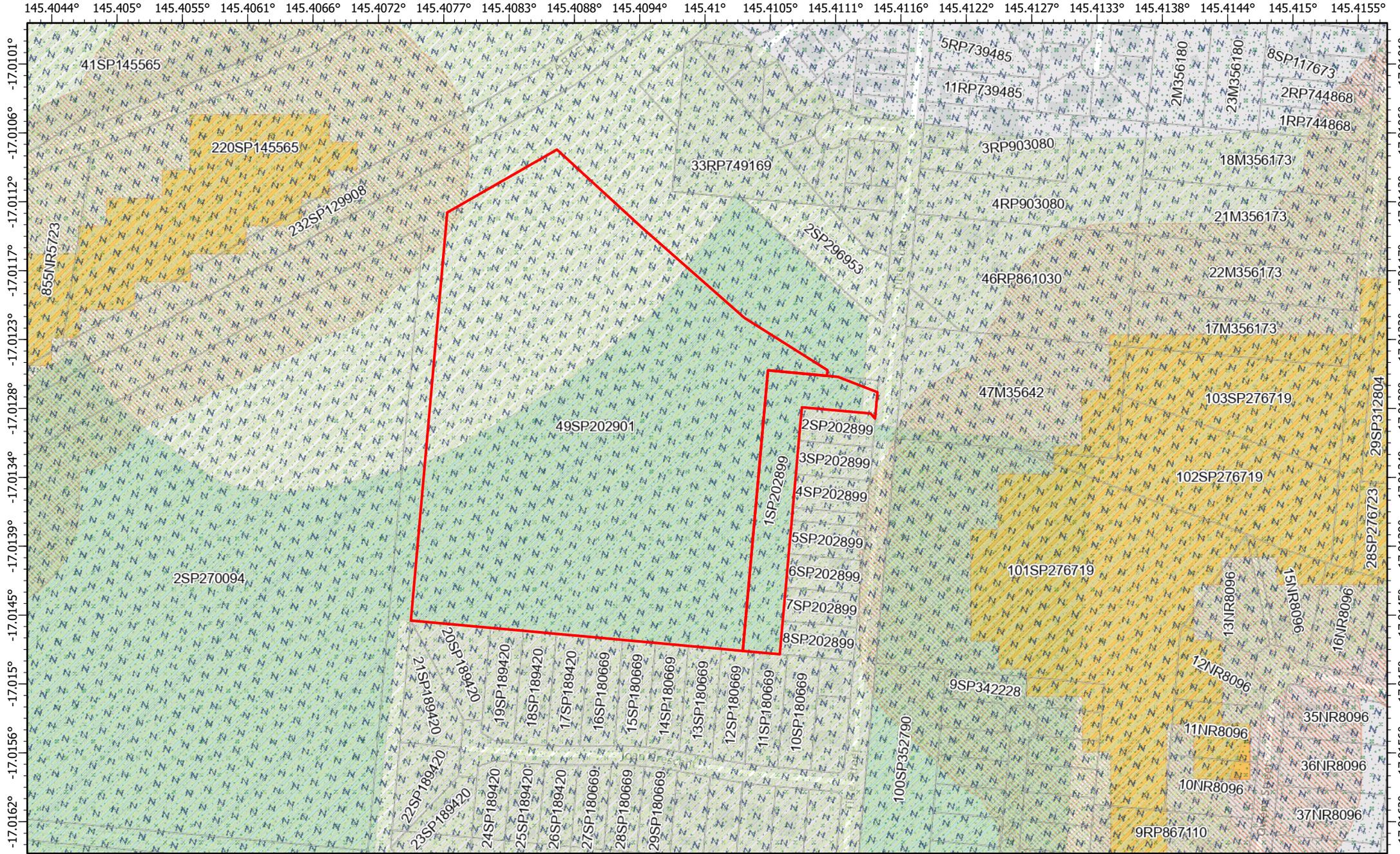
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PRESTIGE GARDENS - TILSE STREET EDITION
 PROPOSED RESIDENTIAL SUBDIVISION AT
 TILSE STREET, MAREEBA

DRAWING TITLE: PRELIMINARY OVERALL SEWERAGE RETICULATION LAYOUT FOR INFORMATION ONLY

SCALE (AT A1 SIZE)	HOR	1:1250	DRAWN	J.P.
	VER		DESIGNED	J.P.
	DATE	FEB 2026	CHECKED	J.P.
APPROVED				
DWG NUMBER	1505 - SK19		AMDT	A



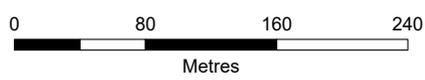
State Planning Policy IMS - Export Map

Making or amending a local planning instrument and designing land for local infrastructure

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Scale: 1:4,600



Date: 20/01/2026

Queensland Government

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 Cadastre (5k)

Wildlife hazard buffer zone

Radius (Metres)

 8km

 Important agricultural areas

 Flood hazard area - local government flood mapping area

Bushfire prone area

CLASS

 Medium Potential Bushfire Intensity

 Potential Impact Buffer

 Agricultural land classification - class A and B

State Planning Policy IMS - Export Map

Making or amending a local planning instrument and designing land for local infrastructure

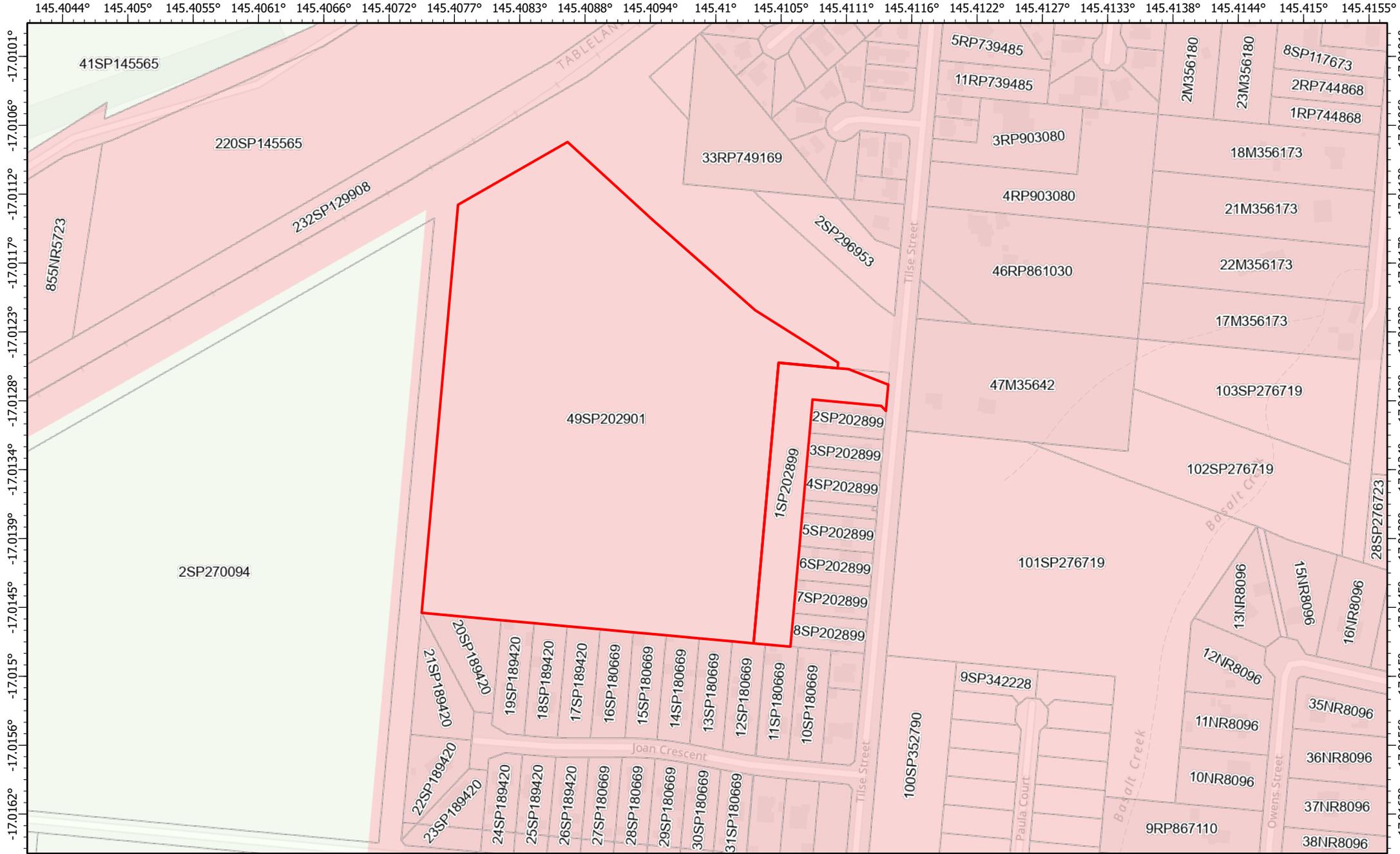
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Date: 20/01/2026

DA Mapping System - Export Map

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 Cadastre (5k)

Regional land use categories
(SEQ, MIW, FNQ)

Category

 Urban Footprint

 Regional Landscape and
Rural Production Area

DA Mapping System - Export Map

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 Cadastre (5k)

 Water resource planning
area boundaries

DA Mapping System - Export Map

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Department of the Environment, Tourism, Science and Innovation (DETSI)
ABN 46 640 294 485
GPO Box 2454, Brisbane QLD 4001, AUSTRALIA
www.detsi.qld.gov.au

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Dye and Durham Terrain
GPO Box 1612
Brisbane QLD 4001

Transaction ID: 51105645 EMR Site Id: 21 January 2026
Cheque Number:
Client Reference:

This response relates to a search request received for the site:
Lot: 49 Plan: SP202901
232 MCIVER RD
MAREEBA

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

All search responses include particulars of land listed in the EMR/CLR when the search was generated.
The EMR/CLR does NOT include:-

1. land which is contaminated land (or a complete list of contamination) if DETSI has not been notified
2. land on which a notifiable activity is being or has been undertaken (or a complete list of activities) if DETSI has not been notified

If you have any queries in relation to this search please email emr.clr.registry@detsi.qld.gov.au

Administering Authority



Stephanie Tung-Yep

From: Carl Ewin <CarlE@msc.qld.gov.au>
Sent: Monday, 2 February 2026 4:03 PM
To: Matt Ingram
Cc: Brian Millard
Subject: RE: Prestige Gardens - Pre-lodgment Request
Attachments: 1505 Lot Layout V2 (Prelim 12.01.26).pdf; 1505 L01 (Engineering Report to support Appln) (002).docx

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Matt,

See comments from Tech Services below. Comments from me are in green:

Comments are with consideration to the overall Masterplan (210 lots), not just the 79 lots shown. Comments can be revised if the feedback needs to be limited to just the 79 lots.

