

Our Ref: M1-26

26 August 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
MATERIAL CHANGE OF USE – TOURIST PARK (UP TO 74 VISITORS)
LOCATED AT 47 RIVER ROAD, BIBOOHRA
FORMALLY DESCRIBED AS LOT 359 ON SP180667**

We act on behalf of our client, CD Nastasi AG Pty Ltd as Trustee for Charles Daniel Nastasi Family Trust in preparing and submitting the following development application which seeks a Development Permit for a Material Change of Use under the *Planning Act 2016* located at 47 River Road, Bibbohra to facilitate the development of a Tourist Park (up to 74 Visitors) on the property.

The subject site is approximately 16.89 hectares in area at 47 River Road with a frontage of ~723m to River Road and ~830m to the Mulligan Highway. The site contains an existing dwelling and various associated outbuildings. The proposed campground facility is suitably located with 2wd access into the property off River Road, which then connects onto the Mulligan Highway. The proposed tourist park provides a great outback/rural camping experience for self-contained travellers to stay when visiting the region. The Tourist Park will be operated in line with the 'Leave no Trace' principles which encourages users to leave the site in the same or better condition than when arriving, leaving no evidence that they had ever been there.

By way of this development application, the applicant is seeking specific approval to undertake the development as detailed within the attached planning report and associated plans for the development. 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 – Tourist Park (Impact Assessment), comes to \$3,315.00**. 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. We also ask if possible that a copy of all correspondence be forwarded to our office via email.

Yours faithfully,



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

PLANNING REPORT

DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE – TOURIST PARK (UP TO 74 PEOPLE)

PROJECT LOCATION:

**SITUATED AT 47 RIVER ROAD, BIBOOHRA
FORMALLY DESCRIBED AS LOT 359 ON SP180667**

Prepared by Ramon Samanes
DIRECTOR, U&I TOWN PLAN

TABLE OF CONTENTS

1.0	<i>EXECUTIVE SUMMARY</i>	3
2.0	<i>SITE DESCRIPTION</i>	4
3.0	<i>DEVELOPMENT PROPOSAL</i>	7
4.0	<i>DEVELOPMENT APPLICATION DETAILS</i>	10
5.0	<i>PLANNING JUSTIFICATION</i>	10
5.1	<i>Assessment Benchmarks</i>	11
5.1.1	<i>Strategic Framework</i>	11
5.1.2	<i>Rural Zone Code</i>	17
5.1.3	<i>Accommodation Activities Code</i>	19
5.1.4	<i>Landscape Code</i>	23
5.1.5	<i>Parking and Access Code</i>	24
5.1.6	<i>Works, Services and Infrastructure Code</i>	24
5.2	<i>State Development Assessment Provisions</i>	24
5.3	<i>Far North Regional Plan 2009-2031</i>	25
6.0	<i>CONCLUSION</i>	25

APPENDICIES

Appendix 1: Development Application Forms 1

Appendix 2: Owner's Consent

Appendix 3: Development Plans

ASSESSMENT MANAGER:	MAREEBA SHIRE COUNCIL, PLANNING DEPARTMENT
DEVELOPMENT TYPE:	DEVELOPMENT PERMIT – MATERIAL CHANGE OF USE (IMPACT ASSESSABLE)
PROPOSED WORKS:	TOURIST PARK (UP TO 74 PERSONS)
REAL PROPERTY DESCRIPTION:	LOT 359 ON SP180667
LOCATION:	47 RIVER ROAD, BIBOOHRA
ZONE:	RURAL ZONE
APPLICANT:	CD NASTASI AG PTY LTD AS TRUSTEE FOR CHARLES DANIEL NASTASI FAMILY TRUST C/- U&I TOWN PLAN
ASSESSMENT CRITERIA:	MATERIAL CHANGE OF USE - IMPACT ASSESSMENT
REFERRAL AGENCIES:	STATE ASSESSMENT AND REFERRAL AGENCY (SARA) – PROXIMITY TO A STATE-CONTROLLED ROAD.
STATE PLANNING:	REFERRAL IS REQUIRED UNDER SCHEDULE 10, PART 9, DIVISION 4, SUBDIVISION 2, TABLE 1 OF THE PLANNING REGULATION 2017.

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 CD Nastasi AG Pty Ltd as Trustee for Charles Daniel Nastasi Family Trust for the sole purpose of making a development application seeking a Development Permit for a Material Change of Use on land at 47 River Road, Bibbohra (Lot 359 on SP180667) for a Tourist Park accommodating up to 74 persons. This report is strictly limited to that purpose and to the facts and circumstances stated within. It is not to be used for any other purpose, 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 seeks a Development Permit for a Material Change of Use at 47 River Road, Bibbohra (Lot 359 on SP180667) to establish a Tourist Park accommodating up to 74 persons. The land is within the Rural Zone. The supplied development plan identifies the proposed tourist park area over the northern portion of the allotment and a 10 metre-wide access driveway/firebreak connecting the proposed use area to River Road. As the proposal is assessable under the Mareeba Shire Council Planning Scheme 2016 and is near a State-controlled road, referral to the State Assessment and Referral Agency (SARA) is required under Schedule 10, Part 9, Division 4, Subdivision 2, Table 1 of the Planning Regulation 2017.

Subject to confirmation of the matters expressly identified in this report, the proposal is capable of being assessed against the relevant planning framework. The SARA referral for a material change of use near a State transport corridor is confirmed. Final compliance conclusions should be confirmed after applicable overlay mapping, title information, operational details, servicing and hazard constraints have been verified.

2.0 SITE DESCRIPTION

The subject land is described as Lot 359 on SP180667 and is located at 47 River Road, Bibboohra. The supplied aerial development plan shows an elongated allotment with frontage to River Road along its eastern boundary and the Mulligan Highway corridor adjoining or near its western boundary. The plan identifies the tourist park area in the northern portion of the site and a 10 metre-wide access driveway/firebreak extending from River Road through the vegetated central portion. The plan imagery also depicts cleared land and vegetation; these observations have been verified via a site inspection.



Figure 1: Aerial View of the Subject Land

The subject land, described as Lot 359 on SP180667, is within the Rural Zone under the Mareeba Shire Planning Scheme. An insert of the subject property and the relevant zoning from the Mareeba Shire Planning Scheme is provided in figure 2 below.

