8.4 SND DEVELOPERS PTY LTD - MATERIAL CHANGE OF USE - SHORT TERM ACCOMMODATION - LOT 71 ON SP136296 - 28 KEEBLE STREET, MAREEBA - MCU/18/0019

Date Prepared: **5 November 2018**

Author: **Senior Planner**

Attachments:
1. **Proposal Plans** ⇩
2. **Department of State Development, Manufacturing, Infrastructure and Planning Referral Agency Response - 15 October 2018** ⇩
3. **Submissions** ⇩

APPLICATION DETAILS

APPLICATION		PREMISES	
APPLICANT	SND Developers Pty Ltd	**ADDRESS**	28 Keeble Street, Mareeba
DATE LODGED	17 July 2018	**RPD**	Lot 71 on SP136296
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Material Change of Use - Short-Term Accommodation		
FILE NO	MCU/18/0019	**AREA**	2,797m2
LODGED BY	Freshwater Planning Pty Ltd	**OWNER**	SND Developers Pty Ltd
PLANNING SCHEME	Mareeba Shire Council Planning Scheme 2016		
ZONE	Medium Density Residential zone		
LEVEL OF ASSESSMENT	Impact Assessment		
SUBMISSIONS	Three (3) properly made		

EXECUTIVE SUMMARY

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

The application is impact assessable and three (3) properly made submissions were received in response to public notification of the application.

It has been assessed against the relevant statutory planning instruments, including the Regional Plan and the Planning Scheme and does not conflict with any relevant planning instrument.

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

OFFICER'S RECOMMENDATION

1. That in relation to the following development application:

APPLICATION		PREMISES	
APPLICANT	SND Developers Pty Ltd	**ADDRESS**	28 Keeble Street, Mareeba
DATE LODGED	17 July 2018	**RPD**	Lot 71 on SP136296
TYPE OF APPROVAL	Development Permit		
PROPOSED DEVELOPMENT	Material Change of Use - Short-Term Accommodation		

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

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

And

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

(A) APPROVED DEVELOPMENT: Development Permit for Material Change of Use - Short-Term Accommodation

(B) APPROVED PLANS:

Plan/Document Number	Plan/Document Title	Prepared by	Dated
1323-A-00	Cover Sheet	Humac Design	-
1323-A-01B	Site Plan	Humac Design	11.09.2018
1323-A-02B	Floor Plan	Humac Design	11.09.2018
1323-A-03B	First Floor Plan	Humac Design	11.09.2018
1323-A-04B	Elevations	Humac Design	11.09.2018

(C) ASSESSMENT MANAGER'S CONDITIONS (COUNCIL)

(a) <u>Development assessable against the Planning Scheme</u>

1. Development must be carried out generally in accordance with the approved plans and the facts and circumstances of the use as submitted with the application, subject to any alterations:
   - found necessary by Council's delegated officer at the time of examination of the engineering plans or during construction of the development because of particular engineering requirements; and
   - to ensure compliance with the following conditions of approval.

2. Timing of Effect

2.1 The conditions of the development permit must be complied with to the satisfaction of Council's delegated officer prior to the commencement of the use except where specified otherwise in these conditions of approval.

2.2 Prior to the commencement of use, the applicant must notify Council that all the conditions of the development permit have been complied with, except where specified otherwise in these conditions of approval.

2.3 Prior to the commencement of use, the applicant must provide a letter from the Department of State Development, Manufacturing, Infrastructure and Planning confirming that the department is satisfied their conditions are complied with and/or that the department has no objections to the commencement of the use.

3. General

3.1 The applicant/developer is responsible for the cost of necessary alterations to existing public utility mains, services or installations required by works in relation to the proposed development or any works required by condition(s) of this approval.

3.2 All payments or bonds required to be made to the Council pursuant to any condition of this approval must be made prior to the commencement of the use and at the rate applicable at the time of payment.

3.3 All works must be designed, constructed and carried out in accordance with FNQROC Development Manual requirements and to the satisfaction of Council's delegated officer.

