

Our Ref: M2-26

17 June 2026

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

Attention: Planning Department

Dear Sir/Madam,

**DEVELOPMENT APPLICATION SEEKING A DEVELOPMENT PERMIT FOR A
MATERIAL CHANGE OF USE – EXTENSION TO SHOWROOM
LOCATED AT – 313-315 BYRNES STREET, MAREEBA
FORMALLY DESCRIBED AS - LOT 1 ON SP245578**

We have been commissioned by Mete Property Pty Ltd a.t.f the Mete Family Trust, in preparing and submitting the following development application which seeks a Development Permit to extend its existing Motor Vehicle Repair Workshop area under the Planning Act 2016, located at 313-315 Byrnes Street, Mareeba.

The subject land parcel that incorporates the existing use for the Mareeba Mazda and Mitsubishi operation which is located within the centre zoned area along Byrnes Street. The subject site covers a total area of 4,048m² with approximately 70m frontage to Byrnes Street and approximately 50m to Lerra Street. The proposed application seeks to extend the footprint of the existing motor vehicle showroom. The proposed material change of use triggers a code assessable development application.

By way of this development application, the applicant is seeking specific approval to undertake the development as detailed within the attached planning report and approval of the plans. The report will include a complete assessment of the proposed development against the relevant assessment benchmarks within the Mareeba Shire Planning Scheme 2016. In terms of application fees, the current fees and charges schedule stipulates that the application fee for the proposed material change of use is \$1,877.00. Please contact our office on 0411 344 110 to process the payment over the phone.

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

Yours faithfully,



Ramon Samanes
Director, U&i Town Plan
Bachelor of Applied Science, Majoring in Environmental and Urban Planning

PLANNING REPORT

DEVELOPMENT APPLICATION SEEKING DEVELOPMENT PERMIT
FOR A **MATERIAL CHANGE OF USE** – EXTENSION TO SHOWROOM

PROJECT LOCATION:

SITUATED AT 313-315 BYRNES STREET, MAREEBA
FORMALLY DESCRIBED AS LOT 1 ON SP245578

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ASSESSMENT MANAGER:	MAREEBA SHIRE COUNCIL, PLANNING DEPARTMENT
DEVELOPMENT TYPE:	DEVELOPMENT PERMIT – MATERIAL CHANGE OF USE (CODE ASSESSABLE) – EXTENSION TO SHOWROOM
PROPOSED WORKS:	EXTENSION TO EXISTING SHOWROOM
REAL PROPERTY DESCRIPTION:	LOT 1 ON SP245578
LOCATION:	313-315 BYRNES STREET, MAREEBA
ZONE:	CENTRE ZONE
APPLICANT:	METE PROPERTY PTY LTD A.T.F THE METE FAMILY TRUST C/- U&i TOWN PLAN
OWNERS:	METE PROPERTY PTY LTD A.T.F THE METE FAMILY TRUST
ASSESSMENT CRITERIA:	MATERIAL CHANGE OF USE (CODE ASSESSABLE)
REFERRAL AGENCIES:	SARA (DEVELOPMENT IN A STATE CONTROLLED ROAD ENVIRONMENT)
STATE PLANNING:	THE PROPOSAL TRIGGERS ASSESSMENT AGAINST THE STATE DEVELOPMENT ASSESSMENT PROVISIONS

IMPORTANT NOTE

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

This Report has been prepared for Mete Property Pty Ltd a.t.f the Mete Family Trust for the sole purpose of making a Development Application seeking a Development Permit for a Material Change of Use on land at 313-315 Byrnes Street, Mareeba (over Lot 1 on SP245578) for the purpose of an extension to the existing showroom. This report is strictly limited to the purpose, and facts and circumstances stated within. It is not to be utilised for any other purpose, use, matter or application.

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

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

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

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

1.0 EXECUTIVE SUMMARY

This development application is seeking a development permit for a Material Change of Use under the *Planning Act 2016* at 313-315 Byrnes Street, Mareeba to facilitate the expansion of the existing showroom area. By way of this development application, the applicant is seeking specific approval to undertake the development as detailed in this planning report and approval of the plans.

The conclusion of this report is that all the requirements set by the assessment criteria can be met and that the strategic level policy outcomes sought by the planning scheme and any applicable State planning instruments can be achieved. It is the opinion of the applicant that once all the policy requirements have been considered by assessing authorities and equitably balanced with the site constraints and benefits of the proposal; the assessment process established under the Planning Act will result in the approval of this development application and the issuing of a development permit subject to conditions. This opinion is based on the level of strategic and analytical justification provided in support of the proposal and the decision-making requirements imposed on regulatory authorities under the Planning Act.

2.0 SITE DESCRIPTION

The subject land is described as Lot 1 on SP245578, located at 313-315 Byrnes Street, Mareeba. The subject site is located within the existing centre zoned area along Byrnes Street. The property covers a total area of 4,048m² with approximately 70m frontage to Byrnes Street and approximately 50m to Lerra Street. The site contains the Mareeba Mazda and Mitsubishi Car Dealership and Service Centre. The property is located just over a kilometre from the CBD of Mareeba and is surrounded by centre zoned land, with low density residential land to the immediate east.

