DA Form 1 – Development application details

Approved form (version 1.0 effective 3 July 2017) 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 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**, 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)*	Mareeba Shire Council
Contact name *(only applicable for companies)*	C/- Brian Millard
Postal address *(P.O. Box or street address)*	PO Box 154
Suburb	Mareeba
State	QLD
Postcode	4880
Country	
Contact number	(07) 4086 4657
Email address *(non-mandatory)*	brianm@msc.qld.gov.au
Mobile number *(non-mandatory)*	
Fax number *(non-mandatory)*	
Applicant's reference number(s) *(if applicable)*	RAL/18/0008

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)

Queensland Government

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
			Effley Street, Keegan Street and Thora Cleland Drive	Mareeba
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)
		879	SP276129	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. Only one set of coordinates is required for this part.*

☐ 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 their details have been attached in a schedule to this application

☒ Not required

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

☐ In a tidal area

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

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

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

Name of airport:

☐ Listed on the Environmental Management Register (EMR) under the *Environmental Protection Act 1994*

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EMR site identification:	
☐ Listed on the Contaminated Land Register (CLR) under the *Environmental Protection Act 1994*	
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)*:

Reconfiguring a Lot - Subdivision (1 into 4 Lots Plus Balance Lot)

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

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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 *DA Form 2 – Building work details*

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)*

8.2) Does the proposed use involve the use of existing buildings on the premises?
☐ Yes
☐ No

Division 2 – Reconfiguring a lot

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

9.1) What is the total number of existing lots making up the premises?	
One (1)	
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 construction 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:
				Balance Lot
Number of lots created			4	1

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				

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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
- ☐ Stormwater
- ☐ Water infrastructure
- ☐ Drainage work
- ☐ Earthworks
- ☐ Sewage infrastructure
- ☐ Landscaping
- ☐ Signage
- ☐ Clearing vegetation
- ☐ Other – please specify:

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
- ☐ Local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
- ☒ No

PART 5 – REFERRAL DETAILS

17) Do any aspects of the proposed development require referral for 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 Regulation 2017:**

- ☐ Clearing native vegetation
- ☐ Contaminated land *(unexploded ordnance)*

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- ☐ Environmentally relevant activities (ERA) *(only if the ERA have not been devolved to a local government)*
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Queensland heritage place *(on or near a Queensland heritage place)*
- ☐ Infrastructure – designated premises
- ☐ Infrastructure – state transport infrastructure
- ☒ Infrastructure – state transport corridors and future state transport corridors
- ☐ Infrastructure – state-controlled transport tunnels and future state-controlled transport tunnels
- ☐ Infrastructure – state-controlled roads
- ☐ Land within Port of Brisbane's port limits
- ☐ SEQ development area
- ☐ 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 – residential development
- ☐ SEQ regional landscape and rural production area or SEQ Rural living area – urban activity
- ☐ Tidal works or works 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 – construction of new levees or modification of existing levees *(category 2 or 3 levees only)*
- ☐ Wetland protection area

Matters requiring referral to the **local government:**

- ☐ Airport land
- ☐ Environmentally relevant activities (ERA) *(only if the ERA have been devolved to local government)*
- ☐ Local heritage places

Matters requiring referral to the **chief executive of the distribution entity or transmission entity:**

- ☐ 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

- ☐ Oil and gas infrastructure

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

- ☐ Brisbane core port land

Matters requiring referral to the **Minister under the Transport Infrastructure Act 1994:**

- ☐ Brisbane core port land
- ☐ Strategic port land

Matters requiring referral to the **relevant port operator:**

- ☐ Brisbane core port land (below high-water mark and within port limits)

Matters requiring referral to the **chief executive of the relevant port authority:**

- ☐ Land within limits of another port

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

- ☐ Tidal works, or development in a coastal management district in Gold Coast waters

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

- ☐ Tidal works, or development in a coastal management district

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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 the development application the subject of this form, or include details in a schedule to this development application *(if applicable)*.		

PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules

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

☐ I do not agree to accept an information request for this development application

Note: *By not agreeing to accept an information request I, the applicant, acknowledge:*

- *that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties*
- *Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.*

Further advice about information requests is contained in the DA Forms Guide.