3.4 Noise Nuisance

3.4.1 Refrigeration equipment, pumps, compressors and mechanical ventilation systems must be located, designed, installed and maintained to achieve a maximum noise level of 3dB(A) above background levels as measured from noise sensitive locations and a maximum noise level of 8dB(A) above background levels as measured from commercial locations.

3.4.2 The applicant is required to install and maintain suitable screening to all air conditioning, lift motor rooms, plant and service facilities located at the top of or on the external face of the building. The screening structures must be constructed from materials that are consistent with materials used elsewhere on the facade of the building. There are to be no individual external unscreened air conditioning units attached to the exterior building facade.

3.4.3 The use, including the unloading or loading of goods, is not to include the use of any sound projecting objects or systems that may cause a nuisance to adjoining properties.

3.5 Waste Management

On site refuse storage area must be provided and be screened from view from adjoining properties and road reserve by a 1 metre wide landscaped screening buffer, 1.8m high solid fence or building.

Certification by a Registered Professional Engineer of Queensland (RPEQ) must be provided to Council which demonstrates that internal access is of adequate design and construction to allow waste collection/delivery vehicle to enter and exit the site in a forward gear, prior to the issue of a development permit for operational works.

3.6 Maximum Accommodation Density

The total number of people accommodated by the approved development at any one time must not exceed 148 persons, exclusive of the on-site manager.

3.7 No amplified entertainment above 75dB(C) shall be carried out on the subject land.

3.8 Privacy

Any windows on the western side of the managers unit must be screened using fixed external blinds/screens so that no windows have direct views into Lots 72 to 74 on SP136296.

3.9 Amenity

All building materials and colours to be used must be non-reflective and be generally in accordance with the approved plans to the satisfaction of Council's delegated officer.

3.10 Full time onsite manager

A full time, onsite manager must be present onsite at all times during the operation of the approved use. The contact details for the onsite manager are to be made public accessible to all adjoining property owners.

4. Infrastructure Services and Standards

4.1 Access

A **Commercial** access crossover must be constructed (from the edge of the road pavement to the property boundary of the subject lot) in accordance with the FNQROC Development Manual, to the satisfaction of Council’s delegated officer.

4.2 Stormwater Drainage/Water Quality

4.2.1 Prior to the approval of operational works, the applicant must submit a Stormwater Management Plan and Report prepared and certified by a suitably qualified design engineer (RPEQ) that meets or exceeds the standards of design and construction set out in the Queensland Urban Drainage Manual (QUDM) and the FNQROC Development Manual to the satisfaction of Council's delegated officer. The Stormwater Management Plan and Report must detail the stormwater drainage for the whole of the development.

4.2.2 The Stormwater Management Plan must ensure a non-worsening effect on surrounding land as a consequence of the development, and must take all reasonable and practicable measures to ensure discharge occurs in compliance with the Queensland Urban Drainage Manual (QUDM) and the FNQROC Development Manual.

4.2.3 The applicant/developer must construct the stormwater drainage infrastructure for the development in accordance with the approved Stormwater Management Plan and Report.

4.2.4 All stormwater drainage must be collected from site and discharged to an approved legal point of discharge.

4.3 Frontage Works - Keeble Street

The developer is required to construct the following works, designed in accordance with FNQROC Development Manual standards (as amended) to the satisfaction of Council's delegated officer:

(a) The developer is to construct kerb and channel on the development side of Keeble Street for the full frontage of the subject land;

(b) The applicant is to widen the existing asphalt seal on Keeble Street to the kerb and channel required by Condition 4.3(a);

(c) A concrete footpath minimum of 2.0m width must be constructed along the development side of Keeble Street for the full frontage of the subject land;

(d) Signage and line marking as per the Department of Transport and Main Roads Manual of Uniform Traffic control Devices (MUTCD);

(e) Footpath earthworks, topsoiling and turfing reinstatement of all disturbed footpath areas;

(f) Adjustments and relocations necessary to public utility services resulting from these works;

Prior to works commencing, plans for the works described above must be approved as part of an Operational Works application.