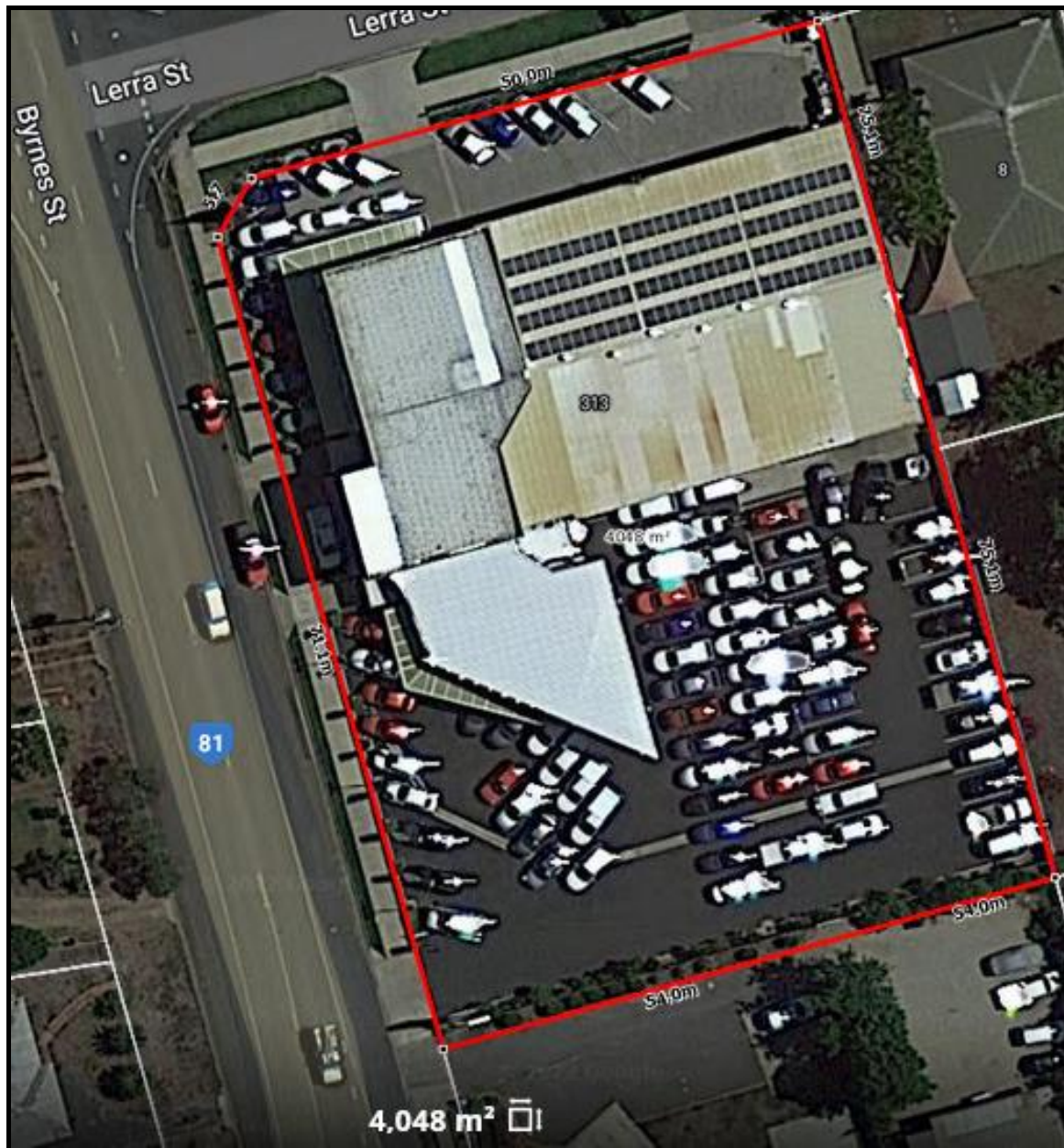


Figure 1: Aerial View of the Subject Land (© State of Queensland (Department of Resources) 2022)

A site summary is provided below:

Table 2.0: Site summary

Street address:	313-315 Byrnes Street, Mareeba
Real property description:	Lot 1 on SP245578
Local government area	Mareeba Shire Council
Tenure:	Freehold
Site area:	4,048m ²
Zone:	Centre Zone
Current use:	Mareeba Mazda and Mitsubishi Car Dealership and Service Centre

Road frontage:	<i>Byrnes Street & Lerra Street</i>
Adjacent uses:	<i>BP Service Station to the south, Clean Choices Car Wash to the West, Residential Housing to the east.</i>
Topography / Vegetation:	<i>The site is developed with a large building containing the car dealership and ancillary vehicle repair workshop, with the remainder of the site covered with hardstand areas. In terms of topography the block is flat with gradual fall from east to west towards the north-western corner of the property.</i>
Easements:	<i>There are no existing easements across the property.</i>



Figure 2: Site Locality (© State of Queensland (Department of Resources) 2022)

3.0 DEVELOPMENT PROPOSAL

This development application is seeking a development permit to extend its existing covered showroom area Workshop area under the *Planning Act 2016* at 313-315 Byrnes Street, Mareeba. Currently subject lot 1 contains the Mareeba Mazda and Mitsubishi Car Dealership and Service Centre. The balance of the property contains hardstand areas for vehicular parking, along with landscaping. The development seeks an overall expansion to the existing covered showroom area to include approximately 176m² of showroom area along with two (2) offices and lounge area. The proposed extension will essentially replace the existing outdoor showroom area previously used to display vehicles with the new enclosed internal showroom structure located to the south of the current enclosed vehicle showroom area.

By way of this development application, the applicant is seeking specific approval to undertake the development as detailed in this planning report and approval of the plans.

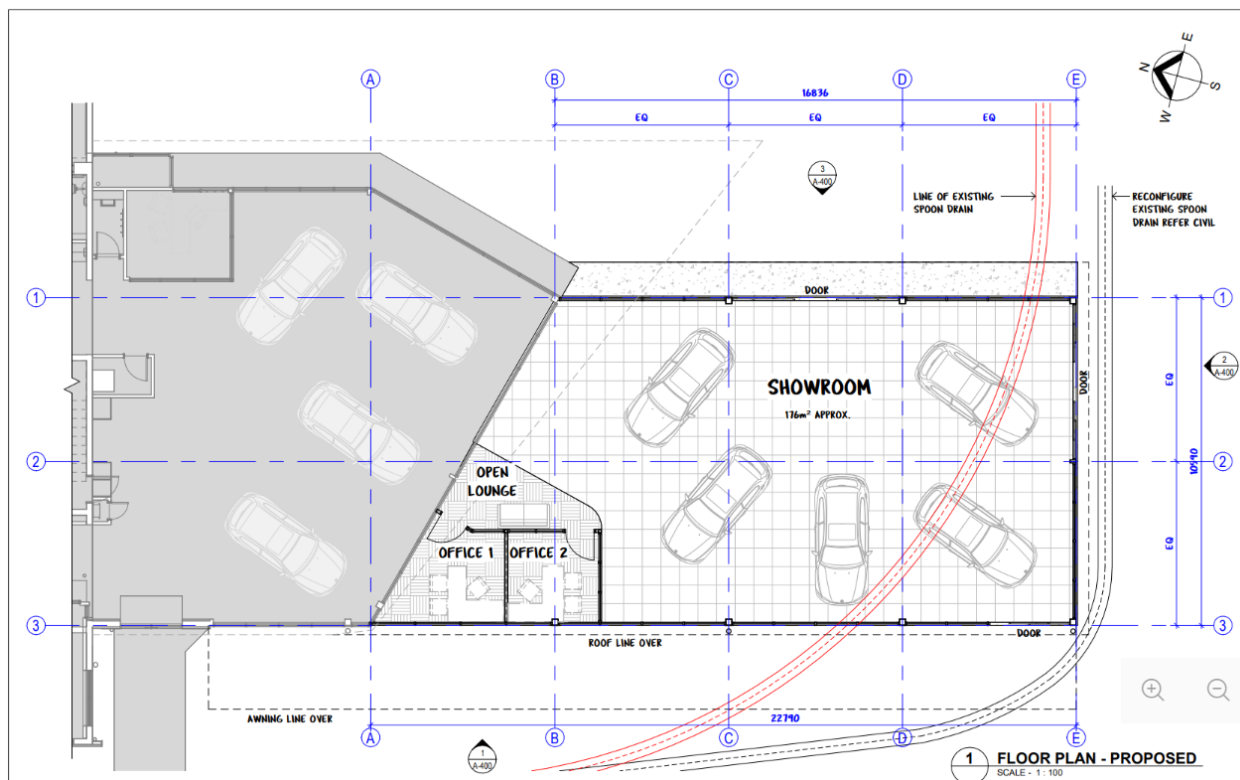


Figure 3: Extract from Development Plans (Prepared by Clark and Prince Architects)

3.1 Development Definition

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

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

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

3.2 Showroom – Extension

The subject site is located within the existing centre zoned area along Byrnes Street. The property covers a total area of 4,048m² with approximately 70m frontage to Byrnes Street and approximately 50m to Lerra Street.

The site contains the Mareeba Mazda and Mitsubishi Car Dealership and Service Centre. The subject development proposal is considered a minor extension of the enclosed covered showroom area towards the south of the site over the existing outdoor showroom area currently used for the same purpose. Therefore, no material increases essentially in the nature of the use, other than the this proposal seeking to extend the structure by ~197m² to have an indoor showroom.

4.0 DEVELOPMENT APPLICATION DETAILS

This code assessable development application seeks a Development Permit to extend its existing indoor showroom area under the Planning Act 2016 at 313-315 Byrnes Street, Mareeba. By way of this development application, the applicant is seeking specific approval of the following development permit to authorise the extension to the existing motor vehicle repair workshop as detailed in this planning report.

5.0 PLANNING JUSTIFICATION

This development application is made in accordance with the requirements of the *Planning Act 2016* and is for the Material Change of Use at 313-315 Byrnes Street, Mareeba to facilitate the expansion of the existing motor vehicle repair workshop. The proposal is considered to satisfy the requirements set by the applicable assessment benchmarks from the planning scheme, specifically the Centre Zone Code and Industrial Activities Code.