PART 7 – FURTHER DETAILS

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

☐ 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 – the yellow local government/private certifier's 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

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

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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 EM941) 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 "EM941" 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 69: Notification of a facility exceeding 10% of schedule 15 threshold* is attached to this development application

☒ No

Note: *See www.justice.qld.gov.au for further information.*

Clearing native vegetation

23.3) Does this development application involve **clearing native vegetation** that requires written confirmation 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 is accompanied by written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)

☒ No

Note: *See www.qld.gov.au for further information.*

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 conservation

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

☐ Yes

☒ No

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

Water resources

23.6) Does this development application involve **taking or interfering with artesian or sub artesian water, taking or interfering with water in a watercourse, lake or spring, taking overland flow water or waterway barrier works**?

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

☒ No

Note: *DA templates are available from www.dilgp.qld.gov.au.*

23.7) Does this application involve **taking or interfering with artesian or sub artesian water, taking or interfering with water in a watercourse, lake or spring, or taking overland flow water** under the *Water Act 2000*?

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☐ Yes – I acknowledge that a relevant water authorisation under the *Water Act 2000* may be required prior to commencing development
☒ No
Note: *Contact the Department of Natural Resources and Mines at www.dnrm.qld.gov.au for further information.*

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 Natural Resources and Mines at www.dnrm.qld.gov.au for further information.*

Quarry materials from land under tidal waters

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

☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development
☒ No
Note: *Contact the Department of Environment and Heritage Protection at www.ehp.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.dews.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.ehp.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.ehp.qld.gov.au for information requirements regarding development of Queensland heritage places.*

Name of the heritage place:		Place ID:	

Brothels

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

☐ Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the *Prostitution Regulation 2014*

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☒ No

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

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

☐ Yes - this application will be taken to be an application for a decision under section 62 of the *Transport Infrastructure Act 1994* (subject to the conditions in section 75 of the *Transport Infrastructure Act 1994* being satisfied)
☒ No

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 ***Note:*** *See the Planning Regulation 2017 for referral requirements*	☒ Yes
If building work is associated with the proposed development, Parts 4 to 6 of *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 development application ***Note:*** *This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see DA Forms Guide: Planning Report Template.*	☒ Yes
Relevant plans of the development are attached to this development application ***Note:*** *Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.*	☒ Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued *(see 21))*	☐ Yes ☒ Not applicable

25) Applicant declaration
☒ By making this development application, I declare that all information in this development application is true and correct ☐ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001* ***Note:*** *It is unlawful to intentionally provide false or misleading information.*
Privacy – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website. Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where: • such disclosure is in accordance with the provisions about public access to documents contained in the *Planning Act 2016* and the Planning Regulation 2017, and the access rules made under the *Planning Act 2016* and Planning Regulation 2017; or • required by other legislation (including the *Right to Information Act 2009*); or • otherwise required by law. This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002*.

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PART 9 – 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	
Date receipted form sighted by assessment manager	
Name of officer who sighted the form	

The *Planning Act 2016,* the Planning Regulation 2017 and the DA Rules are administered by the Department of Infrastructure, Local Government and Planning. This form and all other required development application materials should be sent to the assessment manager.

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Individual owner's consent for making a development application under the *Planning Act 2016*

I, Peter Franks, Chief Executive Officer of Mareeba Shire Council

as owner of the premises identified as follows:

Lot 879 on SP276129, Situated at Effley Street, Keegan Street and Thora Cleland Drive, Mareeba

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

Mareeba Shire Council

on the premises described above for:

A Development Permit for Reconfiguring a Lot - Subdivision (1 into 4 Lots Plus Balance Lot)