4.4 Car Parking/Internal Driveways

The developer must ensure that the development is provided with a minimum of 25 on-site car parking spaces, two (2) 22 seater bus parking bays and eight (8) bicycle parking spaces which are available solely for the parking of vehicles associated with the use of the premises.

All car parking spaces and internal driveways/vehicle manoeuvring areas must be concrete, asphalt or bitumen sealed, line marked where necessary, and appropriately drained prior to the commencement of the use, to the satisfaction of Council's delegated officer

All car parking spaces and internal driveways must be constructed in compliance with the following standards and to the satisfaction of Council's delegated officer:

- Australian Standard AS2890:1 Off Street Parking – Car Parking Facilities;
- Australian Standard AS1428:2001 – Design for Access and Mobility;
- Australian Standard AS2890.3 – Bicycle Parking Facilities.

A sign must be erected in proximity to the access driveway indicating the availability of on-site car parking.

4.5 Landscaping

4.5.1 The development must be landscaped in accordance with an approved landscape plan.

4.5.2 Prior to the issue of the development permit for operational works, a detailed landscape plan, must be prepared for the site and submitted to Council's delegated officer for consideration and approval.

4.5.3 The landscape plan must demonstrate compliance with the Landscaping Code. Plant species are to be generally selected from the Plant Schedule in Planning Scheme Policy 6 - Landscaping and preferred plant species.

4.5.4 The landscaping plan must incorporate the following:

- landscaping strips within the subject land, along the Keeble Street frontage and all side and rear boundaries.
- Trees that will grow to provide shade must be planted throughout the car park area and around its perimeter at the rate of one (1) tree per ten (10) car parking spaces or part thereof; or shade structures are provided over 40% of the car parking spaces.

4.5.5 A minimum of 25% of new plants is provided as larger, advanced stock with a minimum plant height of 0.7 metres and mulched to a minimum depth of 0.1 metres with organic mulch.

4.5.6 The landscaping of the site must be carried out in accordance with the endorsed landscape plan/s, and prior to the commencement of the use, and mulched, irrigated and maintained to the satisfaction of Council's delegated officer.

4.6 Fencing

Prior to the commencement of the use, the applicant/developer must erect a 1.8 metre high, neutral colour, timber paling fence along the full southern and western boundaries of the subject land.

The fencing must comply with Queensland Rail drawing number QR-C-S3231 - 'Standard Timber Fence 1800mm High Timber Paling Fence'.

All fencing must be erected prior to the commencement of the use and must be maintained in good order and safe repair for the life of the development, to the satisfaction of Council's delegated officer.

4.7 Lighting

The developer shall locate, design and install lighting to operate from dusk to dawn within all areas where the public will be given access, which prevents the potential for light spillage to cause nuisance to neighbours and must be provided in accordance with Australian Standard 1158.1 – Lighting for Roads and Public Spaces.

Illumination resulting from direct, reflected or other incidental light emanating from the subject land does not exceed 8 lux when measured at any point 1.5m outside the property boundary of the subject site. The lighting fixtures installed on site must meet appropriate lux levels as documented within Australian Standard 4282 – Control of the Obtrusive Effects of Outdoor Lighting.

NOTE: The design is to integrate the principles of Crime Prevention through Environmental Design (CPTED) theory. Lighting design is to illuminate potential areas of concealment and is to project illumination so that a human face is easily discernible from 15 metres and there is to be sufficient night lighting, which renders people, colours, vegetation and objects correctly. i.e. ‘white’ light. Particular attention should be given to pathways, driveways and common external spaces.

4.8 Water Supply

(a) Where the existing reticulated water supply does not currently service the site or is not at an adequate capacity, the developer is required to extend or upgrade the reticulated water supply infrastructure to connect the site to Council’s existing infrastructure at a point that has sufficient capacity to service the development in accordance with FNQROC Development Manual standards (as amended).

(b) Prior to the issue of a development permit for operational works, the developer must submit engineering plans and specifications for the connection of the development to Council's reticulated water supply system demonstrating compliance with Condition 4.8(a).