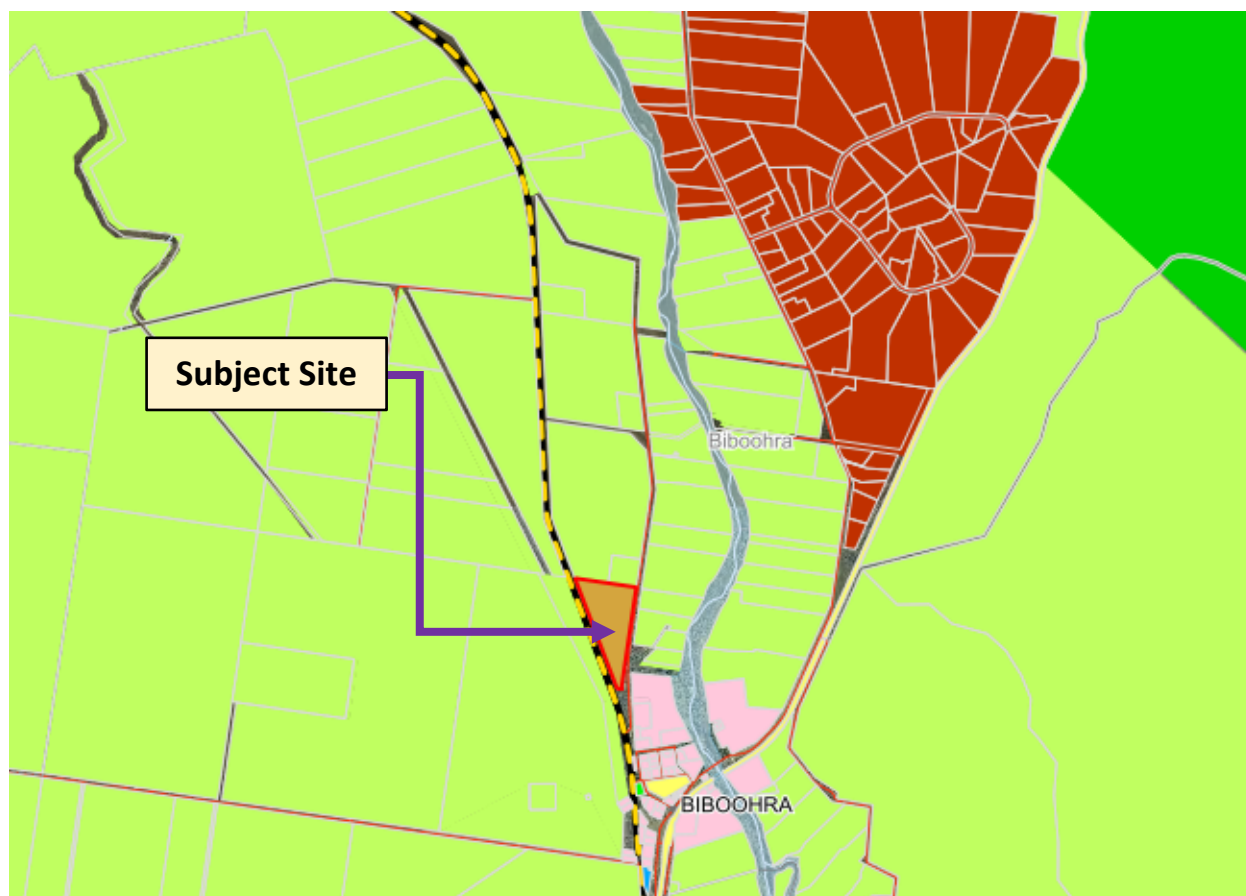


Figure 2: Rural Zone Mapping, Mareeba Shire Planning Scheme 2016

A site summary is provided below:

Table 2.0: Site summary

Street address:	47 River Road, Bibbohra
Real property description:	Lot 359 on SP180667
Local government area	Mareeba Shire Council
Tenure:	Freehold
Site area:	16.89ha
Zone:	Rural Zone
Precinct:	n/a
Sub-precinct:	n/a
Current use:	Aerial plan depicts cleared/cultivated and vegetated areas; lawful current use to be confirmed.
Road frontage:	River Road & Mulligan Highway
Adjacent uses:	Sugar Cane farm to the north.

Topography:	<i>The site is flat with the slight slope towards River Road naturally and onto the Barron River.</i>
Vegetation:	<i>Aerial plan depicts vegetation through the central/southern portion; regulated vegetation and ecological values to be confirmed.</i> • Remnant Woodlands: <i>The canopy is dominated by native Eucalyptus and Corymbia (bloodwood) species, interspersed with hardy native grasses suitable for low-intensity livestock grazing.</i> • Riparian Vegetation: <i>Dense, specialized transitional vegetation strips run along the seasonal creek lines, internal gullies, and dam fringes, serving as important natural drainage corridors.</i> • Cleared/Modified Areas: <i>Pockets of the property have been maintained to support rural infrastructure, including internal fencing, and domestic building envelopes.</i>
Easements:	<i>No easements of note.</i>
Existing infrastructure:	<i>10m access driveway/firebreak shown from River Road to the existing dwelling; all other existing/proposed infrastructure to remain unchanged.</i> • Primary Residential Dwelling & Domestic Outbuildings: <i>The property features an established rural homestead setup, accompanied by domestic vehicle storage and workshops situated within a distinct cleared residential area.</i> • Rural Shedding: <i>Machinery and equipment storage sheds are positioned to service the broader property. These structures are built to accommodate standard rural equipment, tools, and vehicle maintenance.</i> • Water Management & Security Infrastructure: ○ Surface Water Storage: <i>The land utilises multiple localised earth dams distributed across the parcel to secure surface water catchment for property operations.</i> ○ Bore Water: <i>The house is serviced by an existing bore on the property.</i> ○ Reticulation Elements: <i>Basic tank storage and pumping infrastructure are linked to the primary dams and domestic clearing to maintain consistent supply.</i> • Fencing & Access Infrastructure: <i>The boundary is fully or substantially fenced to delineate the property line, with internal paddock fencing configured to handle low-density livestock or territorial management. Access is supported by internal unsealed tracks connecting the main entry points to the core infrastructure and water storage elements.</i>



Figure 3: Site Locality

3.0 DEVELOPMENT PROPOSAL

This development application seeks a Development Permit for a Material Change of Use at 47 River Road, Bibbohra over Lot 359 on SP180667 to establish a Tourist Park accommodating up to 74 persons. The proposed use area is shown in the northern portion of the property on Development Plan No. 1 dated 27 July 2026.

The development plan delineates the proposed tourist park area via a new crossover away from the primary residence. From the new crossover an internal 10 metre-wide access driveway/firebreak from River Road extends to the tourist park to provide a picturesque bush style feel upon entry. This also provides the best location for vehicles to enter and exit the site via a dual width access point. The plan does not nominate individual sites, buildings, amenities, parking bays or other permanent improvements.