Traffic Impacts:

- Traffic Generation section of Report:
 - Report considers minimal to no upgrade of Tilse Street required. Traffic Impact Report by RPEQ would be required to support that position.
 - While it is agreed School Traffic will seek to move South on Tilse Street, other traffic within the Peak would most likely move north to bypass school traffic delays. Widening of Tilse Street to cater for the additional 600-700 vpd (from Lot 49) may be required.
 - A review of need to further upgrade Tilse to cater for vehicles from development of Lot 2 could be undertaken at that time.
 - Agreed the TMR Bypass does have impact, however without a defined period for that works, Tilse Street North will remain a significant road for this development.

Road Layout:

- Minor Collector Road, 19m Reserve with 10m Road to be provided - Connecting Road from the Tilse Street Intersection to McIver Road Connection
 - Required to meet the needs of Bus Network (Almost immediately will be School Buses) through the development.
 - Intent would be to achieve the requirement of FNQROC Development Principles D1.07.5 as minimum.
 - Existing design may require this type section to be used on circulating road in Lot 2
- Intersection spacing – Intersections are spaced at least minimum distances, ie:
 - Road C & B Int off Road E gets close – is approaching 60m, just a reminder.
- Pedestrian / Cycle Management – initial consideration for the installation of a Ped/Cycle path via Lot 36 SP202899.
- **Could you not make road B a no through road with a cul-de-sac at the end and footpath connection? These lots would be more saleable then – no through traffic.**
- **Roads A, D and B (if becoming a cul-de-sac street) need to be at a minimum an Access Street standard. MSC does not permit Access Place roads.**

- The Road E cul-de-sac head will need to be constructed past the Lot 42 frontage (in the Costin Street Reserve) with the full frontage of Lot 42 constructed with K & C. This will ensure access is maintained to Lot 42 if Costin Street is ever built to service Lots 301 and 362 onwards.

Parkland

- Yes we will want a piece of park handed over, and not that sloping land right down the back. It'll need to be central to the estate – perhaps around Lots 34/35 or 17/18.

Ag Buffers

- Sam needs to realise that any existing cropping activity on this land is unlawful (no development permit for cropping) and that he handed those rural use rights in when he developed Joan Crescent and all the land was re-zoned. If Council receive any complaints (which we haven't to date) regarding this cropping activity, that activity will need to cease. So, to answer your question – no, we won't be conditioning ag buffering.

Road Gradients:

- Requested reduction to min grades 0.3% can be considered, the impact of lower grades on road would need to be accounted for in the underground stormwater network.
- Clear Identification of those road sections requiring reduced grades to be provided.

Stormwater:

- With consideration to reduced road grades, detailed stormwater management plan required for the development to ensure network meets requirements.
- Initial feedback is that Council would require stormwater be conveyed underground, not by open channel – ie Lot 36 SP202899.
- Inlet pits – can you see if Jim can move the stormwater inlet pits to be adjacent common boundaries and not in the centre of lot frontages. I live in an estate that Jim designed, and this has been an issue for a few people with their driveway positioning (driveways coming out right next to or even onto inlet pit wings).
- MSC does not encourage the use of SQUIDS
- Some effort needs to be made with regards to stormwater design. We will be having our third party RPEQ reviewing it all, so best nothing is omitted in the design/report otherwise this will slow everything down.

Feel free to call should you have any questions.

Cheers,

Carl Ewin

Supervisor Planning & Building



Phone: 1300 308 461 | **Direct:** 07 4086 4656

Email: carle@msc.qld.gov.au | **Website:** www.msc.qld.gov.au

65 Rankin St, Mareeba | PO Box 154, Mareeba, Queensland, Australia, 4880

From: Matt Ingram <matt@urbansync.com.au>
Sent: Monday, 2 February 2026 2:30 PM
To: Carl Ewin <CarlE@msc.qld.gov.au>
Cc: Stephanie Tung-Yep <Stephanie@urbansync.com.au>
Subject: RE: Prestige Gardens - Pre-lodgment Request

Hi Mate

Noted, do you have a rough ETA on when your reckon you might get comments??

Matt Ingram | Partner, Planning Manager

T 07 4051 6946 | M 0488 200 229

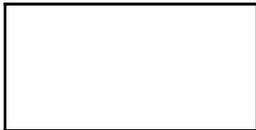
E matt@urbansync.com.au | W www.urbansync.com.au

Level 1, 17 Aplin Street, CAIRNS CITY QLD 4870

PO Box 2970, CAIRNS QLD 4870



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From: Carl Ewin <CarlE@msc.qld.gov.au>
Sent: Wednesday, 28 January 2026 12:23 PM
To: Matt Ingram <matt@urbansync.com.au>
Cc: Stephanie Tung-Yep <Stephanie@urbansync.com.au>
Subject: RE: Prestige Gardens - Pre-lodgment Request

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Matt,

Sorry this is taking some time, I'm waiting on comments back from Tech Services.

Carl Ewin

Supervisor Planning & Building



Phone: 1300 308 461 | **Direct:** 07 4086 4656
Email: carle@msc.qld.gov.au | **Website:** www.msc.qld.gov.au
65 Rankin St, Mareeba | PO Box 154, Mareeba, Queensland, Australia, 4880

From: Matt Ingram <matt@urbansync.com.au>
Sent: Thursday, 22 January 2026 11:49 AM
To: Carl Ewin <CarlE@msc.qld.gov.au>
Cc: Stephanie Tung-Yep <Stephanie@urbansync.com.au>
Subject: Prestige Gardens - Pre-lodgment Request

Hi Mate

As discussed, we are looking to lodge DA for Prestige Gardens in Feb sometime. Concept plans attached and confirm here it is only Lots 1-79 we are looking at right now (the layout on the balance parcel is for info only). Also, for your info, if Main Roads ask for anything silly in their pre-lodge advice, we will drop it back to circa 49 lots i.e., perhaps just stages 1-3. Planning/DA Q's below:

- General thoughts on the layout?

- Could Road A and D not be 15.5m wide reserves i.e., Access Street or do MRC have diff requirements to CRC in this regard?
- Park - there are a few RaL Code requirements for inclusion of Open Space (AO19.1) and for Parks and Community Land (PO20). Does Council want another park to maintain in an area where lots of this size are being proposed i.e., is a park really necessary (would a future park on Lot 101 on SP276719 (which appears to be for drainage??) make more sense long term?
- I don't want to have to put in any 'rural buffers/covenants' so if those avos on Lot 2 on SP270094 are going to cause me issues, just let me know how many I need to tell Sal to rip out so we have sufficient separation between avo's and future dwellings
- Is MRC requiring SQUIDS be installed in new subdivisions (operational phase)? No probs providing E&SC plan for construction phase with OW
- Stormwater quantity - do we need to demonstrate a non worsening?
- Do we need to look at traffic in more depth?
- Will we need a cul-de-sac head adjacent to Lot 41-42?
- Further to the attached plans and engineering report - any extra engineering info required for the DA????
- Any other comments?

As mentioned we will be looking to lodge the OW for stages 1/2 not long after the DA so the attached plans also include the preliminary engineering layouts. Can you please get your engineering department to have a look and give us a bit of pre-lodge advice for the OW so I can TRY and 'guide' my side to providing the right info with the OW.

Give me a buzz to run through if easier.

Matt Ingram | Partner, Planning Manager

T 07 4051 6946 | M 0488 200 229

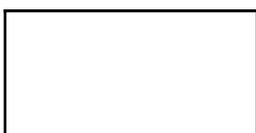
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SARA reference: 2601-50204 SPL

3 February 2026

Girgenti Group
 C/- Urban Sync Pty Ltd
 PO Box 2970
 CAIRNS QLD 4870
 admin@urbansync.com.au

Dear Sir/Madam

SARA Pre-lodgement advice – Reconfiguring a Lot (1 lot into 79 lots) at 232 Mciver Road, Mareeba

I refer to your pre-lodgement request received on 14 January 2026 in which you sought pre-lodgement advice from the State Assessment and Referral Agency (SARA) regarding the proposed development at the above address.

This notice provides advice on aspects of the proposal that are of relevance to SARA that is based on the documentation uploaded into MyDAS2 on 14 January 2026.

Development details

Summary of proposal:	It is understood you are proposing a residential subdivision that exceeds the thresholds limit in Schedule 20 of the Planning Regulation 2017
Description:	Development Permit for Reconfiguring a Lot (1 lot into 79 lots) and potentially a Development Permit for Operational Work (civil works)
SARA role:	Referral agency
SARA jurisdiction:	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1— Development impacting on state transport infrastructure (Planning Regulation 2017)
Street address:	232 Mciver Road, Mareeba
Real property description:	Lot 49 on SP202901 and Lot 1 on SP202899

Pre-lodgement advice

SARA provides the following pre-lodgement advice:

- Table 1: SARA advice in response to applicant's request
- Table 2: Additional SARA advice.