5.1 Mareeba Shire Planning Scheme 2016

Given that the application is code assessable, the application is required to be assessed against only the relevant codes within the planning scheme where applicable to the development. In particular, the following sections of the planning scheme are considered relevant to this development:

- Centre Zone Code
- Industrial Activities Code
- Landscape Code

- Parking and Access Code
- Works, Services and Infrastructure Code
- Airport Environs Overlay Code

Accordingly, an assessment of the proposed development against the above listed codes has been completed. Where the requirements of an Acceptable Outcome were impractical or inappropriate to address, the Performance Outcome was addressed and satisfied. By satisfying the requirements of the Performance Outcomes, the overall “Purpose” of the code was inherently satisfied, as was the Strategic Framework for the planning scheme. In terms of the assessment documented in this report, should any part of the development not comply with any sections of the codes, the relevant sections will be adequately referenced and addressed in further detail to ensure compliance has been achieved.

5.1.1 Centre Zone Code

1. *The purpose of the Centre zone code is to provide for a mix of uses and activities.*

These uses include, but are not limited to, business, retail, professional, administrative, community, entertainment, cultural and residential activities.

Centres are found at a variety of scales based on their location and surrounding activities.

2. *Mareeba Shire Council's purpose of the Centre zone code is to facilitate the orderly development of the network of centres to meet the needs of the communities throughout the shire.*

The purpose of the code will be achieved through the following overall outcomes:

- a) *Promotion of a mix of commercial, business, professional, accommodation and retail activities;*
- b) *Industries such as service and low impact industries may be appropriate where they are for the provision of trade, service or light industries that are of a compatible scale with commercial activities and preferably do not adjoin residential areas;*
- c) *Residential development is facilitated where it can integrate and enhance the fabric of the centre and is located behind or above commercial development;*
- d) *Development provides a high level of amenity and is reflective of the surrounding character of the area;*
- e) *Development is generally established in accessible, well-connected locations with access or future access to public transport, cycling and pedestrian networks;*
- f) *Development does not compromise the viability of the hierarchy and network of activity centres, namely:*
 - (i) *Mareeba as a major regional activity centre, which accommodates the*

- most significant concentrations of regional-scale business, retail, entertainment, government administration, secondary and tertiary educational facilities and health and social services within the shire;
- (ii) Kuranda as a village activity centre, which accommodates services, arts and cultural facilities, sports and recreation facilities, business and employment uses to support the village and its constituent surrounding rural and rural residential communities;
 - (iii) Chillagoe and Dimbulah as Rural activity centres, which provide commercial and community services to their rural catchments; and
 - (iv) Bibohra, Irvinebank, Julatten, Koah, Mutchilba, Mt Molloy, Myola and Speewah as rural villages, that have limited centre activities and other non-residential activities.

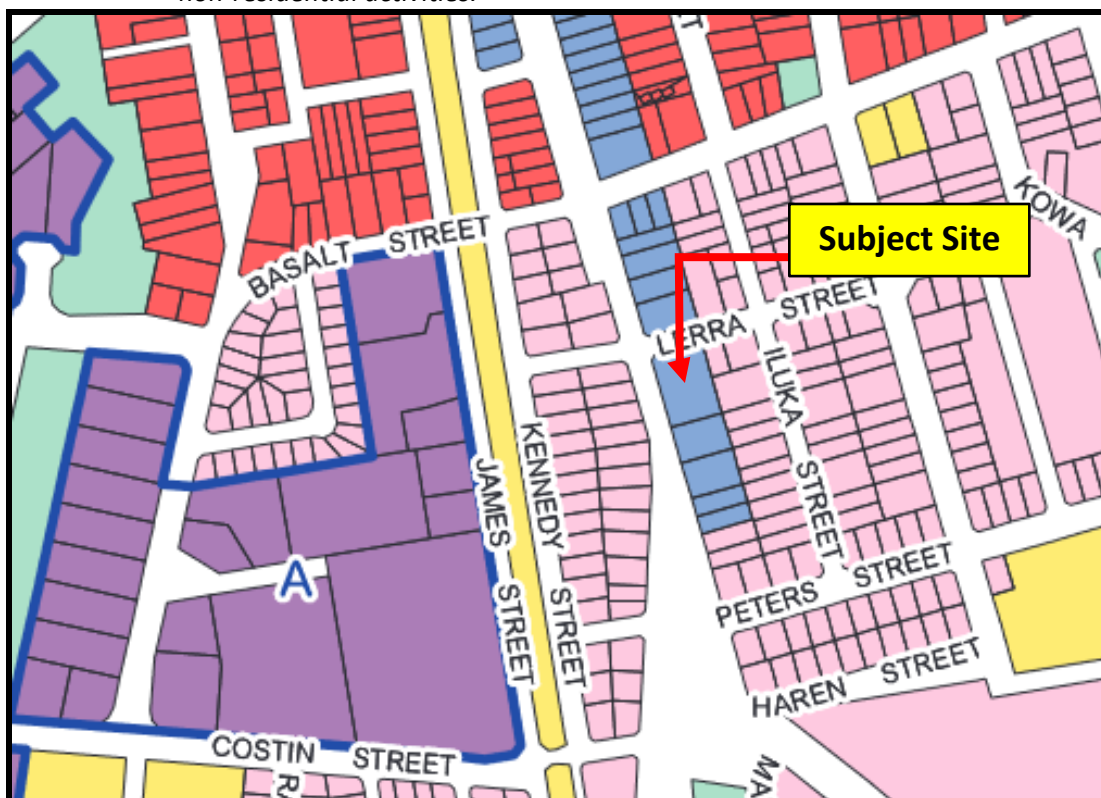


Figure 4: Centre Zone

The subject site is located within the existing centre zoned area along Byrnes Street. More specifically, the subject site contains an existing business facility, with the proposed extension being for an ancillary use. Therefore, the proposed development is considered to provide an outcome that is consistent with the overall outcomes sought within the Centre Zone.

5.1.2 Industrial Activities Code

The purpose of the Industrial activities code is to ensure Industrial activities are:

- (a) appropriately located within designated industrial areas;
- (b) established and operated in an efficient manner with minimal impact on the character, scale, amenity and environmental values of the surrounding area; and
- (c) managed to allow for progressive rehabilitation where involving Extractive industry.

The purpose of the code will be achieved through the following overall outcomes:

- (a) Industrial activities are appropriately located having regard to topography, surrounding land uses, natural environment, accessibility, local character and potential social and community impacts;
- (b) Industrial activities meet the needs of the local community and the local economy through well located, safe and convenient points of service;
- (c) Industrial activities are designed to have minimal impact on the character, amenity and environment of the surrounding area;
- (d) Industrial activities provide a safe working environment;
- (e) Industrial activities are designed to promote sustainability and energy efficiency;
- (f) Industrial activities are co-located with complimentary and compatible uses;
- (g) External impacts associated with Extractive industry operations do not impact on the character and amenity of the surrounding area and the safety and wellbeing of the community;
- (h) Extractive industry operations are adequately separated from potentially incompatible land uses; and
- (i) Extractive industry sites are progressively rehabilitated.