Once the enter the property and drive past the bush, they can then go and find a camp spot wherever they please within the designated area. No formal parking arrangement will be provided, instead allowing users to choose their own preferred camp location.

It is proposed to utilise the cleared areas located within the designated areas provided to accommodate motor homes and caravans alike too for short-term stays. The proposed location is in positioned within a picturesque country outback/farming setting looking over the surrounding mountains, in a unique and stunning campground location.

The proposed tourist park is proposed to cater for up to 74 people and is proposed to operate all year round with the peak season being from 1st of May through to the 31st of September weather permitting corresponding with the peak drive tourism season. It is expected that the tourist park would typically operate at 55% of its maximum capacity, based on the national average for occupancy rates for caravan parks.

The facility is proposed in response to the increasing demand from self-sufficient travelers, and the increasing demand from domestic tourism as a consequence of the covid 19 pandemic. Both of which are looking for alternative parking at cheaper rates than you traditionally find in a caravan park. The cheaper fees are achievable as a consequence of the tourist park not requiring costly amenities, due to the self-sufficient nature of the vehicles that will utilise the park.

The Tourist Park will be operated in line with the 'Leave no Trace' principles which encourages users to leave the site in the same or better condition than when arriving, leaving no evidence that they had ever been there.

Overnight park fees will be collected on-site by the park manager every afternoon at 5pm. Each visitor will have to register as part of their stay and provide details on the number of guests and vehicle registration to ensure a log is recorded. This will assist in monitoring and controlling the number of guests on-site to ensure that the number of visitors never exceeds 74 people at any one time. The system may evolve to an online registration and payment system (similar to covid registration systems) which keeps a tally of numbers and doesn't allow bookings to be processed over 74 people.



Figure 4: Extract from Development Plans

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 Tourist Park

The proposed use that you are seeking to establish for the site is either defined under the Mareeba Shire Planning Scheme 2016 as the following:

Column 1 Use	Column 2 Definition	Column 3 Examples include	Column 4 Does not include the following examples
Tourist park	Premises used to provide for accommodation in caravans, self-contained cabins, tents and similar structures for the public for short term holiday purposes. The use may include, where ancillary, a manager's residence and office, kiosk, amenity buildings, food and drink outlet, or the provision of recreation facilities for the use of occupants of the tourist park and their visitors, and accommodation for staff.	Camping ground, caravan park, holiday cabins	Relocatable home park, tourist attraction, short-term accommodation, non-resident workforce accommodation

4.0 DEVELOPMENT APPLICATION DETAILS

This application seeks a Development Permit for a Material Change of Use over Lot 359 on SP180667 at 47 River Road, Bibbohra for a Tourist Park accommodating up to 74 persons, generally in accordance with Development Plan No. 1 dated 27 July 2026. By way of this development application, the applicant is seeking specific approval to undertake the development as detailed in this planning report and approval of the plans.

5.0 PLANNING JUSTIFICATION

The application is made under the Planning Act 2016 for a Material Change of Use over Rural-zoned land described as Lot 359 on SP180667 at 47 River Road, Bibbohra. The supplied plan supports the proposed land-use footprint, capacity and access corridor. A final planning justification is contingent on confirming applicable overlays, assessment benchmarks, site constraints, infrastructure arrangements and operational details. The assessment below therefore retains the template's code framework but identifies where site-specific verification is required.

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:

- Strategic Framework
- Rural Zone Code
- Accommodation Activities Code
- Landscape Code
- Parking and Access Code
- Works, Services and Infrastructure Code
- Transport Infrastructure 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 Strategic Framework

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

3.2.2 The way forward: Mareeba Shire in 2031

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

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

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

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

*Mareeba Shire continues to foster the development of a range of economic activity including primary industries, **tourism**, renewable energy, mining and resource activity, regionally significant industry, education and research, cultural and arts activities. New and expanding industries contribute to the ongoing prosperity of Mareeba Shire, through economic diversification and increases in activity of regional, national and international significance. Mareeba airport continues to expand as a regional hub for aviation services, and its broader contribution to economic activity and employment is recognised and maintained.*

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

Agriculture strengthens the character and identity of the area and is recognised for its contribution to the local economy, food security and stewardship of the land for future generations. The sustainable use of the regions vast natural resources, including but not limited to agricultural land and extractive

*resources, is acknowledged as providing one of the pillars for the economic prosperity of the Mareeba Shire. **Value add rural activities capitalise on synergies with the tourism industry and further strengthen high quality paddock to plate enterprise within the shire and extending to Cairns and boutique markets in other Australian and international cities.***

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

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

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

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

The proposal may contribute to rural and nature-based tourism in Mareeba Shire. Its strategic suitability at this location must be confirmed having regard to agricultural land, environmental values, hazards, infrastructure, nearby uses and the final operating model.

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

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

3.3 Settlement Pattern and built environment – Rural Areas

Regarding Urban Expansion Areas the SF states:

3.3.1 Strategic outcomes

- (5) Primary industries in *Rural areas* are not compromised or fragmented by incompatible and/or unsustainable development, including but not limited to subdivision that results in a detrimental impact on rural productivity. The valued, relaxed rural lifestyle, character and scenic qualities of the *rural area* are preserved and enhanced. The *rural area* is largely maintained to its current extent, while accommodating development directly associated with or reliant on natural resources including rural activities and tourism. *Rural areas* protect the shire's *agricultural area* and ensure food security. *Other rural areas* predominantly remain agricultural grazing properties.

3.3.11 Element—Rural areas

3.3.11.1 Specific outcomes

- (1) *Rural areas* include rural activities and land uses of varying scale, consistent with surrounding land use, character and site conditions.
- (2) Land in *rural areas* is maintained in economically viable lot sizes, ensuring that regional landscape and rural production values are not compromised by fragmentation, alienation or incompatible land uses.
- (3) Tourism, rural industry, intensive animal industries and outdoor recreation facilities are developed in the *rural area* in a way which:
 - (a) does not impede or conflict with agricultural activities and production; and
 - (b) does not compromise rural character and scenic qualities; and
 - (c) does not adversely impact on ecological and biodiversity values.
- (4) *Other rural areas* will be largely maintained in their current configuration, only being subdivided where viable holdings are achieved and the infrastructure base of rural operations including workers accommodation, airstrips and farm infrastructure is provided.
- (5) Rural lifestyle, tourism, outdoor recreation, horticultural activities and natural bushland uses may be considered in *other rural areas* where appropriately located, serviced and otherwise consistent with the Strategic Framework.
- (6) *Agricultural areas* will be retained in viable holdings and not fragmented or compromised by unsuitable development. Uses and development within this precinct will not cause land use conflicts with primary production or will ensure these conflicts are mitigated.