The engineering plans and specifications for the connection, including any requirement for onsite firefighting storage, must be accompanied by an engineering report demonstrating that Council's existing infrastructure will be able to provide the minimum acceptable standard of service for water reticulation.

(c) A water service connection must be provided to the subject lot in accordance with FNQROC Development Manual standards (as amended) to the satisfaction of Council's delegated officer.

4.9 Sewerage Connection

The developer must connect the proposed development to Council's reticulated sewerage system in accordance with FNQROC Development Manual standards (as amended) to the satisfaction of Council's delegated officer.

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

Prior to works commencing, plans for the works described above must be approved as part of an Operational Works application.

(D) ASSESSMENT MANAGER'S ADVICE

(a) An Adopted Infrastructure Charges Notice has been issued with respect to the approved development. The Adopted Infrastructure Charges Notice details the type of infrastructure charge/s, the amount of the charge/s and when the charge/s are payable.

(b) The Adopted Infrastructure Charges Notice does not include all charges or payments that are payable with respect to the approved development. A number of other charges or payments may be payable as conditions of approval. The applicable fee is set out in Council's Fees & Charges Schedule for each respective financial year.

(c) Water Meters/Water Service Connection

Prior to the water service connection works commencing and the installation of the meters by Council, an application for a Plumbing Compliance Permit is required to be submitted with detailed hydraulic drawings. The cost of the required water connection and meter (capping of any existing meter may be required) will be determined based

upon the approved hydraulic drawings at the time of lodgement of a Water Quotation Request.

(d) Property Connection to existing sewer main

Prior to the property connection to the existing sewer main commencing, a request for a Property Connection Quotation must be lodged with Council. The cost of the required property connection will be determined based upon the assessment of the Property Connection Quotation Request.

(e) Food Premises

Premises proposed for the storage and preparation, handling, packing or service of food must comply with the requirements of the Food Act 2006.

(f) A Trade Waste Permit will be required prior to the commencement of use.

(g) Compliance with applicable codes/policies

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

(h) Compliance with Acts and Regulations

The erection and use of the building must comply with the Building Act and all other relevant Acts, Regulations and Laws, and these approval conditions.

(i) Environmental Protection and Biodiversity Conservation Act 1999

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

(j) Cultural Heritage

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

(E) REFERRAL AGENCY CONDITIONS

Department of State Development, Manufacturing, Infrastructure and Planning conditions dated 15 October 2018

(F) RELEVANT PERIOD

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

- Material Change of Use – six (6) years (starting the day the approval takes effect);

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

- Development Permit for Building Work
- Development Permit for Operational Works

(H) OTHER APPROVALS REQUIRED FROM COUNCIL

- Compliance Permit for Plumbing and Drainage Work

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

Category	Use Charge	Unit of Measure	Charge Rate	No of Units	Amount
Proposal					
Development authorised under MCU/18/0019	Accommodation (short term)	Suite with 1-2 bed/room with no ensuite	$6,000.00	22	$132,000.00
		Suite with 3 or more bed	$8,400.00	10	$84,000.00
		Total			**$216,000.00**
Credit					
Existing Lot	Residential	Per Lot	$18,340.00	1	$18,340.00
TOTAL					**$197,660.00**

THE SITE

The subject land is situated at 28 Keeble Street, Mareeba and is described as Lot 71 on SP136296. The land is irregular in shape having an area of 2,797m2 and is zoned Medium Density Residential under the Mareeba Shire Council Planning Scheme 2016.

The land has approximately 24.45 metres frontage to Keeble Street. Keeble Street is constructed to a six (6) metre wide asphalt sealed standard, with kerbing, for the entire frontage of the subject land. A one (1) metre wide paved footpath extends along Keeble Street.

The subject land is vacant, flat and generally unconstrained by natural or physical features (vegetation, watercourses etc). All urban services can be made available to the subject land.

All side and rear boundaries of the subject land adjoin railway corridor land. The active rail corridor is located immediately to the east and the railway works depot immediately to the south. An access driveway to the railway works depot extends along the site's entire western boundary.