ASSESSMENT BENCHMARKS

<i>Performance Outcomes</i>	<i>Acceptable Outcomes</i>	<i>Proposal Justification</i>
Separation		
PO1	AO1	<p>The subject development proposal is a low impact industrial use that will continue to be well separated from nearby sensitive land uses. Furthermore, the proposed extension is minor in nature and will be constructed upon the site in a location that is no closer to nearby sensitive uses compared with the existing built form upon the site.</p> <p>Satisfied.</p>
Amenity		
PO2	AO2	<p>The proposed showroom extension once constructed, will be in most part concealed from the surrounding street frontages by the existing built form located upon the site. The only frontage it wont be concealed is from Byrnes Street, which is a commercial street on a Main Road. The proposed showroom extension has been architecturally designed to ensure the highest level of detail in form</p>

		<i>and design has been integrated to ensure that the amenity of the area is protected.</i> Satisfied.
PO3	A03	<i>Not applicable as the development will not impact ground water deposits.</i>
If for Extractive Industry		
PO4	A04	<i>Not applicable as the development does not involve an Extractive Industry.</i>
PO5	A05	<i>Not applicable as the development does not involve an Extractive Industry.</i>
PO6	A06	<i>Not applicable as the development does not involve an Extractive Industry.</i>
PO7	A07.1	<i>Not applicable as the development does not involve an Extractive Industry.</i>
	A07.2	<i>Not applicable as the development does not involve an Extractive Industry.</i>
	A07.3	<i>Not applicable as the development does not involve an Extractive Industry.</i>
PO8	A08	<i>Not applicable as the development does not involve an Extractive Industry.</i>

5.1.3 Landscaping Code

9.4.2.2 Purpose

- (1) The purpose of the Landscaping code is to ensure all development is landscaped to a standard that:
 - (a) complements the scale and appearance of the development;
 - (b) protects and enhances the amenity and environmental values of the site;
 - (c) complements and enhances the streetscape and local landscape character; and
 - (d) ensures effective buffering of incompatible land uses to protect local amenity.

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

ASSESSMENT BENCHMARKS

<i>Performance Outcomes</i>	<i>Acceptable Outcomes</i>	<i>Proposal Justification</i>
<i>For accepted development subject to requirements and assessable development</i>		
<i>PO1</i>	<i>AO1</i>	<i>Although landscaping is not proposed as part of this development application, existing landscaping associated with the site will be retained.</i> <i>Satisfied.</i>
<i>PO2</i>	<i>AO2.1</i>	<i>Although landscaping is not proposed as part of this development application, existing landscaping along all street frontages of the site will be maintained.</i> <i>Satisfied.</i>
<i>PO3</i>	<i>AO3.1 & AO3.2</i>	<i>Although landscaping is not proposed as part of this development application, existing landscaping associated with the site will be retained.</i> <i>Satisfied.</i>
<i>PO4</i>	<i>AO4.1 & AO4.2,</i>	<i>Although landscaping is not proposed as part of this development application, existing landscaping associated with the site will be retained.</i> <i>Satisfied.</i>
<i>PO5</i>	<i>AO5.1 & AO5.2</i>	<i>Although landscaping is not proposed as part of this development application, existing landscaping associated with the site will be retained.</i> <i>Satisfied.</i>
<i>PO6</i>	<i>AO6.1, AO6.2 & AO6.3</i>	<i>Although landscaping is not proposed as part of this development application, existing landscaping associated with the site will be retained.</i> <i>Satisfied.</i>
<i>PO7</i>	<i>AO7</i>	<i>Although landscaping is not proposed as part of this development application, existing landscaping along all street frontages of the site will be maintained.</i> <i>Satisfied.</i>

5.1.4 Parking and Access Code

9.4.3.2 Purpose

- (1) The purpose of the Parking and access code is to ensure:
 - (a) parking areas are appropriately designed, constructed and maintained;
 - (b) the efficient functioning of the development and the local road network; and
 - (c) all development provides sufficient parking, loading/service and manoeuvring areas to meet the demand generated by the use.

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

Statement of Compliance:

Net Zero Increase in Gross Floor Area (GFA) and Operational Intensity

The primary determinant for car parking demand under the planning scheme's applicable codes is tied directly to the scale of the commercial use area and its corresponding capacity to generate traffic.

- **Pre-Development Baseline:** The subject site currently operates with a defined, lawful layout comprising both enclosed (indoor) showroom spaces and open-air (outdoor) vehicle display areas.

- **Post-Development Footprint:** The proposed building work serves exclusively to weather-proof a localized section of the existing outdoor display yard. The physical capacity to store, exhibit, and merchandise vehicles remains static pre- and post-development.

- **Zero Gross Floor Area (GFA) Expansion:** Because the development merely transitions an existing open-air display area into a covered display area without expanding the operational boundaries, commercial capacity, or staff numbers of the tenancy, there is a net zero increase in the intensity of the land use.

The proposed building work represents a purely qualitative upgrade to the built form of an established commercial asset, providing necessary weather protection over an existing, lawful vehicle display area. It does not expand the physical or operational capacity of the motor dealer showroom. As there is a net zero increase in the functional showroom footprint pre- and post-development, the existing on-site car parking provisions remain compliant and entirely adequate to service the ongoing use. Consequently, no additional car parking rate requirements are considered applicable to this application.

5.1.5 Works, Service and Infrastructure Code

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, fire-fighting 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.

Statement of Compliance:

The existing vehicular access points into the site, along with the primary infrastructure service connections in relation to water, sewerage and power to the subject site will remain unchanged as part of this development.

Existing stormwater upon the site will be appropriately managed as part of this development, to ensure that no adverse impacts are evident upon the site or upon the water quality and ecological processes.

New internal stormwater systems will be constructed to cater for the new build form. Stormwater drainage flows from all hardstand areas associated with this structure will be taken to a lawful point of discharge via stormwater pipes.

5.1.6 Airport Environs Overlay Code

8.2.2.2 Purpose

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

Statement of Compliance:

The site is within the 8km buffer of the Mareeba Airport, on the Bird and Bat Strike Zones overlay mapping. The proposed development relates to the extension of the existing motor vehicle workshop building, whereby the proposed built form will be in line with the height of what currently exists upon the site.

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

5.2 State Development Assessment Provisions

The State Development Assessment Provisions (SDAP) set out the matters of interest to the state for development assessment. The SDAP identifies the matters of interest – where relevant they have been addressed by heading in this section. Where the State is a referral agency for a development application under the provisions, the state code applies.

In this instance, the proposed development triggers referral to SARA and therefore assessment against the SDAP ‘State code 1: Development in a state-controlled road environment’ is required.

5.3 Far North Regional Plan 2009-2031

The site is located within the ‘Regional Landscape and Rural Production Area Regional Land Use Category of the Far North Queensland 2009-2031 (see also Attachment 3). The Minister has identified that the planning scheme, specifically the Strategic Framework, appropriately advances the FNQRP 2009- 2031.

Hence, compliance with the FNQRP is demonstrated through the compliance with the Planning Scheme (refer to this report and attachments for demonstration of this compliance).

6.0 CONCLUSION

This application has been prepared by U&i Town Plan on behalf Macmard Pty Ltd in relation to the use of Lot 1 on SP245578, located 313-315 Byrnes Street, Mareeba to facilitate the expansion of the existing indoor showroom. Accordingly, this application seeks the following approval:

- **Development Permit for a Material Change of Use – Extension to Showroom**

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

The proposal is consistent with the “Purpose” of the Centre Zone, Industrial Activities Code and the applicable State level policy. The proposal constitutes works and a use of the site in a manner that meets the strategic outcomes sought by the planning instruments and the expectations of the community. The conclusion of this report is that all the requirements set by the assessment benchmarks can be met and that the strategic level policy outcomes sought by the planning scheme for the site and locality can be achieved. The common material provided as part of this development application contains sufficient justification to establish compliance with the assessment benchmarks. It is the applicant’s opinion that the development application contains sufficient justification to warrant approval subject to reasonable and relevant conditions.