Statement of Compliance:

The development plan limits the identified tourist park area to the northern portion of the allotment and shows an access driveway/firebreak. The Mareeba Shire Council Planning Scheme 2016 supports the establishment of tourist parks within the Rural Zone provided they do not impact on the Shire's

agricultural sector. This particular area of River Road does have a cane farm alongside however this will be managed with extensive landscaping along the boundary to provide a buffer, and with ample space visitors will be able to camp away from the sugar cane farm when harvesting. The harvesting only occurs once a year and shouldn't impact visitors for no more than 1 to 2 days. As such, the farming activities will not impact the tourist park whatsoever and the tourist park will not impact or conflict with the sugar cane farm.

3.7 Economic Development

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

3.7.1 Strategic outcomes

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

Statement of Compliance:

As outlined in the statements above, tourism within the natural environment, rural and scenic landscapes of Mareeba Shire provide the basis for development of sustainable tourism enterprises. It is an important part of solidifying Mareeba Shire's place on the tourism trail of Far North Queensland, and the greater Cape York Experience. The tourist park will value add to the existing character of the site and surrounding

properties, which capitalise on synergies between the attraction of the country outback nature of the park.

The Tourist Park will be operated in line with the 'Leave no Trace' principles which encourages users to leave the site in the same or better condition than when arriving, leaving no evidence that they had ever been there.

The facility is proposed in response to the increasing demand from self-sufficient travellers, and the increasing demand from domestic tourism as a consequence of the covid 19 pandemic. Both of which are looking for alternative parking at cheaper rates than you traditionally find in a caravan park. The cheaper fees are achievable as a consequence of the tourist park not requiring costly amenities, due to the self-sufficient nature of the vehicles that will utilise the park.

The development plan limits the identified tourist park area to the northern portion of the allotment and shows an access driveway/firebreak. The Mareeba Shire Council Planning Scheme 2016 supports the establishment of tourist parks within the Rural Zone provided they do not impact on the Shire's agricultural sector. This particular area of River Road does have a cane farm alongside however this will be managed with extensive landscaping along the boundary to provide a buffer, and with ample space visitors will be able to camp away from the sugar cane farm when harvesting. The harvesting only occurs once a year and shouldn't impact visitors for no more than 1 to 2 days. As such, the farming activities will not impact the tourist park whatsoever and the tourist park will not impact or conflict with the sugar cane farm.

5.1.2 Rural Zone Code

6.2.9.2 Purpose

- (1) The purpose of the Rural zone code is to:
 - (a) provide for rural uses including cropping, intensive horticulture, intensive animal industries, animal husbandry, animal keeping and other primary production activities;
 - (b) provide opportunities for non-rural uses that are compatible with agriculture, the environmental features, and landscape character of the rural area where the uses do not compromise the long-term use of the land for rural purposes;
 - (c) protect or manage significant natural resources and processes to maintain the capacity for primary production.
- (2) Mareeba Shire Council's purpose of the Rural zone code is to recognise the importance of primary production to the economy of the region and to maintain and strengthen the range of primary industries which contribute to the rural economy.

The purpose of the Rural zone code is to:

- (a) recognise the diversity of rural uses that exists throughout the region;
 - (b) protect the rural character of the region;
 - (c) provide facilities for visitors and tourists that are accessible and offer a unique experience;
 - (d) protect the infrastructure of the Mareeba-Dimbulah Irrigation Scheme Area from development which may compromise long term use for primary production;
 - (e) maintain distinct boundaries between the rural areas and the villages, towns and urban areas of the region;
 - (f) provide for a range of uses, compatible and associated with rural or ecological values including recreational pursuits and tourist activities;
 - (g) prevent adverse impacts of development on ecological values;
 - (h) preserve land in large holdings; and
 - (i) facilitate the protection of strategic corridors across the landscape which link remnant areas of intact habitat and transport corridors.
- (3) The purpose of the Rural zone code will be achieved through the following overall outcomes:
 - (a) Areas for use for primary production are conserved and fragmentation below economically viable lot sizes is avoided;
 - (b) The establishment of a wide range of rural pursuits is facilitated, including cropping, intensive horticulture, forestry, intensive animal industries, animal husbandry and animal keeping and other compatible primary production uses;
 - (c) The establishment of extractive industries, mining and associated activities and alternative forms of energy generation is appropriate where environmental impacts and land use conflicts are minimised;
 - (d) Uses that require isolation from urban areas as a consequence of their impacts such as noise or odour may be appropriate where land use conflicts are minimised;
 - (e) Development is reflective of and responsive to the environmental constraints of the land;
 - (f) Residential and other development is appropriate only where directly associated with the rural nature of the zone;

- (g) Low-impact tourism and recreation activities do not compromise the long-term use of the land for rural purposes;
- (h) The viability of both existing and future rural uses and activities is protected from the intrusion of incompatible uses;
- (i) Visual impacts of clearing, building, materials, access ways and other aspects of development are minimised or appropriately managed;
- (j) Adverse impacts of development both on-site and from adjoining areas are avoided and any impacts are minimised through location, design, operation and management; and
- (k) Natural features such as creeks, gullies, waterways, wetlands and bushland are retained, managed, enhanced and separated from adjacent development.

Statement of Compliance:

As outlined in the statements above, tourism within the natural environment, rural and scenic landscapes of Mareeba Shire provide the basis for development of sustainable tourism enterprises. It is an important part of solidifying Mareeba Shire's place on the tourism trail of Far North Queensland, and the greater Cape York Experience. The tourist park will value add to the existing character of the site and surrounding properties, which capitalise on synergies between the attraction of the country outback nature of the park.

The Tourist Park will be operated in line with the 'Leave no Trace' principles which encourages users to leave the site in the same or better condition than when arriving, leaving no evidence that they had ever been there.

The facility is proposed in response to the increasing demand from self-sufficient travellers, and the increasing demand from domestic tourism as a consequence of the covid 19 pandemic. Both of which are looking for alternative parking at cheaper rates than you traditionally find in a caravan park. The cheaper fees are achievable as a consequence of the tourist park not requiring costly amenities, due to the self-sufficient nature of the vehicles that will utilise the park.