26 March 2018

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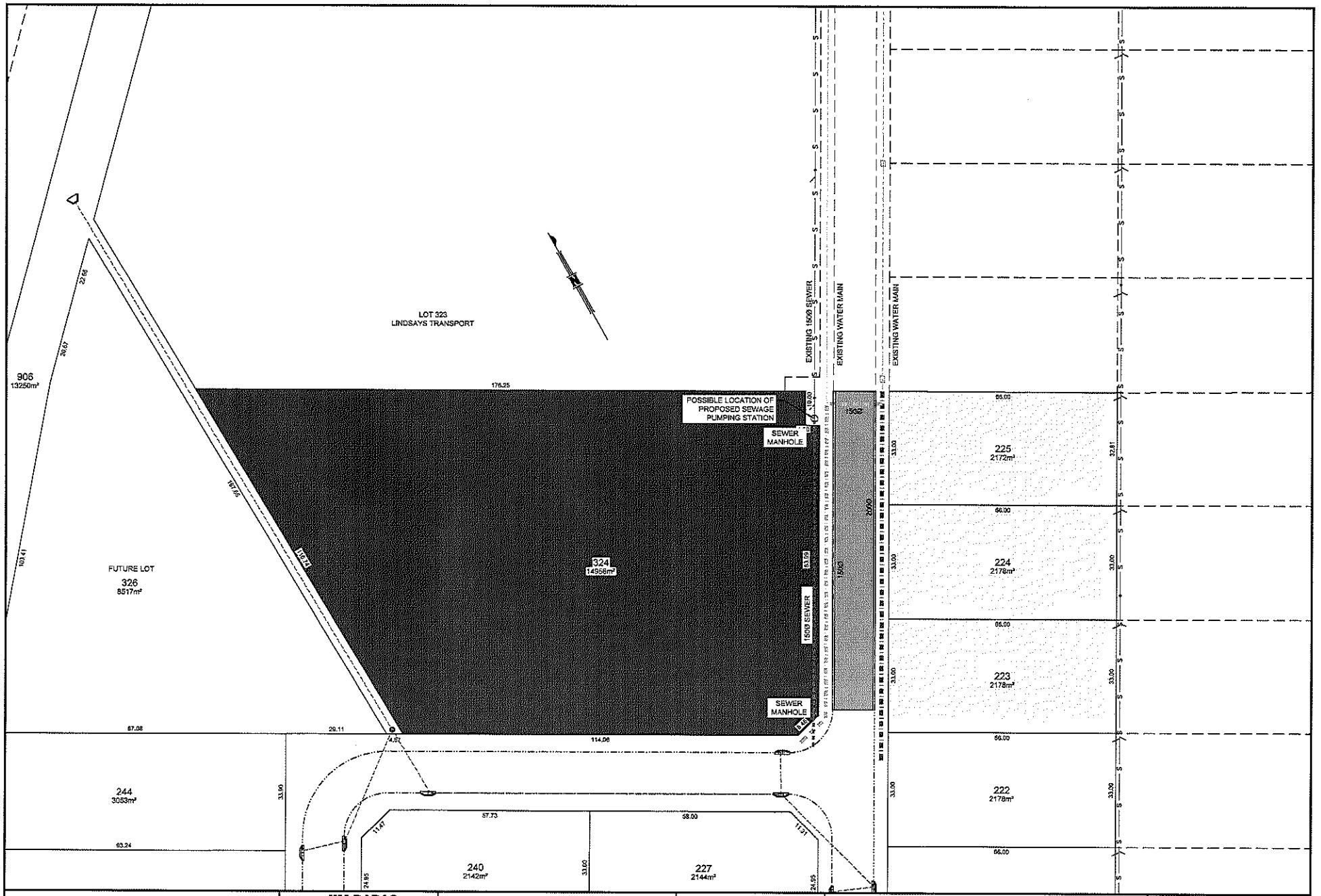

amendments		
A	ORIGINAL ISSUE	28.11.17

JIM PAPAS CIVIL ENGINEERING DESIGNER PTY. LTD.
CIVIL ENGINEERING DESIGN AND DRAFTING
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SCALE 1:500 5 0 5 10 15 20 25.0m

Mareeba SHIRE COUNCIL
11-15 Rines Street, Mareeba, QLD 4880 Australia
PO Box 154, Mareeba QLD 4880
T 1300 308 461 F 07 4092 3323
E info@msc.qld.gov.au

MAREEBA INDUSTRIAL PARK.
MASTER PLANNING FOR PROPOSED INDUSTRIAL SUBDIVISION AT MARTIN TENNI DRIVE, MAREEBA

DRAWING TITLE: STAGE 16 GENERAL ARRANGEMENT AND SERVICE LAYOUT

SCALE (AT A1 SIZE)	HOR 1:500	DRAWN	J.P.
	VER	DESIGNED	J.P.
DATE	NOV 2017	CHECKED	J.P.
APPROVED			
DWG No.	1250--C02 (ST16)		AMDT A