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



Ramon Samanes, MPIA
Director, U&i Town Plan
Bachelor of Applied Science, Majoring in Environmental and Urban Planning

APPENDIX 1: DA FORM 1 – DEVELOPMENT APPLICATION DETAILS

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)	Mete Property Pty Ltd a.t.f the Mete Family Trust c/- U&i Town Plan
Contact name (only applicable for companies)	Ramon Samanes, Director
Postal address (P.O. Box or street address)	PO Box 71
Suburb	Mareeba
State	QLD
Postcode	4880
Country	Australia
Contact number	0411344110
Email address (non-mandatory)	ramon@uitownplan.com.au
Mobile number (non-mandatory)	0411344110
Fax number (non-mandatory)	n/a
Applicant's reference number(s) (if applicable)	M2-26

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
		313-315	Byrnes Street	Mareeba
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4880	1	SP245578	Mareeba Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

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

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

- Coordinates of premises by longitude and latitude

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

- Coordinates of premises by easting and northing

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

3.3) Additional premises

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

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

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

Name of water body, watercourse or aquifer:

- 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):*

Extension to Indoor Showroom

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 checked="" type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument |
| Reconfiguring a lot | <input type="checkbox"/> Yes – complete division 2 |
| Operational work | <input type="checkbox"/> Yes – complete division 3 |
| Building work | <input type="checkbox"/> Yes – complete <i>DA Form 2 – Building work details</i> |

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use

Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m ²) (if applicable)
Extend the indoor showroom over the existing outdoor showroom car display area	Showroom	n/a	197sqm

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

- Yes
- No - New extension over existing outdoor showroom area.

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?

--

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

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

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	

APPENDIX 2: DEVELOPMENT PLANS

DRAWING LIST

- 1. ARCHITECTURAL - CLARKE AND PRINCE PTY LTD
- 1706-PD-A-000 COVER SHEET
- 1706-PD-A-001 LOCALITY & SITE PLAN
- 1706-PD-A-100 FLOOR PLAN - EXISTING & DEMOLITION
- 1706-PD-A-102 FLOOR PLAN - PROPOSED
- 1706-PD-A-400 ELEVATIONS

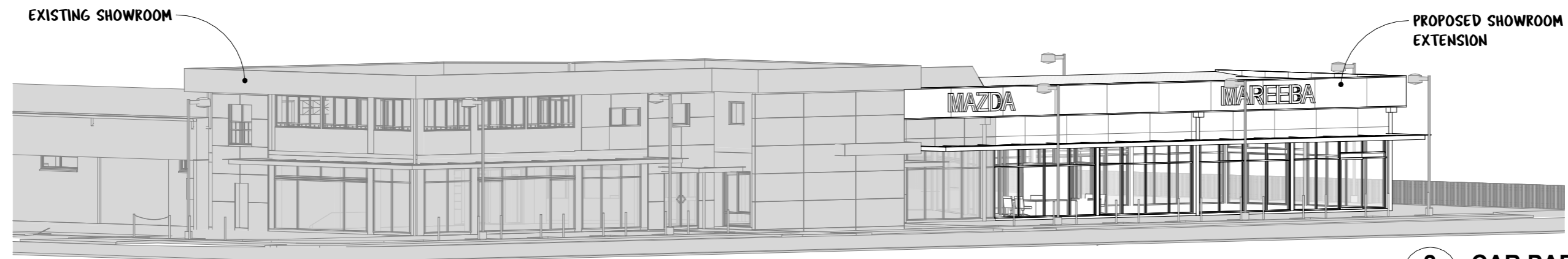
PROPOSED SHOWROOM EXTENSION

MAREEBA MAZDA & MITSUBISHI

313-315 BYRNES STREET, MAREEBA



1 STREET VIEW
SCALE -



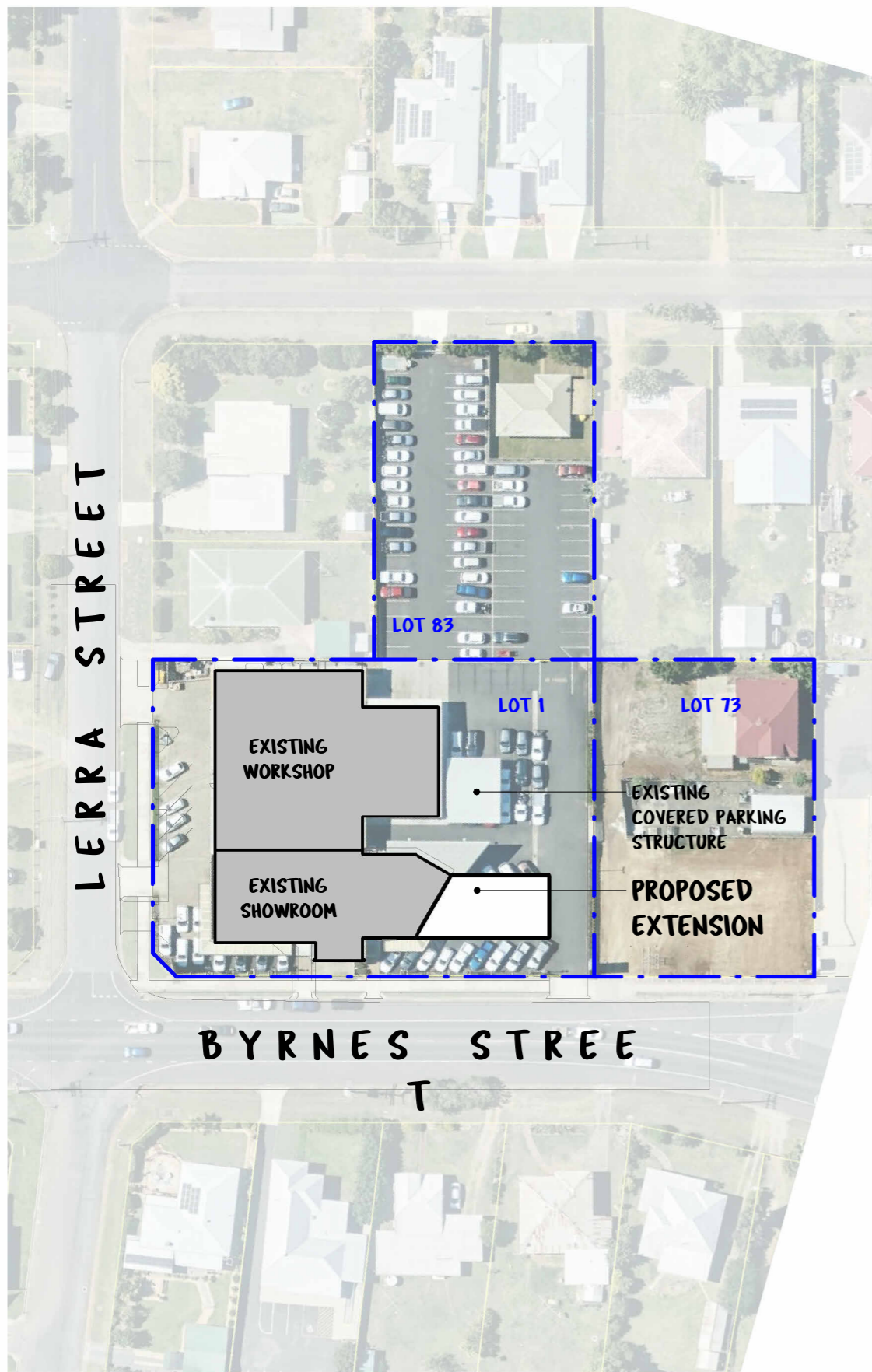
2 CAR PARKING VIEW
SCALE -

AMENDMENTS	DATE	DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY. DIMENSIONS SHOWN ARE NOMINAL. ALLOWANCE TO BE MADE FOR FINISHED SIZES. VERIFY ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO COMMENCING WORK. THIS DOCUMENT IS AND SHALL REMAIN THE PROPERTY OF CLARKE AND PRINCE PTY LTD. UNAUTHORISED USE OF THIS DOCUMENT IN ANY WAY IS PROHIBITED.
- PLANNING APPROVAL	02/06/26	