The development plan limits the identified tourist park area to the northern portion of the allotment and shows an access driveway/firebreak. The Mareeba Shire Council Planning Scheme 2016 supports the establishment of tourist parks within the Rural Zone provided they do not impact on the Shire's agricultural sector. This particular area of River Road does have a cane farm alongside however this will be managed with extensive landscaping along the boundary to provide a buffer, and with ample space visitors will be able to camp away from the sugar cane farm when harvesting. The harvesting only occurs once a year and shouldn't impact visitors for no more than 1 to 2 days. As such, the farming activities will not impact the tourist park whatsoever and the tourist park will not impact or conflict with the sugar cane farm.

Accordingly, the development is compliant with the relevant Rural Zone purpose outcomes in that it does not compromise the long-term use of the land for rural purposes. The proposal is considered to satisfy the requirements set by the applicable assessment benchmarks from the planning scheme, specifically

the Rural Zone. Based on the various reasons listed above and the proposed controls to be implemented, we consider that this development certainly has merit on solid planning grounds to justify and support the creation of an additional allotment. It is considered that this development in these particular and unique circumstances, meets the performance outcomes and purpose statements outlined within the Rural Zone Code and Accommodation Activities Code.

5.1.3 Accommodation Activities Code

9.3.1.2 Purpose

- (1) The purpose of the Accommodation activities code is to facilitate the provision of Accommodation activities in appropriate locations throughout the shire.
- (2) The purpose of the code will be achieved through the following overall outcomes:
 - (n) Accommodation activities are designed, located and operated to minimise any adverse impacts on the natural environment and amenity of surrounding uses;
 - (o) Accommodation activities in the Centre zone are facilitated where they can integrate and enhance the fabric of the centre and are located behind or above commercial development;
 - (p) Accommodation activities provide a high level of amenity and are reflective of the surrounding character of the area;
 - (q) Accommodation activities are generally established in accessible, well-connected locations with access or future access to public transport, cycling and pedestrian networks;
 - (r) Accommodation activities do not compromise the viability of the hierarchy and network of centres, namely:
 - (i) Mareeba as a major regional activity centre, which accommodates the most significant concentrations of regional-scale business, retail, entertainment, government administration, secondary and tertiary educational facilities and health and social services within the shire;
 - (ii) Kuranda as a village activity centre, which accommodates services, arts and cultural facilities, sports and recreation facilities, business and employment uses to support the village and its constituent surrounding rural and rural residential communities;
 - (iii) Chillagoe and Dimbulah as Rural activity centres, which provide commercial and community services to their rural catchments; and
 - (iv) Bibbohra, Irvinebank, Julatten, Koah, Mutchilba, Mt Molloy, Myola and Speewah as rural villages, that have limited centre activities and other non-residential activities; and
 - (s) Accommodation activities are responsive to site characteristics and employ best practice industry standards.

Statement of Compliance:

As outlined in the statements above, tourism within the natural environment, rural and scenic landscapes of Mareeba Shire provide the basis for development of sustainable tourism enterprises. It is an important part of solidifying Mareeba Shire's place on the tourism trail of Far North Queensland, and the greater Cape York Experience. The tourist park will value add to the existing character of the site and surrounding

properties, which capitalise on synergies between the attraction of the country outback nature of the park.

The Tourist Park will be operated in line with the 'Leave no Trace' principles which encourages users to leave the site in the same or better condition than when arriving, leaving no evidence that they had ever been there.

The facility is proposed in response to the increasing demand from self-sufficient travellers, and the increasing demand from domestic tourism as a consequence of the covid 19 pandemic. Both of which are looking for alternative parking at cheaper rates than you traditionally find in a caravan park. The cheaper fees are achievable as a consequence of the tourist park not requiring costly amenities, due to the self-sufficient nature of the vehicles that will utilise the park.

The development plan limits the identified tourist park area to the northern portion of the allotment and shows an access driveway/firebreak. The Mareeba Shire Council Planning Scheme 2016 supports the establishment of tourist parks within the Rural Zone provided they do not impact on the Shire's agricultural sector. This particular area of River Road does have a cane farm alongside however this will be managed with extensive landscaping along the boundary to provide a buffer, and with ample space visitors will be able to camp away from the sugar cane farm when harvesting. The harvesting only occurs once a year and shouldn't impact visitors for no more than 1 to 2 days. As such, the farming activities will not impact the tourist park whatsoever and the tourist park will not impact or conflict with the sugar cane farm.

Accordingly, the development is compliant with the relevant Rural Zone purpose outcomes in that it does not compromise the long-term use of the land for rural purposes. The proposal is considered to satisfy the requirements set by the applicable assessment benchmarks from the planning scheme, specifically the Rural Zone. Based on the various reasons listed above and the proposed controls to be implemented, we consider that this development certainly has merit on solid planning grounds to justify and support the creation of an additional allotment. It is considered that this development in these particular and unique circumstances, meets the performance outcomes and purpose statements outlined within the Rural Zone Code and Accommodation Activities Code.

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>All Accommodation activities, apart from Dwelling house</i>		
PO1	AO1	<i>The supplied plan identifies the Tourist Park use area on Lot 359 on SP180667. The tourist park is located on a suitably sized allotment which</i>

		<i>covers 16.89 hectares with a frontage of ~723m to River Road and ~830m to the Mulligan Highway, therefore compliant with this criteria.</i>
All Accommodation activities, apart from Tourist Park and Dwelling house		
PO2	AO2.1	<i>Not applicable to a Tourist Park development.</i> Satisfied.
All Accommodation activities, except for Dwelling House		
PO3	AO3	<i>Not applicable to this development as there are no structures proposed nor any neighbours nearby in which privacy will be affected as part of this development.</i>
PO4	AO4.1, AO4.2, AO4.3 & AO4.4	<i>None of these acceptable outcomes apply to this development as there are no structure proposed as part of this development.</i> Satisfied.
If for Caretaker's Accommodation		
PO5	AO5.1 & AO5.2	<i>Not applicable as this development does not involve a caretaker's accommodation component.</i> Satisfied.
If for Dwelling House		
PO6	AO6.1 & AO6.2	<i>Not applicable as this development is for a Tourist Park.</i> Satisfied.
If for Dual Occupancy		
PO7	AO7.1 & AO7.2	<i>Not applicable as this development is for a Tourist Park.</i> Satisfied.
If for Multiple Dwelling, Residential care facility or Retirement Facility		
PO8	AO8	<i>Not applicable as this development is for a Tourist Park.</i> Satisfied.
PO9	AO9.1	<i>Not applicable as this development is for a Tourist Park.</i> Satisfied.
	AO9.2	<i>Not applicable as this development is for a Tourist Park.</i> Satisfied.
	AO9.3	<i>Not applicable as this development is for a Tourist Park.</i> Satisfied.
	AO9.4	<i>Not applicable as this development is for a Tourist Park.</i> Satisfied.