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

Table 1.2.1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	Not applicable - The subject site is not contiguous to or does not form part of an existing State controlled road environment. See Table 1.2.3 for comments relating to the relevant future State controlled road environment (Mareeba By-pass Route).
	AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	Not applicable - See comment for AO1.1 above.
PO2 The design and construction of Buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	Not applicable - See comment for AO1.1 above.
	AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	Not applicable - See comment for AO1.1 above.
	AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	Not applicable - See comment for AO1.1 above.
	AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside advertising guide, Department of Transport and Main Roads, 2013.	Not applicable - See comment for AO1.1 above.
PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.	AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design criteria for bridges and other structures manual, Department of Transport and Main Roads, 2014.	Not applicable - See comment for AO1.1 above.
Filling, excavation and retaining structures		
PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.	No acceptable outcome is prescribed.	Not applicable - See comment for AO1.1 above.

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Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service. *Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.*		
PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road. *Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.*	*No acceptable outcome is prescribed.*	*Not applicable - See comment for AO1.1 above.*
PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road. *Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road planning and design manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.*	*No acceptable outcome is prescribed.*	*Not applicable - See comment for AO1.1 above.*
PO7 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works. *Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.*	*No acceptable outcome is prescribed.*	*Not applicable - See comment for AO1.1 above.*
PO8 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.	*AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.*	*Not applicable - See comment for AO1.1 above.*

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Note: It is recommended a pavement impact assessment is provided in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.		
PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.	*No acceptable outcome is prescribed.*	*Not applicable - See comment for AO1.1 above.*
PO10 Fill material used on a development site does not result in contamination of a state-controlled road.	*AO10.1 Fill material is free of contaminants including acid sulfate content.* *Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes.* *AND*	*Not applicable - See comment for AO1.1 above.*
	AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	*Not applicable - See comment for AO1.1 above.*
PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.	*AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.* *AND*	*Not applicable - See comment for AO1.1 above.*
	AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	*Not applicable - See comment for AO1.1 above.*
Stormwater and drainage		
PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.	*No acceptable outcome is prescribed.*	*Not applicable - See comment for AO1.1 above.*
PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.	*AO13.1 Development does not create any new points of discharge to a state-controlled road.* *AND*	*Not applicable - See comment for AO1.1 above.*
	AO13.2 Stormwater run-off is discharged to a lawful point of discharge. *Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge.* *AND*	*Not applicable - See comment for AO1.1 above.*
	AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	*Not applicable - See comment for AO1.1 above.*

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PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.	*AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.*	*Not applicable - See comment for AO1.1 above.*
Vehicular access to a state-controlled road		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.	*AO15.1 Development does not require new or changed access to a limited access road.* *Note: Limited access roads are declared by the transport chief executive under section 54 of the Transport Infrastructure Act 1994 and are identified in the DA mapping system.* *OR*	*Not applicable - See comment for AO1.1 above.*
	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road. *Note: Limited access policies for limited access roads declared under the Transport Infrastructure Act 1994 can be obtained by contacting the relevant Department of Transport and Main Roads regional office.* *AND*	*Not applicable - See comment for AO1.1 above.*
	AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road. *Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.*	*Not applicable - See comment for AO1.1 above.*
PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.	*AO16.1 Vehicular access is provided from a local government road.*	*Not applicable - See comment for AO1.1 above.*
	OR all of the following acceptable outcomes apply: *AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road.* *AND*	*Not applicable - See comment for AO1.1 above.*

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Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of Transport Infrastructure Act 1994 issued where sufficient information is provided.	*AO16.3 Development does not require new or changed access between the premises and the state-controlled road.* *Note: A decision under section 62 of the Transport Infrastructure Act 1994 outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.* *AND*	*Not applicable - See comment for AO1.1 above.*
	AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the Transport Infrastructure Act 1994. *Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.* *AND*	*Not applicable - See comment for AO1.1 above.*
	AO16.5 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.	*Not applicable - See comment for AO1.1 above.*
PO17 Vehicular access to a state-controlled road or local government road (and associated road access works) are located and designed to not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	*AO17.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.* *AND*	*Not applicable - See comment for AO1.1 above.*
	AO17.2 The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure. *AND*	*Not applicable - See comment for AO1.1 above.*
	AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services. *AND*	*Not applicable - See comment for AO1.1 above.*
	AO17.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	*Not applicable - See comment for AO1.1 above.*
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		