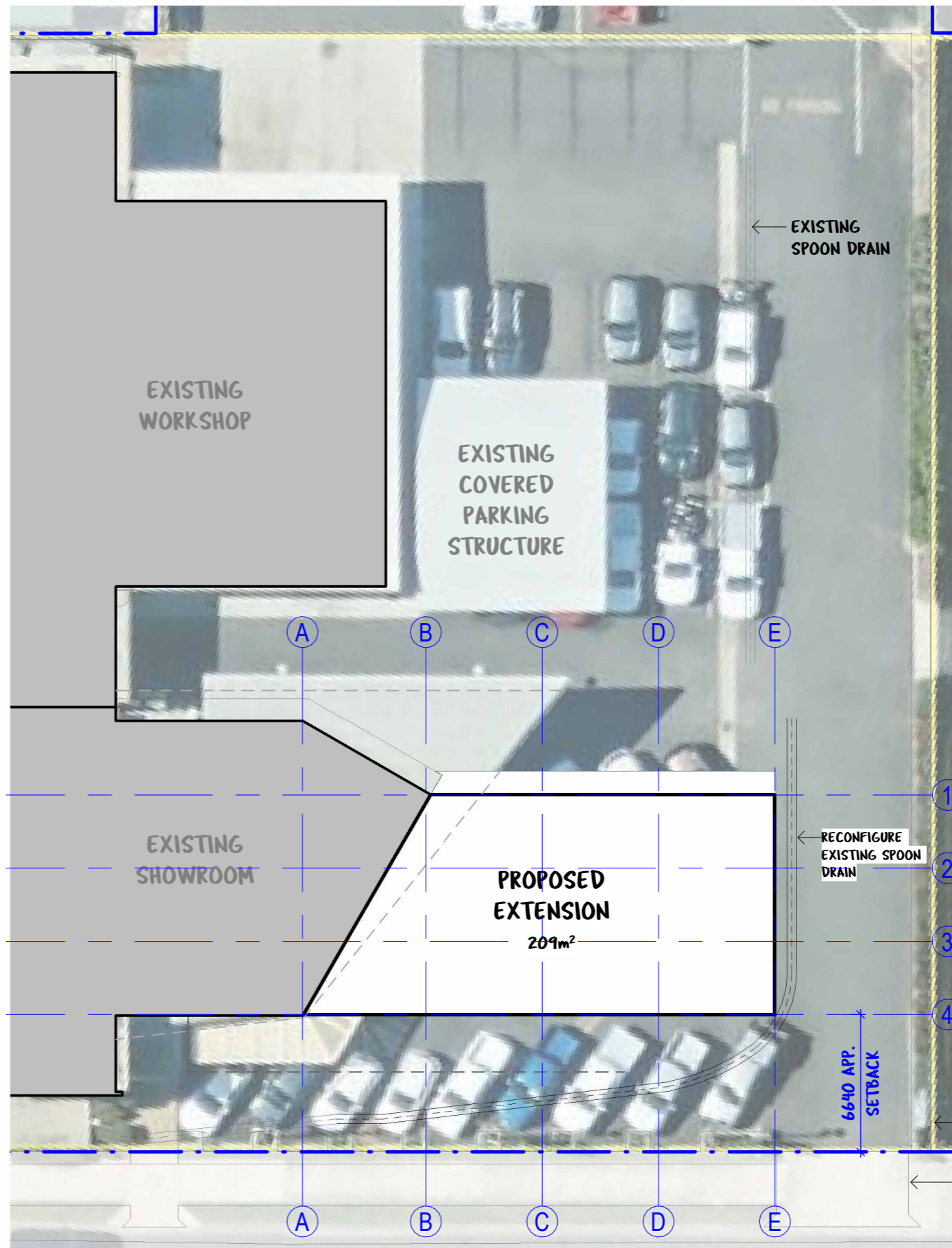


3 Scott Street | CAIRNS | QLD 4870
p. 07 4051 4088 | f. 07 4051 1080
e. cp@clarkeandprince.com.au
w. www.clarkeandprince.com.au

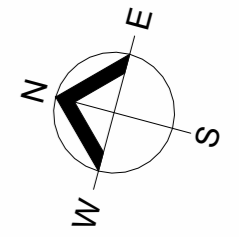
DRAWN	JB/MH	SCALE	SIZE	PROJECT	PROPOSED SHOWROOM EXTENSION
APPROVED	SC	DATE	APR 26	313-315 BYRNES STREET, MAREEBA	
					METE MOTOR GROUP PTY LTD
					COVER SHEET
DWG No.		1706-PD A-000		STAMP	PLANNING APPROVAL
					ISSUE -



2 LOCALITY PLAN
SCALE - 1 : 1000



1 SITE PLAN
SCALE - 1 : 250



PROPERTY INFORMATION

LOT NUMBER 1
PLAN NUMBER SP245578
PARISH TINAROO
SITE AREA 4048m²

PROPERTY INFORMATION

LOT NUMBER 73
PLAN NUMBER M35645
PARISH TINAROO
SITE AREA 2000m²

PROPERTY INFORMATION

LOT NUMBER 83
PLAN NUMBER M35645
PARISH TINAROO
SITE AREA 2025m²

SITE INFORMATION - LOT 1

EXISTING GFA 2109m²
PROPOSED ADDITIONAL GFA 209m²
TOTAL GFA 2399m²

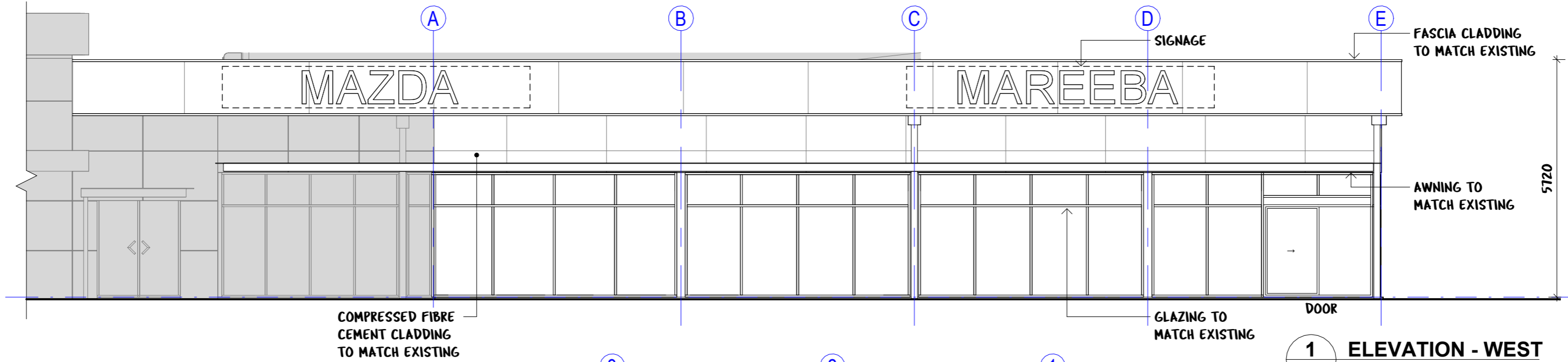
EXISTING SITE COVER 1600m²
PROPOSED ADDITIONAL SITE COVER 209m²
TOTAL SITE COVER 1809m² (47%)

AMENDMENTS	DATE	DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY. DIMENSIONS SHOWN ARE NOMINAL. ALLOWANCE TO BE MADE FOR FINISHED SIZES. VERIFY ALL DIMENSIONS AND SITE CONDITIONS PRIOR TO COMMENCING WORK. THIS DOCUMENT IS AND SHALL REMAIN THE PROPERTY OF CLARKE AND PRINCE PTY LTD. UNAUTHORISED USE OF THIS DOCUMENT IN ANY WAY IS PROHIBITED.
- PLANNING APPROVAL	02/06/26	