If for Residential Care Facility or Retirement Facility		
PO10	All listed outcomes.	Not applicable as this development is for a Tourist Park. Satisfied.
If for Home Based Business		
PO11 & PO12	All listed outcomes.	Not applicable as this development is for a Tourist Park. Satisfied.
If for Rural Worker's Accommodation		
PO13 & PO14	All listed outcomes.	Not applicable as this development is for a Tourist Park. Satisfied.
For Assessable development		
If for Caretaker's Accommodation		
PO15	N/A	Not applicable as this development is for a Tourist Park. Satisfied.
If for Residential Care Facility or Retirement Facility		
PO16	N/A	Not applicable as this development is for a Tourist Park. Satisfied.
If for Tourist Park		
PO17, PO18, PO19 & PO20	All listed outcomes.	The tourist park density is commensurate with the size, scale and character of the self-contained outback camping experience proposed. It is proposed to utilize the cleared areas located outside the mapped regulated vegetation to accommodate motor homes and caravans alike to for short terms stays. The proposed location is in positioned within a picturesque country outback setting looking over the surrounding hills and mountains surrounding the campground. The proposed tourist park is proposed to cater for up to 74 people and is proposed to operate from all year round with no restrictions, however predominantly from 1st May through to the 31st September weather permitting corresponding with the peak drive tourism season. It is expected that the tourist park would typically operate at 55% of its maximum capacity, based on the national average for occupancy rates for caravan parks. The facility is proposed in response to the increasing demand from self-sufficient travelers, and the increasing demand from domestic tourism as a consequence of the covid 19 pandemic. Both of which are looking for alternative parking at cheaper rates than you traditionally find in a caravan park. The cheaper fees are achievable as a consequence of the

		<i>tourist park not requiring costly amenities, due to the self-sufficient nature of the vehicles that will utilise the park.</i> <i>The Tourist Park will be operated in line with the 'Leave no Trace' principles which encourages users to leave the site in the same or better condition than when arriving, leaving no evidence that they had ever been there.</i> <i>Access will be via the existing property access point off River Road Road, and once in the property an all-weather internal driveway that will provide a clear point of access into the site, where they can then go and find a camp spot wherever they please within the designated area. No formal parking arrangement will be provided, instead allowing users to choose their own preferred camp location.</i> <i>Each visitor will have to register as part of their stay and provide details on the number of guests and vehicle registration to ensure a log is recorded. This will assist in monitoring and controlling the number of guests on-site to ensure that the number of visitors never exceeds 74 people at any one time. The system may evolve to an online registration and payment system (similar to covid registration systems) which keeps a tally of numbers and doesn't allow bookings to be processed over 74 people.</i>
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5.1.4 Landscaping Code

The proposed tourist park is positioned within a picturesque country outback setting looking over the mountains surrounding the campground. It is proposed to utilise the designated areas for camping, with access to the seasonal creek provided for campers. The off-grid campers will need to be self-sufficient, as there is no potable water or power available. There are no dump points or rubbish facilities either.

The proposed tourist park is proposed to cater for up to 74 people and is proposed to operate all year round, however predominantly through the peak season from 1st May through to the 31st September weather permitting corresponding with the peak drive tourism season. It is expected that the tourist park would typically operate at 55% of its maximum capacity, based on the national average for occupancy rates for caravan parks.

The Tourist Park will be operated in line with the 'Leave No Trace' principles which encourages users to leave the site in the same or better condition than when arriving, leaving no evidence that they had ever been there.

The facility is proposed in response to the increasing demand from self-sufficient travellers, and the increasing demand from domestic tourism because of the covid 19 pandemic. Both of which are looking for alternative parking at cheaper rates than you traditionally find in a caravan park. The cheaper fees are achievable as a consequence of the tourist park not requiring costly amenities, due to the self-sufficient nature of the vehicles that will utilise the park.

The development plan limits the identified tourist park area to the northern portion of the allotment and shows an access driveway/firebreak. The Mareeba Shire Council Planning Scheme 2016 supports the establishment of tourist parks within the Rural Zone provided they do not impact on the Shire's agricultural sector. This particular area of River Road does have a cane farm alongside however this will be managed with extensive landscaping along the boundary to provide a buffer, and with ample space visitors will be able to camp away from the sugar cane farm when harvesting. The harvesting only occurs once a year and shouldn't impact visitors for no more than 1 to 2 days. As such, the farming activities will not impact the tourist park whatsoever and the tourist park will not impact or conflict with the sugar cane farm. Additionally a landscape buffer will be planted along the Mulligan Highway frontage to ensure the property is buffered somewhat from the highway.

Given the self-contained nature of the proposed tourist park, and the lack of permanent improvements proposed on the subject site, the development is not likely to permanently alienate the sites agricultural potential.

5.1.5 Parking and Access Code

The proposal is for a self-contained Tourist Park activity catering for up to 74 people over a 16.89-hectare site. Access will be via the existing property access point off River Road, and once in the property an all-weather internal driveway will provide a clear point of access into the site, where they can then go and find a camp spot wherever they please within the designated areas. No formal parking arrangement will be provided, instead allowing users to choose their own preferred camp location.

As such, this code is not considered applicable to this development in terms of controlling parking demands and requirements given the nature of the development.

5.1.6 Works, Service and Infrastructure Code

The proposed Tourist Park development is located within the Rural Zone and is designed to cater for self-contained travellers and as such limited services and infrastructure are required to be provided.

The development plan delineates the proposed tourist park area via a new crossover away from the primary residence. From the new crossover an internal 10 metre-wide access driveway/firebreak from River Road extends to the tourist park to provide a picturesque bush style feel upon entry. This also

provides the best location for vehicles to enter and exit the site via a dual width access point. The plan does not nominate individual sites, buildings, amenities, parking bays or other permanent improvements.

Once the enter the property and drive past the bush, they can then go and find a camp spot wherever they please within the designated area. No formal parking arrangement will be provided, instead allowing users to choose their own preferred camp location.

It is considered that the proposed Tourist Park development achieves compliance with the outcomes sought to be achieved within Works, Services and Infrastructure Code.