Neighbouring allotments to the north are zoned Centre under the Mareeba Shire Council Planning Scheme 2016. The 4 properties adjoining the western side of the railway works depot access driveway are zoned Medium Density Residential and are each developed with a single dwelling house.

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

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BACKGROUND AND CONTEXT

Nil

PREVIOUS APPLICATIONS & APPROVALS

Nil

DESCRIPTION OF PROPOSED DEVELOPMENT

The development application seeks a Development Permit for Material Change of Use - Short-Term Accommodation (backpacker style accommodation for up to 148 guests) in accordance with the plans shown in **Attachment 1**.

The proposed development comprises of two buildings, a large irregularly shaped accommodation building and a smaller reception building.

The accommodation building is sited adjacent to the eastern and southern boundaries with the eastern leg being single storey and the southern leg being two stories. The accommodation building will comprise of:

- 5 rooms with 4 beds
- 8 rooms with 6 beds
- 4 rooms with 2 beds and ensuite

- 10 rooms with 4 beds and ensuite
- 4 rooms with 8 beds
- Male and female amenities

The accommodation building includes a third centrally located single storey leg containing the guest kitchen, laundry and storage areas. An outdoor clothes drying area is proposed adjacent to laundry, with the accommodation building screening this area from Keeble Street. Covered walkways featured throughout the accommodation building.

The second building is a two storey reception building located in the north-western corner of the site fronting Keeble Street. The ground floor contains the reception, linen storage and office, with the second storey being a manager's residence.

The total building site coverage is approximately 1,200m2 or 43% of the site. All proposed buildings will be setback a minimum of two metres from the side and rear boundaries.

In excess of 1,000m2 of the site is intended for open space and landscaping. The open space areas will encompass a BBQ area and communal open space. Landscaping is proposed throughout the entire site with particular attention to the Keeble Street frontage and the side boundaries.

On-site parking facilities will comprise of 25 car spaces, inclusive of 1 managers space and 1 disabled space and spaces for 2 x 22 seat mini-buses. A designated bicycle rack will be provided in proximity to the accommodation building.

REGIONAL PLAN DESIGNATION

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

PLANNING SCHEME DESIGNATIONS

	Land Use Categories
Strategic Framework:	• Residential Area
	Transport Elements
	• Local Collector Road
Zone:	Medium Density Residential zone

Planning Scheme Definitions

The proposed use is defined as:-

Column 1 *Use*	*Column 2* *Definition*	*Column 3* *Examples include*	*Column 4* *Does not include the following examples*
Short-term accommodation	*Premises used to provide short-term accommodation for tourists or travellers for a temporary period of time (typically not exceeding three consecutive months) and may be self-contained.* *The use may include a manager's residence and office and the provision of recreation facilities for the exclusive use of visitors.*	*Motel, backpackers, cabins, serviced apartments, accommodation hotel, farm stay*	*Hostel, rooming accommodation, tourist park*

RELEVANT PLANNING INSTRUMENTS

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

(a) Far North Queensland Regional Plan 2009-2031

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

(b) State Planning Policy

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

(c) Mareeba Shire Council Planning Scheme 2016

Strategic Framework

3.3.3 Element - Major regional activity centre

3.3.3.1 Specific outcomes

(1) The role and function of Mareeba as the major regional activity centre for services in Mareeba Shire is strengthened. Mareeba is to accommodate 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.

(2) Development within Mareeba over time enhances the Shire's self-sufficiency in terms of services offered, business and employment opportunities.

(3) Mareeba is characterised by a relative lack of development constraints, and is supported by an expanding major industry area and Mareeba Airport. Mareeba has significant residential, industrial and commercial growth potential.

Comment

The proposed development will support the role and function of Mareeba as a major regional activity centre. The development will offer backpacker style accommodation and it is anticipated that most of the backpackers staying in this facility will ultimately be engaged in supporting the rural economy.