Table 1: SARA advice in response to your request

1.	Advice requested: Seeking pre-lodgement advice in regard to the proposed development exceeding the Reconfiguring a Lot Threshold Limit for Local Government Area 2, being 50 dwellings (as per Schedule 20 of the Planning Regulation 2017).
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	<p>The proposed development application for a Development Permit for Reconfiguring a Lot for 79 residential lots should be lodged to Mareeba Shire Council as the assessment manager.</p> <p>SARA will be the referral agency for the development application and would undertake an assessment of the development application in accordance with the following provision of the Planning Regulation 2017:</p> <ul style="list-style-type: none"> • Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1—Development impacting on state transport infrastructure. The prescribed fee will be 3,430 fee units in accordance with Item 8 (b)(ii). The relevant state code under the State Development Assessment Provisions (SDAP) is State code 6: Protection of state transport networks (State code 6). <p>To assist with determining the correct fee for a development application, a schedule of fees converting the fee units to dollar values is available on the Department of State Development, Infrastructure, Local Government and Planning’s website at: https://www.planning.qld.gov.au/data/assets/pdf_file/0024/82275/planning-regulation-2017-fee-schedule.pdf In accordance with section 72A of the Planning Regulation, fee amounts are rounded to the nearest dollar.</p> <p>A copy of the SDAP can be found on the Department of State Development, Infrastructure, Local Government and Planning’s website at: https://www.planning.qld.gov.au/planning-framework/state-assessment-and-referral-agency/state-development-assessment-provisions-sdap</p>
2.	<p>Advice requested: Where the threshold is exceeded, what concerns will be held with the development application, and what additional supporting information may be required of the application?</p> <p>The main concerns that will need to be addressed in the application material will be stormwater, overland flow, earthworks and excavation impacts on the nearby railway corridor.</p> <p>When lodging the development application, the following information will be required:</p> <p><u>Proposal plans</u></p> <p>Provide scaled and sufficiently detailed plans and supporting documentation which clearly identify all aspects of the proposed development in relation to the railway corridor. This information is required to assess the proposal against State code 6 of SDAP. In particular, the following should be included, amongst other relevant considerations:</p> <ul style="list-style-type: none"> • proposed allotment configurations and sizes in relation to the railway corridor • the railway corridor boundary should be clearly shown. Works should be located outside the railway corridor wherever possible • the minimum setback of all development from the railway corridor • location of existing and proposed utility and service connections in relation to the railway corridor • vehicle access points and new roads in relation to the railway corridor • the location of service and utility connections for each proposed allotment should be identified in relation to the railway corridor • the location and extent of proposed excavation, filling (earthworks), boring/piling and similar activities in relation to the rail transport infrastructure and other rail infrastructure • the maximum depth of any excavation/boring and piling and maximum height of any

proposed filling

- scaled cross sections and elevations should clearly show the interface with the railway corridor as a result of any proposed earthworks. The difference between existing site levels and finished/design levels should be clearly shown.

Stormwater Management Plan

Provide a Stormwater Management Plan to demonstrate compliance with PO14 - PO16 and PO19 State code 6 of SDAP.

The Stormwater Management Plan should demonstrate that the management of stormwater post development can achieve a no worsening impact (on the pre-development condition) for all flood and stormwater events that exist prior to development and up to a 1% Annual Exceedance Probability (AEP). This should include at least the following flood and stormwater events: 63.2%, 50%, 20%, 10%, 5%, 2% and 1% AEP plus climate change. The stormwater impacts of development shall consider climate change for SSP2-4.5 for a design year of 2090 in accordance with Australian Rainfall & Runoff 2019 for events up to and including the 1% AEP. Stormwater management for the proposed development must ensure no worsening to the railway corridor, including rail transport infrastructure, caused by peak discharges, flow velocities, water quality, sedimentation and scour effects. Overland flow paths/ hydraulic conveyances should be maintained on the site as part of the proposed development. The flood immunity of the railway corridor should not be worsened.

In particular, the following should be addressed:

- *Pre-development condition.* Provide information to verify the existing drainage characteristics of the site, particularly in relation to the railway corridor. All legal points of discharge for the development site should be identified.
- *Earthworks Plan.* Provide an earthworks plan, including cross sections/elevations, and any required supporting technical details clearly showing the location and extent of proposed excavation and filling (earthworks), including earthworks adjacent to the railway corridor. The difference between existing site levels and finished/design levels should be clearly shown.
- *Catchment Analysis.* Provide pre-development and post-development catchment plans that clearly identify all internal catchments on the site, external catchments draining into the site, the flow paths (direction of flow) within each catchment, the size of each catchment and the legal point of discharge for each catchment.
- *Maintain the pre-development condition.* The pre-development flow scenario will need to be replicated in the post development condition. The proposed development should not impede or interfere with any drainage, stormwater or floodwater flows, including sheet flows, from the railway corridor or vice versa. Retaining structures, filling/excavation, landscaping, buildings and structures or any other works to the land should be designed to include provision for drainage so as not to adversely impact on the railway corridor. The development design will need to address any concentration of flows, potential for back-up/ponding and scour/erosion which may undermine the railway corridor.
- *Water quantity assessment.* Clarify the pre and post development impervious area of the site and demonstrate that consideration has been given to the detention basin requirements of the Queensland Urban Design Manual, Fourth Edition. The peak discharge analysis should report all pre-development, post- development and (where relevant) mitigated flows from the site for each legal point of discharge (including flow types). The design flood peak discharges should be shown for the mitigated case to demonstrate there

	<p>is no worsening impact on the railway corridor.</p> <ul style="list-style-type: none"> • <i>Conceptual drainage layout.</i> Provide a conceptual stormwater drainage layout plan showing the proposed internal stormwater network on the site, including roofwater connections, pit and pipe network, field inlets and any detention basins/tanks and demonstrating how all roof and surface water flows will be collected and conveyed to the legal points of discharge. • <i>Mitigation measures.</i> include details of the mitigation measures proposed to address any potential stormwater and flooding impacts of the proposed development. All mitigation measures must be located on the site and not in the railway corridor.
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The following additional advice outlines aspects that are relevant from the jurisdiction of SARA:

Table 2: Additional SARA advice	
Future state-controlled road	
1.	<p>SARA notes that the current alignment of the future Mareeba By-pass, a future state-controlled road does not share a boundary with the subject site, as illustrated by SARA's Development Assessment Mapping System.</p> <p>Despite this is it recommended that all development plans for the proposed development should identify the current alignment of the future Mareeba By-pass in relation to the proposed development and new road infrastructure via Tilse Street.</p>

This advice is provided in good faith and is:

- based on the material and information provided to SARA
- current at the time of issue
- not applicable if the proposal is changed from that which formed the basis of this advice.

This advice does not constitute an approval or an endorsement that SARA supports the development proposal. Additional information may be required to allow SARA to properly assess the development proposal when a formal application has been lodged.

If you require further information please contact Poppy Ellis-Southwell, Principal Planning Officer, on (07) 5644 3214 or via email CairnsSARA@dasilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Javier Samanes
Manager



Jim Papas Civil Engineering Designer

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1. INTRODUCTION

This Civil Engineering Report documents the investigation into the civil engineering issues associated with the proposed residential subdivision to support the Town Planning application. This application applies to a proposed residential development over Lots 1 and 36 on SP 202901 and Lot 49 on SP 202901. The site is currently vacant.

The project will include construction activities involving earthworks, roadworks, stormwater drainage, sewer and water reticulation together with other service infrastructure. Plans showing the preliminary layouts of these services together with typical cross sections and other details are attached as Appendix A.

2. FLOOD LEVEL

The proposed development is not known to flood and is not located within the flood hazard overlay area.

3. TRAFFIC GENERATION

This complete application is for 79 lots. In accordance with the figures noted in Queensland Street the anticipated traffic generation is 10 trips per lot per day, thus the total traffic generated is 790 trips per day. Given the peak hour traffic is 15 % of the total daily traffic this represents about 120 trips through the peak period of two hours or about one vehicle per minute. Recent experience suggests that the actual traffic generated will be less than this, something in the order of about 95 vehicles, in so much as there is an actual peak hour in Mareeba. Given the modest traffic generated by the development, together with the eventual closure of Tilse Street when the by-pass road is constructed, one may conclude that no traffic upgrading is required.

4. ROADWORKS

The general access location for the proposed development will be from Tilse Street. Typical cross sections for the various road types are shown on Dwg. 1505 SK12.

Internal roads shall be constructed to a standard in accordance with the requirements of the FNQROC Development Manual. The site is very flat and as required by the FNQROC Design Manual Clause D1.06 we request that Council permits a reduced road longitudinal grade of 0.3% where necessary.

5. STORMWATER DRAINAGE

The minor and major stormwater drainage design average recurrence intervals for this project are a 5 year ARI and 100 year ARI storm events respectively as required by the provisions of both the FNQROC Development Manual and the Queensland Urban Drainage Manual. The proposed stormwater drainage system for the proposed project is by a combination of underground and overland flows located within the proposed development generally as shown on Dwg. 1505 sk13. Discharge is to a concrete lined open drain located within a proposed drainage reserve and hence to the existing pipe culverts under Tilse Street. This location is a legal point of discharge.

6. WATER RETICULATION

The proposed water reticulation layout is shown on Dwg 1505 SK14 attached as part of Appendix A. The 150Ø loop main is to be built through the proposed development and eventually to connect to an extended 150Ø water main in a proposed future development

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complete the loop in the water reticulation scheme. The sizes and location of all the internal mains shall be confirmed as part of a future operational works application.

All water reticulation services shall be constructed in accordance with the requirements of the FNQROC Development Manual.

7. SEWERAGE

The sewerage reticulation system is indicated on Dwg 1505 SK15 which is attached as Appendix A.

The proposed sewerage reticulation system discharges to the existing sewage pumping station located in Tilse Street as shown on Dwg 1505 SK15. Effluent shall be discharged via the existing rising main.

The capacity of the existing sewage pumping station and rising main shall be determined as part of a future operational works application.

8. ELECTRICAL AND TELCOMMUNICATIONS

The electrical and telecommunications system, including street lighting, will be designed by an electrical engineering consultant. It is expected that these services shall be incorporated into the construction of the civil works.

We trust that report and attachments satisfies your requirements and it addresses all matters relevant to Council's assessment of the application. Please do not hesitate to contact the writer if you have any queries or if you require additional information.

Yours faithfully,
JIM PAPAS
CIVIL ENGINEERING
DESIGNER PTY. LTD.