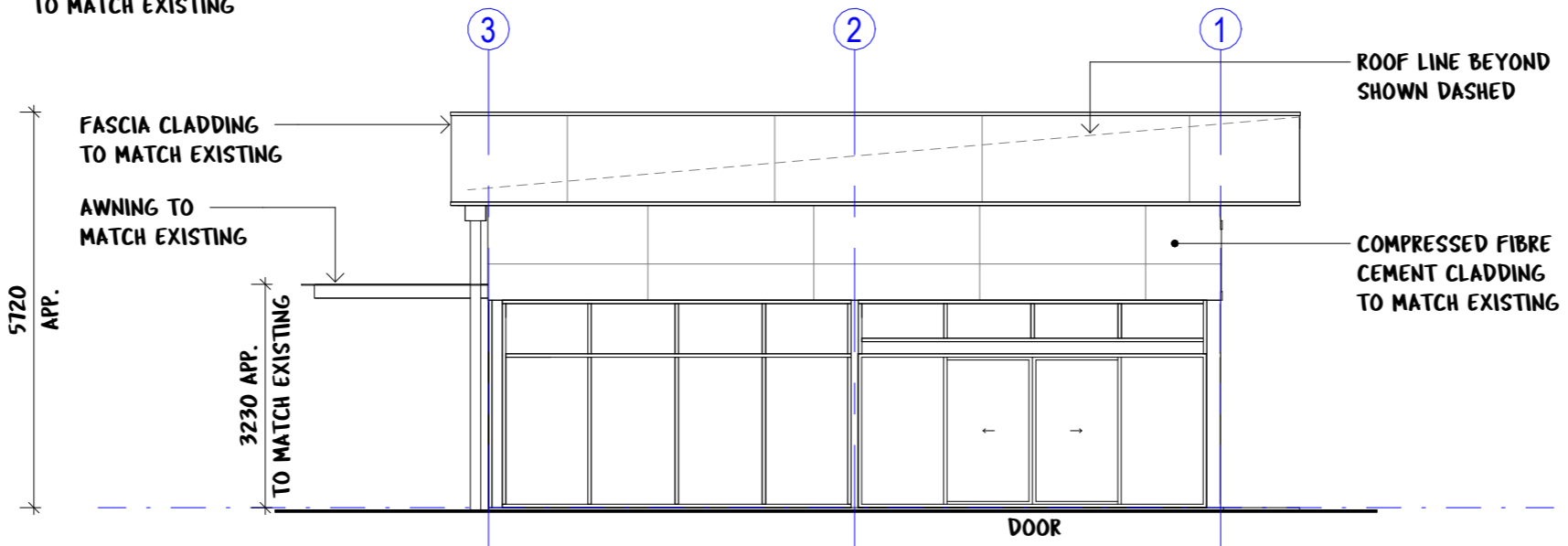


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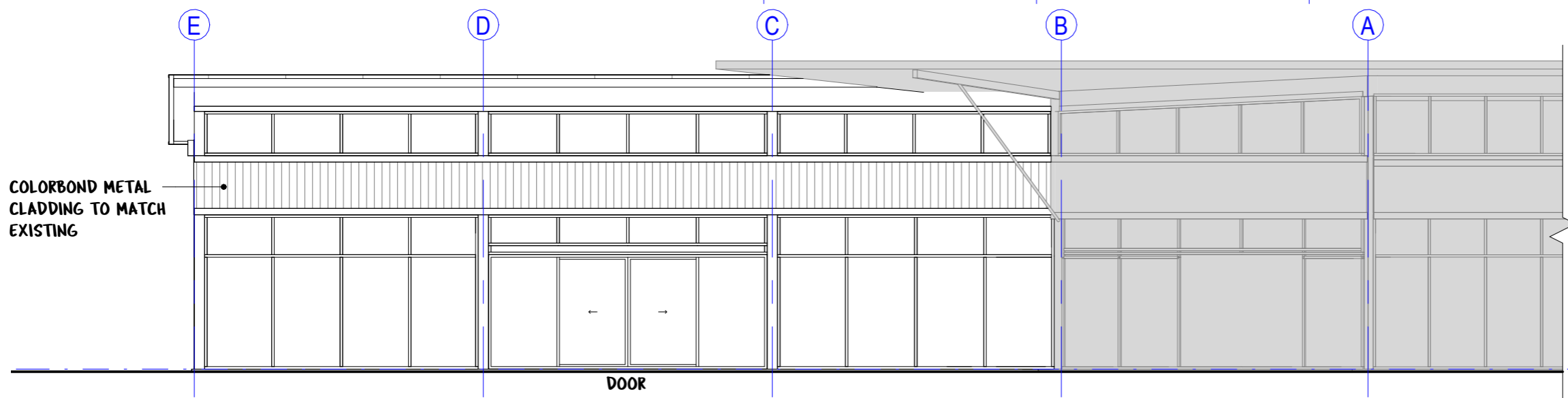
DRAWN	JB/MH	SCALE	As indicated	SIZE	A3	PROJECT	PROPOSED SHOWROOM EXTENSION				
APPROVED	SC	DATE	APR 26				313-315 BYRNES STREET, MAREEBA				
						FOR	METE MOTOR GROUP PTY LTD				
						DWG	LOCALITY & SITE PLAN				
						DWG No.	1706-PD A-001	STAMP	PLANNING APPROVAL	ISSUE	-



1 ELEVATION - WEST
A-102 SCALE - 1 : 100



2 ELEVATION - SOUTH
A-102 SCALE - 1 : 100



3 ELEVATION - EAST
A-102 SCALE - 1 : 100

AMENDMENTS	DATE
- PLANNING APPROVAL	02/06/26

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DRAWN	JB/MH	SCALE	1 : 100	SIZE	A3
APPROVED	SC	DATE	APR 26		

PROJECT **PROPOSED SHOWROOM EXTENSION**
313-315 BYRNES STREET, MAREEBA
FOR **METE MOTOR GROUP PTY LTD**

DWG **ELEVATIONS**

DWG No.	1706-PD A-400	STAMP	PLANNING APPROVAL	ISSUE	-
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APPENDIX 3: STATE CODE 1 - DEVELOPMENT IN A STATE- CONTROLLED ROAD ENVIRONMENT

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

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road .	AO1.1 Development is not located in a state-controlled road . AND AO1.2 Development can be maintained without requiring access to a state-controlled road .	Complies <i>No structures are to be located on the state-controlled road. The extensions to the proposed structure are in line with the existing showroom façade onto Byrnes Street. Therefore consistent with the existing façade treatments, and does not cause any safety hazard at all for users of the state controlled road.</i>
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Will be complied with.
PO3 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Will be complied with.
PO4 The location, placement, design and operation of advertising devices, visible from the state-controlled road , do not create a	No acceptable outcome is prescribed.	Will be complied with.