5.2 State Development Assessment Provisions

The proposed Tourist Park is assessable under the Mareeba Shire Council Planning Scheme 2016 and requires referral to the State Assessment and Referral Agency (SARA) under Schedule 10, Part 9, Division 4, Subdivision 2, Table 1 – Material change of use of premises near a State transport corridor – of the Planning Regulation 2017.

The proposal is unlikely to be an “excluded material change of use”. Although no access is proposed to the State-controlled road, SARA must consider other potential corridor impacts, including changes to overland flow or intensification of stormwater. The referral material should address these matters against the applicable State Development Assessment Provisions.

5.3 Far North Regional Plan 2009-2031

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 of CD Nastasi AG Pty Ltd as Trustee for Charles Daniel Nastasi Family Trust in relation to Lot 359 on SP180667 at 47 River Road, Bibohra for a proposed Tourist Park accommodating up to 74 persons. The application seeks the following approval:

- **Development Permit for a Material Change of Use – Tourist Park (up to 74 people)**

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

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



Ramon Samanes, MPIA

Director, U&i Town Plan

Bachelor of Applied Science, Majoring in Environmental and Urban Planning

APPENDIX 1: DEVELOPMENT APPLICATION FORMS 1

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)	CD Nastasi AG Pty Ltd as Trustee for Charles Daniel Nastasi 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)	M3-26
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
		47	River Road	Bibbohra
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4880	359	SP180667	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)
		☐ WGS84 ☐ GDA94 ☐ Other:	

☐ Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) (if applicable)
		☐ 54 ☐ 55 ☐ 56	☐ WGS84 ☐ GDA94 ☐ Other:	

3.3) Additional premises

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

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

- ☐ In a tidal area

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

Name of port authority for tidal area (if applicable)

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

5) Are there any existing easements over the premises?

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

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

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

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

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

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

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

c) What is the level of assessment?

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

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

Tourist Park (up to 74 People)

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	☒ Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	☐ Yes – complete division 2
Operational work	☐ Yes – complete division 3
Building work	☐ 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)
Self Contained Camping for visitors & Guests	Tourist Park	Up to 74 people	n/a

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

- ☐ Yes
- ☒ No

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

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

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

Division 2 – Reconfiguring a lot

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

9.1) What is the total number of existing lots making up the premises?

--

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

☐ Subdivision (complete 10)	☐ Dividing land into parts by agreement (complete 11)
☐ Boundary realignment (complete 12)	☐ Creating or changing an easement giving access to a lot from a constructed road (complete 13)

10) Subdivision				
10.1) For this development, how many lots are being created and what is the intended use of those lots:				
Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created				

10.2) Will the subdivision be staged?	
☐ Yes – provide additional details below ☐ No	
How many stages will the works include?	
What stage(s) will this development application apply to?	

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

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

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

Division 3 – Operational work

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

14.1) What is the nature of the operational work?		
☐ Road work ☐ Drainage work ☐ Landscaping ☐ Other – please specify:	☐ Stormwater ☐ Earthworks ☐ Signage	☐ Water infrastructure ☐ Sewage infrastructure ☐ Clearing vegetation
14.2) Is the operational work necessary to facilitate the creation of new lots? (e.g. subdivision)		
☐ Yes – specify number of new lots:		
☐ No		

14.3) What is the monetary value of the proposed operational work? (include GST, materials and labour)

\$

PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application

Mareeba Shire Council

16) Has the local government agreed to apply a superseded planning scheme for this development application?

- ☐ Yes – a copy of the decision notice is attached to this development application
- ☐ The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
- ☒ No

PART 5 – REFERRAL DETAILS

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

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

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

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

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



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Government

- ☐ 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
☐ Approval ☐ Development application			
☐ Approval ☐ 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



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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
DEVELOPMENT PLAN No. 1, DATED 27 JULY 2026, PREPARED BY
U&I TOWN PLAN.

Development Plans - Tourist Park (up to 74 People)

47 River Road, Bibboohra (Lot359 on SP180667 Plan#1, dated 27.07.26, prepared by U&i Town Plan

16°54'10"S 145°24'45"E 16°54'10"S 145°25'12"E



16°54'37"S 145°24'45"E 16°54'37"S 145°25'12"E

A product of



Queensland Globe



Legend located on next page



0 50 metres

Scale: 1:2954

Printed at: A3

Print date: 29/7/2026

Not suitable for accurate measurement.

Projection: Web Mercator EPSG 102100 (3857)

For more information, visit <https://qldglobe.information.qld.gov.au/help-info/Contact-us.html>



Queensland Government

Department of Natural Resources and Mines, Manufacturing, and Regional and Rural Development

APPENDIX 3: SDAP 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. The proposal is a Tourist Park for up to 74 persons at 47 River Road, Bibbohra (Lot 359 on SP180667). No development, structure or access is proposed within the Mulligan Highway state-controlled road corridor. The development can be operated and maintained wholly from the site and River Road.
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.	Complies. No works or changes are proposed within or affecting the Mulligan Highway corridor, including structures, foundations, earthworks, access, stormwater or drainage. The proposal will not adversely affect the structural integrity or physical condition of the state-controlled road or its infrastructure.
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.	Complies. The proposal is contained within the subject site and does not obstruct road transport

State Development Assessment Provisions v3.6

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

Page 1 of 19

Performance outcomes	Acceptable outcomes	Response
		infrastructure. No access is proposed from Mulligan Highway and there will be no adverse impact on the highway's operation or function.
PO4 The location, placement, design and operation of advertising devices, visible from the state-controlled road , do not create a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	<i>Not applicable to this development.</i>
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road .	AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials. AND 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. AND AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road. AND AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.	<i>Not applicable to this development.</i>
PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and	AO6.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section	<i>Not applicable to this development.</i>

State Development Assessment Provisions v3.6

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

Page 2 of 19

Performance outcomes	Acceptable outcomes	Response
constructed to prevent projectiles from being thrown onto the state-controlled road .	4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	
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 . AND AO7.2 Landscaping can be maintained without requiring access to a state-controlled road . AND AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road .	Not applicable to this development.
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.	Complies. No works or changes are proposed that alter stormwater run-off or overland flow toward Mulligan Highway. The development will not create or exacerbate a safety hazard for highway users.
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.	Complies. The proposal does not alter or intensify stormwater discharge toward Mulligan Highway and will not materially worsen the operating performance of the state-controlled road or its infrastructure.