JIM PAPAS

Attachments: Appendix A - Plan Folio

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APPENDIX A

Plan Folio

1505 SK11 – Preliminary Overall Lot Layout

1505 SK12 – Typical Cross Sections of Roads, Open Drains and Pavement Notes

1505 SK13 – Preliminary Stormwater Drainage Layout and Indicative Sizing

1505 SK14 – Preliminary Water Reticulation Layout and Indicative Sizing

1505 SK15 – Preliminary Sewer Reticulation Layout

1505 SK16 – Preliminary Concrete Footpath Locations



Application of Schedule

- (1) This schedule applies to reconfiguring a lot if—
 - (a) the reconfiguration is the subdivision of the lot into 2 or more lots (each a created lot); and
 - (b) the lot being reconfigured is wholly or partly in a prescribed zone under a local instrument applying to the lot; and
 - (c) no part of the lot being reconfigured is in either of the following zones under a local instrument applying to the lot—
 - (i) a rural residential zone stated in schedule 2;
 - (ii) a zone, other than a zone stated in schedule 2, that is of a substantially similar type to a zone mentioned in subparagraph (i); and
 - (d) at least 1 created lot is intended mainly for a residential purpose; and
 - (e) the reconfiguration is associated with the construction or extension of a road.
- (2) In this section—

prescribed zone means—

 - (a) any of the following zones stated in schedule 2—
 - (i) general residential zone, low density residential zone, low-medium density residential zone, medium density residential zone, high density residential zone, character residential zone or tourist accommodation zone;
 - (ii) emerging community zone;
 - (iii) mixed use zone; or
 - (b) a zone, other than a zone stated in schedule 2, that is of a substantially similar type to a zone mentioned in paragraph (a).

Assessment Benchmarks

Schedule 12A – Assessment Benchmarks for Particular Reconfiguring a Lot

ASSESSMENT BENCHMARKS	COMPLIES	COMMENT
PART 2 ASSESSMENT BENCHMARKS		
3. PURPOSE OF PART		
<p>1. This part sets out assessment benchmarks for reconfiguring a lot to which this schedule applies.</p>	YES	Noted and see the assessment against the relevant Benchmarks below.
<p>2. The purpose of this part is to ensure the reconfiguration supports convenient and comfortable walking for transport, recreation, leisure and exercise in the locality of the lot.</p>	YES	See above.
4. CONNECTIVITY		
<p>The reconfiguration provides connectivity for pedestrians by—</p> <p>(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</p>	YES	The proposed development provides a 'grid like' street layout where the shape of the parent allotment permits it.
<p>(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—</p> <p>i. connect to roads and footpaths in surrounding areas; or</p> <p>ii. allow for connection to future roads and footpaths in surrounding areas.</p>	YES	The proposed development's new internal roads connect to the existing points of connection to the site being Tilse Street, McIver Road, the unnamed road reserve between the site and Lot 2 on SP270094 and Costin Street. The proposed development provides a footpath network that connects all new internal roads to Tilse Street.
5. MAXIMUM LENGTH OF PARTICULAR BLOCKS		
<p>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—</p> <p>(a) a maximum length for a boundary of a block stated in a local assessment benchmark for the reconfiguration; or</p> <p>(b) 250m.</p>	YES	The proposed development does not result in any blocks that exceed 250m in length.

ASSESSMENT BENCHMARKS	COMPLIES	COMMENT
<p>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.</p>	<p>N/A</p>	<p>See above.</p>
<p>6. STREET TREES</p>		
<p>The reconfiguration provides shade for comfortable walking by—</p> <p>(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</p>	<p>YES</p>	<p>Street trees will be provided in accordance with the FNQROC requirements. A landscape plan demonstrating this will be provided as part of a future operational works application (compliance can also be conditioned).</p>
<p>(b) otherwise—ensuring at least 1 tree is planted per 15m on each side of a new road.</p>	<p>N/A</p>	<p>See above.</p>
<p>7. FOOTPATHS</p>		
<p>The reconfiguration provides for convenient and comfortable pedestrian movement by ensuring—</p> <p>(a) for a new road used mainly for providing direct access to a created lot—a footpath is constructed—</p> <p>(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</p> <p>(ii) otherwise—on at least 1 side of the new road; or</p>	<p>N/A</p>	<p>See response to (4) above.</p>
<p>(b) for another new road—a footpath is constructed on both sides of the road.</p>	<p>N/A</p>	<p>See above.</p>
<p>8. PARKS AND OTHER AREAS OF OPEN SPACE</p>		
<p>(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.</p>	<p>YES</p>	<p>Please refer to Section 7.2 of the Planning Report for commentary demonstrating compliance with (1).</p>



State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network .	No acceptable outcome is prescribed.	Complies The proposed development is not within or adjoining a state-controlled road or corridor area and will therefore not compromise the safety of road users.
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies See PO1 above.
PO3 Development ensures no net worsening of the operating performance the state-controlled road network .	No acceptable outcome is prescribed.	Complies See PO1 above.
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Complies See PO1 above.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Complies See PO1 above.
PO6 Development does not require a new railway level crossing .	No acceptable outcome is prescribed.	Complies The proposed development does not adjoin, and is not within 25m of a railway corridor, and will therefore not impact existing railway infrastructure, or require a new railway level crossing to be constructed. Compliance can also be conditioned.
PO7 Development does not adversely impact the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	Complies See PO6 above.
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	Complies See PO6 above.

Performance outcomes	Acceptable outcomes	Response
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	Complies See PO6 above.
PO10 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	Complies See PO6 above.
PO11 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	Complies See PO6 above.
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies See PO6 above.
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure .	No acceptable outcome is prescribed.	Complies See PO6 above.
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies Stormwater from the proposed development will be directed to the lawful point of discharge being Lot 36 on SP202899 which ensures all stormwater from the proposed development will be captured and directed AWAY from all nearby state transport infrastructure. Compliance can also be conditioned (with detailed design able to be provided to SARA for approval prior to any works commencing on the site).
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies See PO14 above.
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the	No acceptable outcome is prescribed.	Complies See PO14 above.

Performance outcomes	Acceptable outcomes	Response
state transport corridor or state transport infrastructure.		
PO17 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.	AO17.1 Development does not create any new points of discharge to a state transport corridor or state transport infrastructure. AND AO17.2 Development does not concentrate flows to a state transport corridor. AND AO17.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO17.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure.	Complies See PO14 above.
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure	<i>For a state-controlled road or road transport infrastructure, all of the following apply:</i> AO18.1 For all flood events up to 1% annual exceedance probability , development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a state transport corridor. AND AO18.2 For all flood events up to 1% annual exceedance probability , development ensures there are negligible impacts (up to a 10%	N/A The site is not subject to flooding impacts.

Performance outcomes	Acceptable outcomes	Response
	<p>increase) to existing peak velocities within a state transport corridor.</p> <p>AND</p> <p>AO18.3 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a state transport corridor.</p> <p><i>No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.</i></p>	
Drainage infrastructure		
<p>PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor.</p>	<p><i>For a state-controlled road environment, both of the following apply:</i></p> <p>AO19.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained within the development site, except at the lawful point of discharge.</p> <p>AND</p> <p>AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor.</p> <p><i>For a railway environment both of the following apply:</i></p> <p>AO19.3 Drainage infrastructure associated with a railway corridor or rail transport infrastructure is wholly contained within the development site.</p> <p>AND</p>	<p>Complies</p> <p>No drainage infrastructure associated with the proposed development is required to be located in a state transport corridor. Access to maintain said infrastructure can also be achieved without needing access to state transport infrastructure (the nearest infrastructure is circa 30m away from the state transport corridor). Compliance can also be conditioned (with detailed design able to be provided to SARA for approval prior to any works commencing on the site).</p>

Performance outcomes	Acceptable outcomes	Response
	AO19.4 Drainage infrastructure can be maintained without requiring access to a state transport corridor .	
PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	Complies See AO19.1 above.
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development will not impede the delivery of any works associated with the future bypass road. Compliance can also be conditioned.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services .	No acceptable outcome is prescribed.	N/A There is no existing or planned public passenger transport or active transport infrastructure in close proximity to the site.
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	N/A See PO22 above.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	N/A See PO22 above.
PO25 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	N/A See PO22 above.

Performance outcomes	Acceptable outcomes	Response
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.	No acceptable outcome is prescribed.	N/A See PO22 above.
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services .	No acceptable outcome is prescribed.	N/A See PO22 above.
PO28 Development enables the provision or extension of public passenger services, public passenger transport infrastructure and active transport infrastructure to the development and avoids creating indirect or inefficient routes for public passenger services .	No acceptable outcome is prescribed.	N/A See PO22 above.
PO29 New or modified road networks are designed to enable development to be serviced by public passenger services .	<p>AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.</p> <p>AND</p> <p>AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with:</p> <ol style="list-style-type: none"> 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; 	N/A See Section 7.1 of the Planning Report.

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO29.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p>	
PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	N/A See PO22 above.
PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	No acceptable outcome is prescribed.	N/A Not applicable to a residential subdivision.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	Not Applicable See PO31 above.
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.	No acceptable outcome is prescribed.	Not Applicable See PO31 above.
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	<p>AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p> <p>AO34.2 Taxi facilities are designed in accordance with:</p> <ol style="list-style-type: none"> 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 	Not Applicable See PO31 above.

Performance outcomes	Acceptable outcomes	Response
	<ul style="list-style-type: none"> 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015. 	
<p>PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services, pedestrian and cyclist access and active transport infrastructure.</p>	<p>AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.</p>	<p>Not Applicable The proposed development is not for an educational establishment.</p>



6.2.6.1 Application

- (1) This code applies to assessing development where:
 - (a) Located in the Low density residential zone; and
 - (b) It is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

6.2.6.2 Purpose

- (1) The purpose of the Low density residential zone code is to provide for predominantly dwelling houses supported by community uses and small-scale services and facilities that cater for local residents.
- (2) Mareeba Shire Council's purpose of the Low density residential zone code is to:
 - (a) maintain the integrity of established residential areas, which are characterised primarily by Dwelling houses and Dual occupancy development;
 - (b) provide opportunities for other forms of residential development where existing character and amenity will not be compromised; and
 - (c) facilitate non-residential development that directly supports the day to day needs of the immediate residential community, in new residential areas.
- (3) The purpose of the code will be achieved through the following overall outcomes:
 - (a) The dominant form of development is detached dwelling houses, on a range of lot sizes;
 - (b) In greenfield areas, in proximity to activity centres, a wider range of higher density residential development may occur where existing low density residential amenity is not compromised;
 - (c) High quality Residential care facilities and Retirement facilities are located on larger sites;
 - (d) Development provides for an efficient land use pattern and is well connected to other developments;
 - (e) Development is designed to provide safe and walkable neighbourhoods that connect residents to desirable destinations including schools, parks, shops and community facilities;
 - (f) Development facilitates other small-scale uses that integrate personal employment and residential activities, provided they complement local residential amenity;
 - (g) Development maintains a high level of residential amenity avoiding uses that introduce impacts associated with noise, hours of operation, traffic, advertising devices, visual amenity, privacy, lighting, odour and emissions;
 - (h) Development reflects and enhances the existing low density scale and character of the area;
 - (i) Development is supported by necessary transport infrastructure which is designed to provide and promote safe and efficient public transport use, walking and cycling;
 - (j) Development is supported by necessary community facilities, open space and recreational areas and appropriate infrastructure to meet the needs of the local community;
 - (k) Non-residential development may be supported in new residential areas where such uses directly support the day to day needs of the immediate residential community;
 - (l) Development takes account of the environmental constraints of the land; and
 - (m) Any unavoidable impacts are minimised through location, design, operation and management requirements.