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Performance outcomes	Acceptable outcomes	Response
PO18 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.	*AO18.1 Vehicular access is located as far as possible from the state-controlled road intersection.* *AND*	*Not applicable - See comment for AO1.1 above.*
	AO18.2 Vehicular access is in accordance with volume 3, parts, 3, 4 and 4A of the Road Planning And Design Manual, 2nd edition, Department of Transport and Main Roads, 2016. *AND*	*Not applicable - See comment for AO1.1 above.*
	AO18.3 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.	*Not applicable - See comment for AO1.1 above.*
Planned upgrades		
PO19 Development does not impede delivery of planned upgrades of state-controlled roads.	*AO19.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.* *Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system.* *OR*	*Not applicable - See comment for AO1.1 above.*
	AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	*Not applicable - See comment for AO1.1 above.*
	OR all of the following acceptable outcomes apply: *AO19.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.* *AND*	*Not applicable - See comment for AO1.1 above.*
	AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. *AND*	*Not applicable - See comment for AO1.1 above.*
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. *AND*	*Not applicable - See comment for AO1.1 above.*
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	*Not applicable - See comment for AO1.1 above.*
Network impacts		

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PO20 Development does not result in a worsening of operating conditions on the state-controlled road network. Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	Not applicable - See comment for AO1.1 above.
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.	Not applicable - See comment for AO1.1 above.
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2016. Note: Road works in a state-controlled road require approval under section 33 of the Transport Infrastructure Act 1994 before the works commence.	Not applicable - See comment for AO1.1 above.

Table 1.2.2: Environmental emissions

Performance outcomes	Acceptable outcomes	Response
Noise		
Accommodation activities		
PO23 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.	AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria at all facades of the building envelope: **a.** ≤60 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am ≤40 dB(A)) **b.** ≤63 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour)	Not applicable - The subject site forms part of a future State controlled road environment only. Noise attenuation measures are not considered necessary for the proposed reconfiguration.

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Performance outcomes	Acceptable outcomes	Response
	free field between 10pm and 6am >40 dB(A)) **2.** *in accordance with 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.* *Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.* *If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.* *In some instances the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.*	
	OR all of the following acceptable outcomes apply: *AO23.2 Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.* *AND*	*Not applicable - See comment for AO23.1 above.*
	AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor. *AND*	*Not applicable - See comment for AO23.1 above.*
	AO23.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria: **1.** *≤35 dB(A) Leq (1 hour) (maximum hour over 24 hours).* *Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in*	*Not applicable - See comment for AO23.1 above.*

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Performance outcomes	Acceptable outcomes	Response
	accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise. *Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.* *Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the DA mapping system.*	
PO24 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	*AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed:* ***1.*** *to meet the following external noise criteria in outdoor spaces for passive recreation:* ***a.*** *≤57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight ≤45 dB(A))* ***b.*** *≤60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight >45 dB(A))* ***2.*** *in accordance with 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.* *Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting*	*Not applicable - See comment for AO23.1 above.*

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	Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. *OR*	
	AO24.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure. *AND*	*Not applicable - See comment for AO23.1 above.*
	AO24.3 Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).	*Not applicable - See comment for AO23.1 above.*
Child care centres		
PO25 Development involving a: **1.** *child care centre; or* **2.** *educational establishment* *minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.*	*AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed:* **1.** *to meet the following external noise criteria at all facades of the building envelope:* **a.** *≤58 dB(A) L_{10} (1 hour) façade corrected (maximum hour during normal opening hours)* **2.** *in accordance with 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.* *Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.* *If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.*	*Not applicable - See comment for AO23.1 above.*
	OR all of the following acceptable outcomes apply:	*Not applicable - See comment for AO23.1 above.*