Performance outcomes	Acceptable outcomes	Response
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.	Complies. No stormwater or overland-flow changes are proposed that affect Mulligan Highway. The structural integrity and physical condition of the state-controlled road and its infrastructure will not be adversely affected.
PO11 Development ensures that stormwater is lawfully discharged.	AO11.1 Development does not create any new points of discharge to a state-controlled road . AND AO11.2 Development does not concentrate flows to a state-controlled road . AND AO11.3 Stormwater run-off is discharged to a lawful point of discharge . AND AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road .	Complies. No new point of discharge to Mulligan Highway is proposed, flows will not be concentrated toward the highway and no existing lawful point of discharge to the state-controlled road will be worsened.
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road .	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 . AND	Complies. The proposal involves no works or changes that affect flooding, stormwater or overland flow within Mulligan Highway. It will not materially worsen flood levels, velocities or duration of inundation in the state-controlled road corridor.

State Development Assessment Provisions v3.6

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

Page 4 of 19

Performance outcomes	Acceptable outcomes	Response
	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. AND 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.	
Drainage Infrastructure		
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. No drainage infrastructure is proposed within the Mulligan Highway corridor. Any development drainage will remain within the site and can be maintained without access to the state-controlled road.
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. No drainage infrastructure is proposed within or associated with Mulligan Highway. Existing state-controlled road drainage infrastructure and the surrounding drainage network will remain unaffected.

Table 1.2 Vehicular access, road layout and local roads

State Development Assessment Provisions v3.6

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

Page 5 of 19

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. No new or changed vehicular access is proposed to Mulligan Highway. Vehicular access to the Tourist Park is proposed from River Road, a local-controlled road.
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. No new or changed access is proposed to Mulligan Highway. Access from River Road will not adversely affect the functional requirements of the state-controlled road.
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. The proposal does not create or change access to Mulligan Highway and is therefore consistent with the future function of the state-controlled road.
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. No direct access to Mulligan Highway is proposed. All vehicular access is from River Road, a local-controlled road.
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. Vehicular access is proposed from River Road only. The access does not involve Mulligan Highway and will not compromise the safety of users of the state-controlled road.
PO20 New or changed access to a local road within 100 metres of an intersection with a state-	No acceptable outcome is prescribed.	Complies.

State Development Assessment Provisions v3.6

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

Page 6 of 19

Performance outcomes	Acceptable outcomes	Response
controlled road does not adversely impact on the operating performance of the intersection.		Access is from River Road, a local-controlled road, and no works or access changes are proposed at a Mulligan Highway intersection. The operating performance of the state-controlled road will not be adversely affected.
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.	<i>Not applicable to this development.</i>
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.	<i>Not applicable to this development.</i>
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.	<i>Not applicable to this development.</i>
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.	<i>Not applicable to this development.</i>

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.	<i>Complies.</i> The proposal has no direct access to Mulligan Highway and requires no works to the state-controlled road. It will not compromise the safety of users of the state-controlled road network.

State Development Assessment Provisions v3.6

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

Page 7 of 19

Performance outcomes	Acceptable outcomes	Response
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	<i>Complies.</i> No works, access or drainage changes are proposed to Mulligan Highway. Traffic will access the site from River Road and the proposal will not cause a net worsening of the operating performance of the state-controlled road network.
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.	<i>Complies.</i> Development traffic is directed to River Road, a local-controlled road. No access to Mulligan Highway is proposed.
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.	<i>Not applicable to this development.</i>
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	<i>Complies.</i> The proposal is contained within the site, has no access from Mulligan Highway and includes no works in the state-controlled road corridor. It will not impede planned upgrades of the state-controlled road.
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	<i>Complies.</i> No development or works are proposed within the Mulligan Highway corridor. The proposal will not impede delivery of corridor improvements.

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.	<i>Not applicable to this development.</i>
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	<i>Not applicable to this development.</i>
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	<i>Not applicable to this development.</i>
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	<i>Not applicable to this development.</i>
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.	<i>Not applicable to this development.</i>
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.	<i>Not applicable to this development.</i>

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		
PO37 Development minimises free field noise intrusion from a state-controlled road .	AO37.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);	<i>Not applicable to this development.</i>

State Development Assessment Provisions v3.6

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

Page 9 of 19

Performance outcomes	Acceptable outcomes	Response
	2. 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 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. OR 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.	
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road .	AO38.1 Development provides noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with:	<i>Not applicable to this development.</i>

State Development Assessment Provisions v3.6

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

Page 10 of 19

Performance outcomes	Acceptable outcomes	Response
	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 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.	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a state-controlled road in private open space .	AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 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: a. Chapter 7 integrated noise barrier design of the Transport Noise Management	<i>Not applicable to this development.</i>

State Development Assessment Provisions v3.6

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

Page 11 of 19

Performance outcomes	Acceptable outcomes	Response
	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 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.	
PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.	AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 2. 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;	<i>Not applicable to this development.</i>

Performance outcomes	Acceptable outcomes	Response
	c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR 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.	
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).	No acceptable outcome is provided.	<i>Not applicable to this development.</i>
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 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, podiums, and roof decks.	No acceptable outcome is provided.	<i>Not applicable to this development.</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.	<i>Not applicable to this development.</i>
Material change of use (other uses)		

Performance outcomes	Acceptable outcomes	Response
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 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.	No acceptable outcome is provided.	<i>Not applicable to this development.</i>
PO45 Development involving a childcare centre or educational establishment : 1. provides a noise barrier or earth mound that is designed, sited and constructed:	No acceptable outcome is provided.	<i>Not applicable to this development.</i>

Performance outcomes	Acceptable outcomes	Response
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.		
PO46 Development involving: 1. indoor education areas and indoor play areas ; or 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).	No acceptable outcome is provided.	<i>Not applicable to this development.</i>
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)	No acceptable outcome is provided.	<i>Not applicable to this development.</i>

State Development Assessment Provisions v3.6

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

Page 15 of 19

Performance outcomes	Acceptable outcomes	Response
due to noise from a state-controlled road are provided with: 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.		
PO48 Development including: 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 to this development.</i>
Air, light and vibration		

Performance outcomes	Acceptable outcomes	Response
PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road .	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. OR 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.	<i>Not applicable to this development.</i>
PO50 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor .	AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$. AND 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 $0.4\text{m/s}^{1.75}$.	<i>Not applicable to this development.</i>
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: 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	<i>Not applicable to this development.</i>

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

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

State Development Assessment Provisions v3.6

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

Page 18 of 19

Performance outcomes	Acceptable outcomes	Response
PO56 Development ensures that stormwater is lawfully discharged.	AO56.1 Development does not create any new points of discharge to a future state-controlled road. AND AO56.2 Development does not concentrate flows to a future state-controlled road. AND AO56.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	<i>Not applicable to this development.</i>