6.2.6.3 Criteria for assessment

Table 6.2.6.3A – Low density residential zone code – For accepted development subject to requirements and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
FOR ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT			
HEIGHT			
<p>PO1 Building height takes into consideration and respects the following:</p> <ul style="list-style-type: none"> (a) The height of existing buildings on adjoining premises; (b) The development potential, with respect to height, on adjoining premises; (c) The height of buildings in the vicinity of the site; (d) Access to sunlight and daylight for the site and adjoining sites; (e) Privacy and overlooking; and (f) Site area and street frontage length. 	<p>AO1 Development has a maximum building height of:</p> <ul style="list-style-type: none"> a) 8.5 metres; and b) 2 storeys above ground level. 	N/A	Not applicable to an application for reconfiguring a lot.
OUTBUILDINGS AND RESIDENTIAL SCALE			
<p>PO2 Domestic outbuildings:</p> <ul style="list-style-type: none"> a) Do not dominate the lot on which they are located; and b) Are consistent with the scale and character of development in the low-density residential zone 	<p>AO2 Domestic outbuildings do not exceed:</p> <ul style="list-style-type: none"> a) 100m² in gross floor area; and b) 5.5 metres in height above natural ground level. 	N/A	See AO1 above.
SITING			

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
<p>PO3 Development is sited in a manner that considers and respects:</p> <ul style="list-style-type: none"> a) The siting and use of adjoining premises b) Access to sunlight and daylight for the site and adjoining sites; c) Privacy and overlooking; d) Opportunities for casual surveillance of adjoining public spaces; e) Air circulation and access to natural breezes; and f) Appearance of building bulk; and g) Relationship with road corridors 	<p>AO3.1 Buildings and structures include a minimum of setback of:</p> <ul style="list-style-type: none"> a) 6 metres from the primary road frontage; and b) 3 metres from any secondary road frontage 	N/A	See AO1 above.
	<p>AO3.2 Buildings and structures include a minimum setback of 2 metres from side and rear boundaries.</p>	N/A	See AO1 above.
ACCOMMODATION DENSITY			
<p>PO4 The density of Accommodation activities:</p> <ul style="list-style-type: none"> a) Contributes to housing choice and affordability; b) Respects the nature and density of surrounding land use; c) Does not cause amenity impacts beyond the reasonable expectation of accommodation density for the zone; and d) Is commensurate to the scale and frontage of the site. 	<p>AO4 Development provides a maximum density for Accommodation activities in compliance with Table 6.2.63B.</p>	N/A	See AO1 above.
GROSS FLOOR AREA			
<p>PO5 Buildings and structures occupy the site in a manner that:</p> <ul style="list-style-type: none"> a) Makes efficient use of land; b) Is consistent with the bulk and scale of surrounding buildings; and c) Appropriately balances built and natural features. 	<p>AO5 Gross floor area does not exceed 600m².</p>	N/A	See AO1 above.

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
FOR ASSESSABLE DEVELOPMENT			
BUILDING DESIGN			
<p>PO6 Building facades are appropriately designed to:</p> <ul style="list-style-type: none"> (a) Include visual interest and architectural variation; (b) Maintain and enhance the character of the surrounds; (c) Provide opportunities for casual surveillance; (d) Include a human scale; and (e) Encourage occupation of outdoor space. 	<p>AO6 Buildings include habitable space, pedestrian entrances and recreation space facing the primary road frontage.</p>	N/A	See AO1 above.
<p>PO7 Development complements and integrates with the established built character of the low density residential zone, having a regard to:</p> <ul style="list-style-type: none"> a) Roof form and pitch; b) Eaves and awnings; c) Building materials, colours and textures; and d) Windows and door size and location. 	<p>AO7 No acceptable outcome is provided.</p>	N/A	See AO1 above.
NON – RESIDENTIAL DEVELOPMENT			
<p>PO8 Non-residential development is only located in new residential areas and:</p> <ul style="list-style-type: none"> (a) Is consistent with the scale of existing development; (b) Does not detract from the amenity of nearby residential uses; (c) Directly supports the day to day needs of the immediate residential community; and (d) Does not impact on the orderly provision of non-residential development in other locations in the shire. 	<p>AO8 No acceptable outcome is provided.</p>	N/A	See AO1 above.

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
AMENITY			
<p>PO9 Development must not detract from the amenity of the local area, having regard to:</p> <ul style="list-style-type: none"> a) Noise; b) Hours of operation; c) Traffic; d) Advertising devices; e) Visual amenity; f) Privacy; g) Lighting h) Odour; and i) Emissions. 	<p>AO9 No acceptable outcome is provided.</p>	<p>YES</p>	<p>The proposed development is for a residential subdivision and will include seventy-nine (79) lots that are consistent with the intent, minimum lot size and expectations of the Low-Density residential zone. As such, the proposed development is not providing more lots than what should reasonably be expected to occur on the site and for this reason, the proposed development will not generate or result in any unacceptable, negative impacts on residential amenity in relation to traffic, noise, dust, odour, lighting etc., over and above that which, given the zoning of the site, should have reasonably been expected to occur on the site by adjacent residents and the surrounding community (the proposed development is in fact, likely providing a lesser number of lots than should reasonably be expected to occur on the site).</p>
<p>PO10 Development must take into account and seek to ameliorate any existing negative environmental impacts, having regard to</p> <ul style="list-style-type: none"> a) Noise; b) Hours of operation; c) Traffic; d) Advertising devices; e) Visual amenity; f) Privacy; g) Lighting h) Odour; and i) Emissions. 	<p>AO10 No acceptable outcome is provided.</p>	<p>YES</p>	<p>See PO9 above.</p>

9.4.4.1 Application

- (1) This code applies to assessing development where:
 - (a) For Reconfiguring a Lot; and
 - (b) It is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the planning scheme.

9.4.4.2 Purpose

- (1) The purpose of the Reconfiguring a lot code is to ensure that land is:
 - (a) arranged in a manner which is consistent with the intended scale and intensity of development within the area;
 - (b) provided with access to appropriate movement and open space networks; and
 - (c) contributes to housing diversity and accommodates a range of land uses.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Subdivision of land achieves the efficient use of land and the efficient provision of infrastructure and transport services;
 - (b) Lots are of a suitable size and shape for the intended or potential use having regard to the purpose and overall outcomes of the relevant zone or precinct.
 - (c) Subdivision of land creates lots with sufficient area and dimensions to accommodate the ultimate use, meet user requirements, protect environmental features and account for site constraints;
 - (d) A range and mix of lot sizes is provided to facilitate a variety of industry and housing types;
 - (e) Subdivision design incorporates a road network that provides connectivity and circulation for vehicles and provide safe and efficient access for pedestrians, cyclists and public transport;
 - (f) Subdivision design provides opportunities for walking and cycling for recreation and as alternative methods of travel;
 - (g) Subdivision of land provides and integrates a range of functional parkland, including local and district parks and open space links for the use and enjoyment of the residents of the locality and the shire;
 - (h) Subdivision of land contributes to an open space network that achieves connectivity along riparian corridors and between areas with conservation values;
 - (i) Subdivision within the Rural zone maintains lots equal to or larger than 60ha, except for where:
 - (a) The subdivision results in no additional lots (boundary realignment) and does not create an additional rural lifestyle lot or rural residential purposes lot; or
 - (b) The subdivision is limited to the creation of one additional allotment to accommodate a public reconfiguration purpose;
 - (j) Land in historical townships is not reconfigured to be used for urban purposes; and
 - (k) Residential subdivision and greenfield development is designed to consider and respect:
 - i. topography;
 - ii. climate responsive design and solar orientation;

- iii. efficient and sustainable infrastructure provision;
- iv. environmental values;
- v. water sensitive urban design;
- vi. good quality agricultural land; and
- vii. the character and scale of surrounding development.