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Performance outcomes	Acceptable outcomes	Response
	AO25.2 Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. *AND*	
	AO25.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor. *AND*	*Not applicable - See comment for AO23.1 above.*
	AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria: **1.** *≤35 dB(A) Leq (1 hour) (maximum hour during opening hours).* *Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.* *Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013, is provided.*	*Not applicable - See comment for AO23.1 above.*
PO26 Development involving a: **1.** *child care centre; or* **2.** *educational establishment* *minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.*	*AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed:* **1.** *to meet the following external noise criteria in each outdoor education area or outdoor play area:* **a.** *≤63 dB(A) L_{10} (12 hour) free field (between 6am and 6pm)* **2.** *in accordance with 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.* *Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting*	*Not applicable - See comment for AO23.1 above.*

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	Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. *OR*	
	AO26.2 Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	*Not applicable - See comment for AO23.1 above.*
Hospitals		
PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.	*AO27.1 Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria:* *1. ≤35 dB(A) Leq (1 hour) (maximum hour during opening hours).* *Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.* *Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.*	*Not applicable - See comment for AO23.1 above.*
Vibration		
Hospitals		
PO28 Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	*AO28.1 Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of 0.1m/s$^{1.75}$.* *AND*	*Not applicable - The subject site forms part of a future State controlled road environment only. Vibration attenuation measures are not considered necessary for the proposed reconfiguration.*
	AO28.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of 0.4m/s$^{1.75}$. *Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.*	*Not applicable - See comment for AO28.1 above.*
Air and light		
PO29 Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	*AO29.1 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.*	*Not applicable - The subject site forms part of a future State controlled road environment only. Air and light quality attenuation measures are not considered necessary for the proposed reconfiguration.*

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PO30 Development involving a: 1. child care centre; or 2. educational establishment minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	AO30.1 Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not applicable - See comment for AO29.1 above.
PO31 Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	AO31.1 Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR	Not applicable - See comment for AO29.1 above.
	AO31.2 Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	Not applicable - See comment for AO29.1 above.

Table 1.2.3: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
PO32 Development does not impede delivery of a future state-controlled road.	AO32.1 Development is not located in a future state-controlled road. OR	Complies - The proposed reconfiguration will create 4 new lots intended for industrial development outside the proposed Mareeba by-pass route. Part of the By-pass route will be situated within the balance lot only. The development will not impede the future delivery of the Mareeba by-pass.
	AO32.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	Complies - See comment for A032.1.
	OR all of the following acceptable outcomes apply: AO32.3 Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	Not applicable.
	AO32.4 Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	Complies.
	AO32.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	Not applicable - Development works will not be carried out within the future State controlled corridor.

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PO33 Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road. *Note: Where a new or changed access between the premises and a future state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of Transport Infrastructure Act 1994 issued where sufficient information is provided.*	*AO33.1 Development does not require new or changed access between the premises and a future state-controlled road.* *AND*	*Complies - No access is proposed between the balance industrial park land and the future Mareeba by-pass route under this development application.*
	AO33.2 Vehicular access for the development is consistent with the function and design of the future state-controlled road.	*Not applicable - See comment for AO33.1 above.*
PO34 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road. *Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with volume 3 of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2016.*	*No acceptable outcome is prescribed.*	*Complies. No filling or excavation will occur that is likely to undermine or cause subsidence to the future Mareeba by-pass route.*
PO35 Fill material from a development site does not result in contamination of land for a future state-controlled road.	*AO35.1 Fill material is free of contaminants including acid sulfate content.* *Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes.* *AND*	*Not applicable - The proposed development is not likely to involve any filling or excavation within the future Mareeba by-pass route.*
	AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.	*Not applicable - See comment for AO35.1 above.*
PO36 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.	*No acceptable outcome is prescribed.*	
PO37 Run-off from the development site is not unlawfully discharged to a future state-controlled road.	*AO37.1 Development does not create any new points of discharge to a future state-controlled road.* *AND*	*Complies - No new points of discharge are proposed on the future Mareeba by-pass route.*
	AO37.2 Stormwater run-off is discharged to a lawful point of discharge.	*Can be conditioned to comply if applicable.*

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	Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. *AND*	
	AO37.3 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	*Complies - There is currently no known point of discharge from the industrial park into the future Mareeba by-pass route.*

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