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

Performance outcomes	Acceptable outcomes	Response
safety hazard for users of the state-controlled road .		
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road .	<p>AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials.</p> <p>AND</p> <p>AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.</p>	<p>Complies</p> <p><i>The extensions to the proposed structure are in line with the existing showroom façade established along Byrnes Street. Therefore, consistent with the existing façade treatments, and does not cause any safety hazard at all for users of the state controlled road.</i></p>
PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the state-controlled road .	AO6.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	Not applicable.
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road .	AO7.1 Landscaping is not located in a state-controlled road .	Complies

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO7.2 Landscaping can be maintained without requiring access to a state-controlled road.</p> <p>AND</p> <p>AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.</p>	<p>No landscaping is proposed as part of this application. Existing established landscaping is already in place along Byrnes Street.</p>
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	<p>Complies</p> <p><i>No additional stormwater to be discharged to the state-controlled road.</i></p>
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p><i>No additional stormwater to be discharged to the state-controlled road.</i></p>
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p><i>No additional stormwater to be discharged to the state-controlled road.</i></p>
PO11 Development ensures that stormwater is lawfully discharged.	<p>AO11.1 Development does not create any new points of discharge to a state-controlled road.</p> <p>AND</p> <p>AO11.2 Development does not concentrate flows to a state-controlled road.</p>	<p>Complies</p> <p><i>No additional stormwater to be discharged to the state-controlled road.</i></p>

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO11.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>	
Flooding		
<p>PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road.</p>	<p>AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road.</p> <p>AND</p> <p>AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road.</p> <p>AND</p> <p>AO12.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.</p>	<p>Complies</p> <p><i>No additional stormwater to be discharged to the state-controlled road.</i></p>
Drainage Infrastructure		

State Development Assessment Provisions v3.6

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

Performance outcomes	Acceptable outcomes	Response
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road .	AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge . AND AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road .	Complies <i>No additional stormwater to be discharged to the state-controlled road.</i>
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	Complies <i>No additional stormwater to be discharged to the state-controlled road.</i>

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Complies <i>No additional vehicular access points are required to be constructed as part of this application.</i>
PO16 The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road .	No acceptable outcome is prescribed.	Complies <i>No additional vehicular access points are required to be constructed as part of this application.</i>
PO17 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road .	No acceptable outcome is prescribed.	Complies

State Development Assessment Provisions v3.6

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

Performance outcomes	Acceptable outcomes	Response
		<i>No additional vehicular access points are required to be constructed as part of this application.</i>
PO18 New or changed access is consistent with the access for the relevant limited access road policy : 1. LAR 1 where direct access is prohibited; or 2. LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	Complies <i>No additional vehicular access points are required to be constructed as part of this application.</i>
PO19 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not compromise the safety of users of the state-controlled road .	No acceptable outcome is prescribed.	Complies <i>No additional vehicular access points are required to be constructed as part of this application.</i>
PO20 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	Complies <i>No additional vehicular access points are required to be constructed as part of this application.</i>
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies
PO22 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies
PO23 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.	Complies

State Development Assessment Provisions v3.6

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

Performance outcomes	Acceptable outcomes	Response
PO24 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.	Complies

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Complies <i>No additional upgrade works to a state-controlled road are required as part of this application.</i>
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	Complies <i>No additional upgrade works to a state-controlled road are required as part of this application.</i>
PO27 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 <i>No additional upgrade works to a state-controlled road are required as part of this application.</i>
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Complies <i>No additional upgrade works to a state-controlled road are required as part of this application.</i>
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	Complies

Performance outcomes	Acceptable outcomes	Response
		<i>No additional upgrade works to a state-controlled road are required as part of this application.</i>
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	Complies <i>No additional upgrade works to a state-controlled road are required as part of this application.</i>

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Complies
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	Complies
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	Complies
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies
PO36 Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road .	No acceptable outcome is prescribed.	Complies

Table 1.5 Environmental emissions

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

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
<p>PO37 Development minimises free field noise intrusion from a state-controlled road.</p>	<p>AO37.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO37.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p>	<p>Not applicable</p> <p><i>The subject application does not involve the creation of additional lots.</i></p>

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

Performance outcomes	Acceptable outcomes	Response
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
<p>PO39 Development minimises noise intrusion from a state-controlled road in private open space.</p>	<p>AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO39.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p>Not applicable</p> <p><i>The subject application does not involve accommodation activities.</i></p>
<p>PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.</p>	<p>AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:</p>	<p>Not applicable</p> <p><i>The subject application does not involve accommodation activities.</i></p>

Performance outcomes	Acceptable outcomes	Response
	<ol style="list-style-type: none"> 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	
<p>PO41 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).</p>	<p>No acceptable outcome is provided.</p>	<p>Not applicable</p> <p><i>The subject application does not involve accommodation activities.</i></p>
<p>Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor</p>		
<p>PO42 Balconies, podiums, and roof decks include:</p> <ol style="list-style-type: none"> 1. a continuous solid gap-free structure or balustrade (excluding gaps required for 	<p>No acceptable outcome is provided.</p>	<p>Not applicable</p>

Performance outcomes	Acceptable outcomes	Response
drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.		<i>The subject application does not involve accommodation activities.</i>
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	Not applicable <i>The subject application does not involve accommodation activities.</i>
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas ; b. in accordance with: i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or	No acceptable outcome is provided.	Not applicable

Performance outcomes	Acceptable outcomes	Response
2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.		
PO45 Development involving a childcare centre or educational establishment : 1. provides a noise barrier or earth mound that is designed, sited and constructed: 2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); 3. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	No acceptable outcome is provided.	Not applicable
PO46 Development involving: 1. indoor education areas and indoor play areas ; or	No acceptable outcome is provided.	Not applicable

Performance outcomes	Acceptable outcomes	Response
2. sleeping rooms in a childcare centre ; or 3. patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).		
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a childcare centre or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled road are provided with: <ol style="list-style-type: none"> 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas. 	No acceptable outcome is provided.	<i>Not applicable</i>
PO48 Development including: <ol style="list-style-type: none"> 1. indoor education areas and indoor play areas in a childcare centre or educational establishment; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4). 	No acceptable outcome is provided.	<i>Not applicable</i>
Air, light and vibration		

Performance outcomes	Acceptable outcomes	Response
<p>PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road.</p>	<p>AO49.1 Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.</p> <p>OR</p> <p>AO49.2 Each outdoor education area and outdoor play area is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.</p>	<p><i>Not applicable</i></p>
<p>PO50 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor.</p>	<p>AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$.</p> <p>AND</p> <p>AO50.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.</p>	<p><i>Not applicable</i></p>
<p>PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a state-controlled road or type 1 multi-modal corridor, does not:</p> <ol style="list-style-type: none"> 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm). 	<p>No acceptable outcomes are prescribed.</p>	<p><i>Not applicable</i></p>

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

Performance outcomes	Acceptable outcomes	Response
<p>PO52 Development does not impede delivery of a future state-controlled road.</p>	<p>AO52.1 Development is not located in a future state-controlled road.</p> <p>OR ALL OF THE FOLLOWING APPLY:</p> <p>AO52.2 Development does not involve filling and excavation of, or material changes to, a future state-controlled road.</p> <p>AND</p> <p>AO52.3 The intensification of lots does not occur within a future state-controlled road.</p> <p>AND</p> <p>AO52.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.</p>	<p>Complies</p> <p><i>Development is not located on land identified by the Department of Transport and Main Roads as land required for a future state-controlled road.</i></p>
<p>PO53 The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road.</p>	<p>AO53.1 Development does not include new or changed access to a future state-controlled road.</p>	<p>Complies</p> <p><i>Development is not located on land identified by the Department of Transport and Main Roads as land required for a future state-controlled road.</i></p>
<p>PO54 Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies</p>

Performance outcomes	Acceptable outcomes	Response
		<i>Development is not located on land identified by the Department of Transport and Main Roads as land required for a future state-controlled road.</i>
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies <i>Development is not located on land identified by the Department of Transport and Main Roads as land required for a future state-controlled road.</i>
PO56 Development ensures that stormwater is lawfully discharged.	<p>AO56.1 Development does not create any new points of discharge to a future state-controlled road.</p> <p>AND</p> <p>AO56.2 Development does not concentrate flows to a future state-controlled road.</p> <p>AND</p> <p>AO56.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>	Complies <i>Development is not located on land identified by the Department of Transport and Main Roads as land required for a future state-controlled road.</i>