9.4.4.3 Criteria for assessment

Table 9.4.4.3A – Reconfiguring a Lot Code – for Assessable Development

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
FOR ASSESSABLE DEVELOPMENT			
AREA AND FRONTAGE OF LOTS – EXCEPT FOR RURAL ZONE			
<p>PO1 Lots include an area and frontage that:</p> <ul style="list-style-type: none"> (a) is consistent with the design of lots in the surrounding area; (b) allows the desired amenity of the zone to be achieved; (c) is able to accommodate all buildings, structures and works associated with the intended land use; (d) allow the site to be provided with sufficient access; (e) considers the proximity of the land to: <ul style="list-style-type: none"> (i) centres; (ii) public transport services; and (iii) open space; and (f) allows for the protection of environmental features; and (g) accommodates site constraints 	<p>AO1 Lots provide a minimum area and frontage in accordance with Table 9.4.4.3B.</p>	<p>YES</p>	<p>Seventy-eight (78) of the proposed lots meet and/or exceed the minimum area and frontage requirements for lots (inclusive of rear lots) in the Low-Density Residential zone, where the proposal is for greenfield development that is connected to reticulated water and sewerage (see Section 5.2 and Table 1 of the Planning Report for the proposed lot arrangements).</p> <p>It is only proposed Lot 9 that does not meet the minimum area and frontage requirements (7.75m frontage in lieu of a ten (10) metre frontage). That said, proposed Lot 9 will remain consistent with the design of the surrounding area, can still accommodate all future buildings and works required on the site, and still provides sufficient width for a standard residential access to the site which ensures compliance with PO1.</p>
AREA AND FRONTAGE OF LOTS – RURAL ZONE			
<p>PO1.1 No lots are created with an area of less than 60ha, except for where:</p> <ul style="list-style-type: none"> (a) The subdivision results in no additional lots (boundary realignment) and does not create an 	<p>AO1.1 No acceptable outcome is provided.</p>	<p>N/A</p>	<p>The site is located in the rural zone.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
<p>additional rural lifestyle lot or rural residential purposes lot; or</p> <p>(b) The subdivision is limited to the creation of one additional allotment to accommodate a public reconfiguration purpose.</p> <p><i>Note: This also applies to applications for boundary realignment.</i></p>			
<p>PO1.2 Where for a boundary realignment, the realignment only occurs where it would:</p> <ul style="list-style-type: none"> (a) Improve agricultural efficiency; or (b) Facilitate agricultural activity or conservation outcomes; or (c) Resolve boundary issues where a house, structure or works is built over the boundary line of the lots. 	<p>AO1.2 No acceptable outcome is provided.</p>	<p>N/A</p>	<p>See AO1.1 above.</p>
<p>PO1.3 Where for a boundary realignment, the proposed lots are:</p> <ul style="list-style-type: none"> (a) Able to accommodate all buildings, structures and works associated with the rural use; (b) Suitable to allow the site to be provided with sufficient access; (c) Include enough space within the new lots to accommodate buffers from adjoining land uses to mitigate adverse impacts such as chemical spray drift, odour, noise, fire, smoke and ash; (d) Do not constrain existing industries from expanding or new agricultural enterprises from being established; (e) Do not create new lots for rural lifestyle or rural residential purposes; and (f) Are not for the purposes of creating a separate house lot. 	<p>AO1.3 No acceptable outcome is provided.</p>	<p>N/A</p>	<p>See AO1.1 above.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
<p>PO1.4 Where for the creation of one additional lot to accommodate a public reconfiguration purpose:</p> <ul style="list-style-type: none"> (a) The lot has sufficient area to be able to accommodate all buildings, structures and works associated with the intended use; and (b) The intended use commences on the lot prior to its creation, or a statutory covenant is registered on the title restricting the future use of the lot to the intended purpose. 	<p>AO1.4 No acceptable outcome is provided.</p>	<p>N/A</p>	<p>See AO1.1 above.</p>
<p>PO1.5 Reconfiguring a lot that is severed by a gazetted road and that uses the road as the boundary of division only occurs where:</p> <ul style="list-style-type: none"> (a) The subdivision divides one lot into two; and (b) The existing lot is severed by a road that was gazetted before 9 May 2008; and (c) The resulting lot boundaries use the road as the boundary of division; and (d) The development: <ul style="list-style-type: none"> (i) facilitates agricultural activity; or (ii) facilitates conservation outcomes; and (e) The development ensures agricultural activity is not compromised. 	<p>AO1.5 No acceptable outcome is provided.</p>	<p>N/A</p>	<p>See AO1.1 above.</p>
<p>PO1.6 All lots include a frontage that allows the site to be provided with sufficient access.</p>	<p>AO1.6 Lots provided a minimum frontage is accordance with Table 9.4.4.3B</p>	<p>N/A</p>	<p>See AO1.1 above.</p>

EXISTING BUILDINGS AND EASEMENTS

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
<p>PO2 Reconfiguring a Lot which contains existing land uses or existing buildings and structures ensures:</p> <ul style="list-style-type: none"> (a) New lots are of sufficient area and dimensions to accommodate existing land uses, buildings and structures; and (b) Any continuing use is not compromised by the reconfiguration. 	<p>AO2.1 Each land use and associated infrastructure is contained within its individual lot.</p>	<p>N/A</p>	<p>The site is free of any buildings/structures and/or easements.</p>
	<p>AO2.2 All lots containing existing buildings and structures achieve the setback requirements of the relevant zone.</p>	<p>N/A</p>	<p>See AO2.1 above.</p>
<p>PO3 Reconfiguring a Lot which contains an existing easement ensures:</p> <ul style="list-style-type: none"> (a) Future buildings, structures and accessways are able to be sited to avoid the easement; and (b) The reconfiguration does not compromise the purpose of the easement or the continued operation of any infrastructure contained within the easement. 	<p>AO3 No acceptable outcome is provided.</p>	<p>N/A</p>	<p>See AO2.1 above.</p>
BOUNDARY REALIGNMENT			
<p>PO4 The boundary realignment retains all attendant and existing infrastructure connections and potential connections</p>	<p>AO4 No acceptable outcome is provided</p>	<p>N/A</p>	<p>The proposed development is not for a boundary realignment.</p>
ACCESS AND ROAD NETWORK			
<p>PO5</p>	<p>AO5 No acceptable outcome is provided.</p>	<p>YES</p>	<p>Compliance can be conditioned.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
<p>Access to a reconfigured lot (including driveways and paths) must not have an adverse impact on:</p> <ul style="list-style-type: none"> (a) Safety; (b) Drainage; (c) Visual amenity; (d) Privacy of adjoining premises; and (e) Service provision. 			
<p>PO6 Reconfiguring a Lot ensures that access to a lot can be provided that:</p> <ul style="list-style-type: none"> (a) Is consistent with that provided in the surrounding area; (b) Maximise efficiency and safety; and (c) Is consistent with the nature of the intended use of the lot. <p><i>Note – the Parking and Access code should be considered in demonstrating compliance with PO6.</i></p>	<p>AO6 Vehicle crossover and access is provided in accordance with the design guidelines and specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	<p>YES</p>	<p>Compliance can be conditioned if any crossovers are required to be provided to any lots (at time of subdivision) as part of the proposed development.</p>
<p>PO7 Roads in the Industry zone are designed having regard to:</p> <ul style="list-style-type: none"> (a) The intended use of the lots; (b) The existing use of surrounding land; (c) The vehicular servicing requirements of the intended use; and (d) The movement and turning requirements of B-Double vehicles. <p><i>Note – the Parking and Access code should be considered in demonstrating compliance with PO6.</i></p>	<p>AO7 No acceptable outcome is provided.</p>	<p>N/A</p>	<p>The site is located in the Industry Zone.</p>
<p>REAR LOTS</p>			

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
<p>PO8 Rear lots are designed to:</p> <ul style="list-style-type: none"> (a) Provide a high standard of amenity for residents and other users of the site; (b) Provide a high standard of amenity for adjoining properties; and (c) Not adversely affect the safety and efficiency of the road from which access is gained. 	<p>AO8.1 Rear lots are designed to facilitate development that adjoins or overlooks a park or open space.</p>	<p>YES</p>	<p>The proposed rear lots (Lot 8 & Lot 70) do not adjoin or overlook park or open space, however these lots meet the requirements of PO8 as they are designed to:</p> <ul style="list-style-type: none"> (a) Provide a high standard of amenity for residents and users of the site as they exceed the minimum lot size (800m²) and frontage length (5m) requirements therefore, providing more than enough 'private open space' in lieu of adjoining park or open space; (b) The proposed rear lots will not impact the amenity of adjoining properties, as surrounding lots meet minimum site area and frontage requirements; and (c) Access to the proposed rear lots will not adversely affect the safety and efficiency of the road network (i.e. they provide sufficient sight distances and meet minimum road frontage requirements).
	<p>AO8.2 No more than two rear lots are created behind any lot with a road frontage.</p>	<p>YES</p>	<p>The proposed development does not include the creation of more than two (2) rear lots behind a lot with road frontage.</p>
	<p>AO8.3 Access to lots is via an access strip with a minimum width of:</p> <ul style="list-style-type: none"> (a) 4 metres where in the Low density residential zone or Medium density residential zone; or (b) 8 metres otherwise. 	<p>YES</p>	<p>Both rear lots have access strips wider than four (4) metres.</p>
	<p>AO8.4 A single access strip is provided to a rear lot along one side of the lot with direct frontage to the street. Note – Figure A provides further guidance in relation to the desired outcome.</p>	<p>YES</p>	<p>Both rear lots are provided with a single access strip with direct frontage to a road.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	<p>AO8.5 No more than 1 in 10 lots created in a new subdivision are rear lots.</p>	YES	Only two (2) of the proposed seventy-nine (79) lots are rear lots.
	<p>AO8.6 Rear lots are not created in the Centre zone or the Industry zone.</p>	YES	The site is not located in the centre or industry zone.
CRIME PREVENTION AND COMMUNITY SAFETY			
<p>PO9 Development includes design features which enhance public safety and seek to prevent opportunities for crime, having regard to:</p> <ul style="list-style-type: none"> (a) Sightlines; (b) The existing and intended pedestrian movements network; (c) The existing and intended land use pattern; and (d) Potential entrapment locations. 	<p>AO9 No acceptable outcome is provided.</p>	YES	Compliance can be conditioned.
PEDESTRIAN AND CYCLE MOVEMENT NETWORK			
<p>PO10 Reconfiguring a lot must assist in the implementation of a Pedestrian and Cycle movement network to achieve safe, attractive and efficient pedestrian and cycle networks.</p>	<p>AO10 No acceptable outcome is provided.</p>	YES	Please refer to SK17 in Attachment 2 which has provided pedestrian footpaths in accordance with Schedule 12A of the PR which is more than sufficient to ensure compliance with PO10.
PUBLIC TRANSPORT NETWORK			
<p>PO11 Where a site includes or adjoins a future public transport corridor or future public transport site identified through a structure planning process, development:</p>	<p>AO11 No acceptable outcome is provided.</p>	N/A	The Planning Scheme does not include any mapped future public transport routes or sites.

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
<ul style="list-style-type: none"> (a) Does not prejudice the future provision of the identified infrastructure; (b) Appropriately treats the common boundary with the future corridor; and (c) Provides opportunities to integrate with the adjoining corridor where it will include an element which will attract pedestrian movement. 			
RESIDENTIAL SUBDIVISION			
<p>PO12 Residential lots are:</p> <ul style="list-style-type: none"> (a) Provided in a variety of sizes to accommodate housing choice and diversity; and (b) Located to increase variety and avoid large areas of similar lot sizes. 	<p>AO12 No acceptable outcome is provided.</p>	YES	The proposed development includes lots that vary in size between 1,067m ² and 2,081m ² which will allow for housing choice and diversity.
RURAL RESIDENTIAL ZONE			
<p>PO13 New lots re only created in the Rural residential zone where land is located within the 4,000m² precinct, the 1-hectare precinct or the 2-hectare precinct.</p>	<p>AO13 No acceptable outcome is provided.</p>	N/A	The site is not located within the Rural Residential Zone.
ADDITIONAL PROVISIONS FOR GREENFIELD DEVELOPMENT ONLY			
<p>PO14 The subdivision design provides the new community with a local identity by responding to:</p> <ul style="list-style-type: none"> (a) Site context; (b) Site characteristics; (c) Setting; (d) Landmarks; (e) Natural features; and (f) Views. 	<p>AO14 No acceptable outcome is provided.</p>	YES	The proposed development is consistent with the existing residential development in the surrounding area and suitably responds to the matters identified in PO14 (where applicable).

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
<p>PO15 The road networks is designed to provide a high level of connectivity, permeability and circulation for local vehicles, public transport, pedestrians and cyclists.</p>	<p>AO15 No acceptable outcome provided.</p>	YES	<p>The proposed development provides an internal road network that:</p> <ul style="list-style-type: none"> Provides connections to the existing road network being Tilse Street (and connections to existing, unformed road reserves to the west and north of the site); and Includes footpaths along all internal roads providing for pedestrian and cyclist movement throughout the proposed development.
<p>PO16 The road network is designed to:</p> <ul style="list-style-type: none"> (a) Minimise the number of cul-de-sacs; (b) Provide walkable catchments for all residents in cul-de-sacs; and (c) Include open cul-de-sacs heads. <p><i>Note – Figure B provides further guidance in relation to the desired outcome.</i></p>	<p>AO16 No acceptable outcome provided.</p>	YES & N/A	<p>The proposed development complies with the performance outcome as:</p> <ul style="list-style-type: none"> (a) The subdivision layout restricts the use of cul-de-sacs to the areas of the site where topography necessities it); (b) No cul-de-sac streets are more than 250m long (as required by Schedule 12A of the PR); and (c) Open cul-de-sac heads have not been provided to Roads A or D as there are no connecting footpaths or roads that a connecting pathway could join into.
<p>PO17 Reconfiguring a Lot provides safe and convenient access to the existing or future public transport network.</p>	<p>AO17 The subdivision locates 90% of lots within 400 metres walking distance of a future public transport route.</p>	YES	<p>Please refer to Section 7.1 of the Planning Report for commentary demonstrating compliance with PO17.</p>
<p>PO18 The staging of the lot reconfiguration prioritises delivery of link roads to facilitate efficient bus routes.</p>	<p>AO18 No acceptable outcome provided.</p>	N/A	<p>Please refer to Section 7.1 of the Planning Report for commentary demonstrating why bus routes are not required, nor are they appropriate within the proposed development.</p>
<p>PO19 Provision is made for sufficient open space to:</p>	<p>AO19.1 A minimum of 10% of the site area is dedicated as open space.</p>	YES	<p>Please refer to Section 7.2 of the Planning Report for commentary demonstrating compliance with PO19.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
<ul style="list-style-type: none"> (a) Meet the needs of the occupiers of the lots and to ensure that the environmental and scenic values of the area are protected; (b) Retain riparian corridors, significant vegetation, and habitat areas and provides linkages between those areas; and (c) Meet regional, district and neighbourhood open space requirements. 	<p>AO19.2 A maximum of 30% of the proposed open space can consist of land identified as significant vegetation or riparian corridor buffer.</p>	<p>N/A</p>	<p>The site does not include areas of significant vegetation or riparian corridor buffer areas.</p>
<p>PO20 A network of parks and community land is provided:</p> <ul style="list-style-type: none"> (a) To support a full range of recreational and sporting activities; (b) To ensure adequate pedestrian, cycle and vehicle access; (c) Which is supported by appropriate infrastructure and embellishments; (d) To facilitate links between public open spaces; (e) Which is co-located with other existing or proposed community infrastructure; (f) Which is consistent with the preferred open space network; and (g) Which includes a diversity of settings. 	<p>AO20 No acceptable outcome is provided.</p>	<p>YES</p>	<p>See PO19 above.</p>

9.4.5.1 Application

- (1) This code applies to assessing development where it is identified in the assessment benchmarks for assessable development and requirements for accepted development column of an assessment table in Part 5 of the Planning Scheme.

9.4.5.2 Purpose

- (1) The purpose of the Works, services and infrastructure code is to ensure that all development is appropriately serviced by physical infrastructure, public utilities and services and that work associated with development is carried out in a manner that does not adversely impact on the surrounding area.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (a) Development provides an adequate, safe and reliable supply of potable, firefighting and general use water in accordance with relevant standards;
 - (b) Development provides for the treatment and disposal of wastewater and ensures there are no adverse impacts on water quality, public health, local amenity or ecological processes;
 - (c) Development provides for the disposal of stormwater and ensures that there are no adverse impacts on water quality or ecological processes;
 - (d) Development connects to the road network and any adjoining public transport, pedestrian and cycle networks while ensuring no adverse impacts on the safe, convenient and efficient operation of these networks;
 - (e) Development provides electricity and telecommunications services that meet its desired requirements;
 - (f) Development is connected to a nearby electricity network with adequate capacity without significant environment, social or amenity impact;
 - (g) Development does not affect the efficient functioning of public utility mains, services or installations;
 - (h) Infrastructure dedicated to Council is cost effective over its life cycle;
 - (i) Work associated with development does not cause adverse impacts on the surrounding area; and
 - (j) Development prevents the spread of weeds, seeds or other pests.

9.4.5.3 Criteria for assessment

Table 9.4.5.3 – Works, services and infrastructure code – For accepted development subject to requirements and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
FOR ACCEPTED DEVELOPMENT SUBJECT TO REQUIREMENTS AND ASSESSABLE DEVELOPMENT			
WATER SUPPLY			
<p>PO1 Each lot has an adequate volume and supply of water that:</p> <ul style="list-style-type: none"> (a) meets the needs of users; (b) is adequate for fire-fighting purposes; (c) ensures the health, safety and convenience of the community; and (d) minimises adverse impacts on the receiving environment. 	<p>AO1.1 Development is connected to a reticulated water supply system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located:</p> <ul style="list-style-type: none"> (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated water supply service area. 	YES	Please refer to Section 5.4.1 of the Planning Report and Attachments 2 & 5 which outlines how the proposed development will connect to Council's reticulated water supply network, which ensures compliance with the Acceptable Outcome. Compliance can also be conditioned, and a detailed design of the water network will be provided as part of the operational works application for Stage 1.
	<p>AO1.2 Development, where located outside a reticulated water supply service area and in the Conservation zone, Rural zone or Rural residential zone is provided with:</p> <ul style="list-style-type: none"> (a) a bore or bores are provided in accordance with the Design Guidelines set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; or (b) on-site water storage tank/s: <ul style="list-style-type: none"> (i) with a minimum capacity of 90,000L; (ii) fitted with a 50mm ball valve with a camlock fitting; and (iii) which are installed and connected prior to the occupation or use of the development. 	N/A	See AO1.1 above.

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
WASTEWATER DISPOSAL			
<p>PO2 Each lot provides for the treatment and disposal of effluent and other waste water that:</p> <ul style="list-style-type: none"> (a) meets the needs of users; (b) is adequate for fire-fighting purposes; (c) ensures the health, safety and convenience of the community; and (d) minimises adverse impacts on the receiving environment. 	<p>AO2.1 Development is connected to a reticulated sewerage system in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual other than where located:</p> <ul style="list-style-type: none"> (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area. 	YES	Please refer to Section 5.4.2 of the Planning Report and Attachments 2 & 5 which outlines how the proposed development will connect to Council's reticulated sewer supply network, which ensures compliance with the Acceptable Outcome. Compliance can also be conditioned, and a detailed design of the sewer network will be provided as part of the operational works application for Stage 1.
	<p>AO2.2 An effluent disposal system is provided in accordance with ASNZ 1547 On-Site Domestic Wastewater Management (as amended) where development is located:</p> <ul style="list-style-type: none"> (a) in the Conservation zone, Rural zone or Rural residential zone; and (b) outside a reticulated sewerage service area. 	N/A	See AO2.1 above.
STORMWATER INFRASTRUCTURE			
<p>PO3 Stormwater infrastructure is designed and constructed to collect and convey the design storm event to a lawful point of discharge in a manner that mitigates impacts on life and property.</p>	<p>AO3.1 Where located within a Priority infrastructure area or where stormwater infrastructure is available, development is connected to Council's stormwater network in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	YES	Please refer to Section 5.4.4 of the Planning Report and Attachments 2 & 5 which outlines how the proposed development will connect to Council's reticulated stormwater network, which ensures compliance with the Acceptable Outcome. Compliance can also be conditioned, and a detailed design of the stormwater network will be provided as part of the operational works application for Stage 1.

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	<p>AO3.2 On-site drainage systems are constructed:</p> <ul style="list-style-type: none"> (a) to convey stormwater from the premises to a lawful point of discharge; and (b) in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual. 	N/A	See AO3.1 above.
ELECTRICITY SUPPLY			
<p>PO4 Each lot is provided with an adequate supply of electricity.</p>	<p>AO4 The premises:</p> <ul style="list-style-type: none"> (a) is connected to the electricity supply network; or (b) has arranged a connection to the transmission grid; or (c) where not connected to the network, an independent energy system with sufficient capacity to service the development (at near average energy demands associated with the use) may be provided as an alternative to reticulated electricity where: <ul style="list-style-type: none"> (i) it is approved by the relevant regulatory authority; and (ii) it can be demonstrated that no air or noise emissions; and (iii) it can be demonstrated that no adverse impact on visual amenity will occur. 	YES	Please refer to Section 5.4.3 of the Planning Report for commentary regarding electricity connection. Compliance can also be conditioned, and a detailed design of the electrical network will be provided as part of the operational works application for Stage 1.
TELECOMMUNICATIONS INFRASTRUCTURE			
<p>PO5 Each lot is provided with an adequate supply of telecommunication infrastructure.</p>	<p>AO5 Development is provided with a connection to the national broadband network or telecommunication services.</p>	YES	Please refer to Section 5.4.3 of the Planning Report for commentary regarding telecommunications connection. Compliance can also be conditioned, and a detailed design of the telecommunications

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
			network will be provided as part of the operational works application for Stage 1.
EXISTING PUBLIC UTILITY SERVICES			
PO6 Development and associated works do not affect the efficient functioning of public utility mains, services or installations.	AO6 Public utility mains, services are relocated, altered or repaired in association with the works so that they continue to function and satisfy the relevant Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.	YES	Compliance can be conditioned.
EXCAVATION OR FILLING			
PO7 Excavation or filling must not have an adverse impact on the: <ul style="list-style-type: none"> (a) streetscape; (b) scenic amenity; (c) environmental values; (d) slope stability; (e) accessibility; or (f) privacy of adjoining premises. 	AO7.1 Excavation or filling does not occur within 1.5 metres of any site boundary.	YES	Compliance can be conditioned. A detailed design of the earthworks will be provided as part of the operational works application for Stage 1.
	AO7.2 Excavation or filling at any point on a lot is to be no greater than 1.5 metres above or below natural ground level.	YES	See AO7.1 above.
	AO7.3 Earthworks batters: <ul style="list-style-type: none"> (a) are no greater than 1.5 metres in height; (b) are stepped with a minimum width 2 metre berm; (c) do not exceed a maximum of two batters and two berms (not greater than 3.6 metres in total height) on any one lot; (d) have a slope no greater than 1 in 4; and 	YES	See AO7.1 above.

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	(e) are retained.		
	<p>A07.4 Soil used for filling or spoil from excavation is not stockpiled in locations that can be viewed from:</p> <ul style="list-style-type: none"> (a) adjoining premises; or (b) a road frontage, for a period exceeding 1 month from the commencement of the filling or excavation. 	YES	See A07.1 above.
	<p>A07.5 All batters and berms to be constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	YES	See A07.1 above.
	<p>A07.6 Retaining walls have a maximum height of 1.5 metres and are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	YES	See A07.1 above.
	<p>A07.7 Excavation or filling at any point on a lot is to include measures that protect trees at the foot or top of cut or fill batters by the use of appropriate retaining methods and sensitive earth removal or placement and in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	YES	See A07.1 above.

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
FOR ASSESSABLE DEVELOPMENT			
TRANSPORT NETWORK			
<p>PO8 The development has access to a transport network of adequate standard to provide for the safe and efficient movement of vehicles, pedestrians and cyclists.</p>	<p>AO8.1 Vehicle access, crossovers, road geometry, pavement, utilities and landscaping to the frontage/s of the site are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	YES	Please refer to Section 5.4.1 of the Planning Report and Attachments 2 & 5 which outlines the type of each new internal road and confirms they will be constructed in accordance with the relevant standards, inclusive of footpaths (some sections of longitudinal grades will be less than 0.5%), which ensures compliance with the Acceptable Outcome. Compliance can also be conditioned, and a detailed design of the new internal road/s will be provided as part of the operational works application for Stage 1.
	<p>AO8.2 Development provides footpath pavement treatments in accordance with Planning Scheme Policy 9 – Footpath Paving.</p>	YES	See AO8.1 above.
PUBLIC INFRASTRUCTURE			
<p>PO9 The design, construction and provision of any infrastructure that is to be dedicated to Council is cost effective over its life cycle and incorporates provisions to minimize adverse impacts.</p>	<p>AO9 Development is in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual.</p>	YES	See AO1.1, AO2.1, AO3.1 and PO8 above. Compliance can also be conditioned, and a detailed design of the new infrastructure which is to be provided to Council will be provided as part of the operational works application for Stage 1.

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
STORMWATER QUALITY			
<p>PO10 Development has a non-worsening effect on the site and surrounding land and is designed to:</p> <ul style="list-style-type: none"> (a) optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters; (b) protect the environmental values of waterbodies affected by the development, including upstream, on-site and downstream waterbodies; (c) achieve specified water quality objectives; (d) minimise flooding; (e) maximise the use of natural channel design principles; (f) maximise community benefit; and (g) minimise risk to public safety. 	<p>AO10.1 The following reporting is prepared for all Material change of use or Reconfiguring a lot proposals:</p> <ul style="list-style-type: none"> (a) a Stormwater Management Plan and Report that meets or exceeds the standards of design and construction set out in the Queensland Urban Drainage Manual (QUDM) and the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development Manual; and (b) an Erosion and Sediment Control Plan that meets or exceeds the Soil Erosion and Sedimentation Control Guidelines (Institute of Engineers Australia), including: <ul style="list-style-type: none"> (i) drainage control; (ii) erosion control; (iii) sediment control; and (iv) water quality outcomes. 	YES	Compliance with the performance outcome can be conditioned and a detailed design of the stormwater network will be provided as part of the operational works application for Stage 1 (inclusive of an erosion and sediment control plan).
	<p>AO10.2 For development on land greater than 2,500m² or that result in more than 5 lots or more than 5 dwellings or accommodation units, a Stormwater Quality Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) is prepared that demonstrates that the development:</p> <ul style="list-style-type: none"> (a) meets or exceeds the standards of design and construction set out in the Urban Stormwater Quality Planning Guideline and the Queensland Water Quality Guideline; (b) is consistent with any local area stormwater water management planning; 	YES	See AO10.1 above.

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
	(c) accounts for development type, construction phase, local climatic conditions and design objectives; and (d) provides for stormwater quality treatment measures reflecting land use constraints, such as soil type, landscape features (including landform), nutrient hazardous areas, acid sulfate soil and rainfall erosivity.		
PO11 Storage areas for stormwater detention and retention: (a) protect or enhance the environmental values of receiving waters; (b) achieve specified water quality objectives; (c) where possible, provide for recreational use; (d) maximise community benefit; and (e) minimise risk to public safety.	AO11 No acceptable outcome is provided.	N/A	The proposed development does not include any detention areas.
EXCAVATION OR FILLING			
PO12 Traffic generated by filling or excavation does not impact on the amenity of the surrounding area.	AO12.1 Haul routes used for transportation of fill to or from the site only use major roads and avoid residential areas.	YES	Compliance can be conditioned.
	AO12.2 Transportation of fill to or from the site does not occur: (a) within peak traffic times; and (b) before 7am or after 6pm Monday to Friday; (c) before 7am or after 1pm Saturdays; and (d) on Sundays or Public Holidays.	YES	See AO12.1 above.

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
<p>PO13 Air pollutants, dust and sediment particles from excavation or filling, do not cause significant environmental harm or nuisance impacts.</p>	<p>AO13.1 Dust emissions do not extend beyond the boundary of the site.</p>	<p>YES</p>	<p>See AO12.1 above.</p>
	<p>AO13.2 No other air pollutants, including odours, are detectable at the boundary of the site.</p>	<p>YES</p>	<p>See AO12.1 above.</p>
	<p>AO13.3 A management plan for control of dust and air pollutants is prepared and implemented.</p>	<p>YES</p>	<p>See AO12.1 above.</p>
<p>PO14 Access to the premises (including driveways and paths) does not have an adverse impact on: (a) safety; (b) drainage; (c) visual amenity; and (d) privacy of adjoining premises.</p>	<p>AO14 Access to the premises (including all works associated with the access): (a) must follow as close as possible to the existing contours; (b) be contained within the premises and not the road reserve, and (c) are designed and constructed in accordance with the Design Guidelines and Specifications set out in the Planning Scheme Policy 4 – FNQROC Regional Development manual.</p>	<p>YES</p>	<p>See AO12.1 above.</p>
<p>WEED AND PEST MANAGEMENT</p>			
<p>PO15 Development prevents the spread of weeds, seeds or other pests into clean areas or away from infested areas.</p>	<p>AO15 No acceptable outcome is provided.</p>	<p>YES</p>	<p>Compliance can be conditioned.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE MEASURES	COMPLIES	COMMENT
CONTAMINATED LAND			
<p>PO16 Development is located and designed to ensure that users and nearby sensitive land uses are not exposed to unacceptable levels of contaminants</p>	<p>AO16 Development is located where: (a) soils are not contaminated by pollutants which represent a health or safety risk to users; or (b) contaminated soils are remediated prior to plan sealing, operational works permit, or issuing of building works permit.</p>	YES	The site is not located on the Environmental Management or Contaminated Land Registers (see Attachment 3).
FIRE SERVICES IN DEVELOPMENTS ACCESSED BY COMMON PRIVATE TITLE			
<p>PO17 Fire hydrants are located in positions that will enable fire services to access water safely, effectively and efficiently.</p>	<p>AO17.1 Fire hydrants are located in accessways or private roads held in common private title at a maximum spacing of: (a) 120 metres for residential development; and (b) 90 metres for any other development.</p>	N/A	The proposed development is not for development accessed by common private title.
	<p>AO17.2 Fire hydrants are located at all intersections of accessways or private roads held in common private title.</p>	N/A	See AO17.1 above.

Company owner's consent to the making of a development application under the *Planning Act 2016*

I, *Salvatore Girgenti*

Sole Director/Secretary of the company mentioned below.

Of Sibi Girgenti Holdings Pty Ltd (ACN 010 496 045)

The company being the owner of the premises identified as follows:

232 McIver Road & Lot 1 Tilse Street, Mareeba, more formally described as Lot 49 on SP202901 & Lot 1 on SP202899.

Consent to the making of a development application under the *Planning Act 2016* by:

Girgenti Group C/- Urban Sync Pty Ltd

On the premises described above for:

Development Permit for Reconfiguring a Lot (Two (2) Lots into Seventy-Nine (79) Lots)

Company Name and ACN: Sibi Girgenti Holdings Pty Ltd (ACN 010 496 045)



.....
Signature of Sole Director/Secretary

19/2/26
.....

Date