The development will be connected to the reticulated water and sewer networks. Its location adjacent to the Mareeba town centre will provide guests with high quality access to established facilities and services. Guests will also have good access to the open space and recreation facilities within the Mareeba township.

3.7 Economic development

3.7.1 Strategic outcomes

(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.

Comment

The proposed development will support the role and function of Mareeba as a major regional activity centre. The development will offer backpacker style accommodation and it is anticipated that most of the backpackers staying in this facility will ultimately be engaged in supporting the rural economy.

The development will be connected to the reticulated water and sewer networks. Its location adjacent to the Mareeba town centre will provide guests with high quality access to established facilities and services. Guests will also have good access to the open space and recreation facilities within the Mareeba township.

3.7.7 Element—Tourism

3.7.7.1 Specific outcomes

(2) Major tourist accommodation facilities that can accommodate large numbers of overnight visitors in the shire are developed in strategic locations where amenity impacts are mitigated and physical infrastructure appropriately provided.

Comment

The proposed development will support the role and function of Mareeba as a major regional activity centre. The development will offer backpacker style accommodation and it is anticipated that most of the backpackers staying in this facility will ultimately be engaged in supporting the rural economy.

The development will be connected to the reticulated water and sewer networks. Its location adjacent to the Mareeba town centre will provide guests with high quality access to established facilities and services. Guests will also have good access to the open space and recreation facilities within the Mareeba township.

In this instance, any amenity impacts can be mitigated through reasonable conditioning of the development.

(d) Relevant Development Codes

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

6.2.7 Medium density residential zone code

8.2.2 Airport environs overlay code

8.2.12 Transport infrastructure overlay code

9.3.1 Accommodation activities code

9.4.2 Landscaping code

9.4.3 Parking and access code

9.4.5 Works, services and infrastructure code

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

Relevant Codes	**Comments**
Medium density residential zone code	The application can be conditioned to comply with the relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome provided) contained within the code apart from the following: ▪ Acceptable Outcome AO5 Refer to planning discussion section of report.
Airport environs overlay code	The application can be conditioned to comply with the relevant acceptable outcomes contained within the code.
Transport infrastructure overlay code	The application can be conditioned to comply with the relevant acceptable outcomes contained within the code.
Accommodation activities code	The application can be conditioned to comply with the relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome provided) contained within the code apart from the following: ▪ Acceptable Outcomes AO4.1 & AO4.2 Refer to planning discussion section of report.
Landscaping code	The application can be conditioned to comply with the relevant acceptable outcomes contained within the code.
Parking and access code	The application can be conditioned to comply with the relevant acceptable outcomes and/or performance outcomes (where no acceptable outcome provided) contained within the code apart from the following: ▪ Acceptable Outcome AO1

	Refer to planning discussion section of report.
Works, services and infrastructure code	The application can be conditioned to comply with the relevant acceptable outcomes contained within the code.

(e) Planning Scheme Policies

The following planning scheme policies are relevant to the application:

Planning Scheme Policy 4 - FNQROC Regional Development Manual

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

(f) Adopted Infrastructure Charges Notice

Adopted Infrastructure Charges are based on Mareeba Shire Council's Adopted Infrastructure Charges Resolution (No. 1) 2017, which categorises the proposed Short-term accommodation land use within the 'Accommodation (short term)' charge category.

The 'Accommodation (short term)' charge category applies the following charge rates for a hotel or short-term accommodation:

- $6,000 per suite (with 1 or 2 bedrooms), or
- $8,400 per suite (with 3 or more bedrooms), or
- $6,000 per bedroom (for a bedroom that is not within a suite)

The proposed development consists of 32 units, inclusive of the managers unit. Twenty-two (22) of the units are either not a suite or have 2 or less beds. The remaining ten (10) units have 3 or more beds.

A credit of $18,340.00 applies to the existing vacant lot.

The applicable infrastructure charges for the development are as follows:

Category	Use Charge	Unit of Measure	Charge Rate	No of Units	Amount
Proposal					
Development authorised under MCU/18/0019	Accommodation (short term)	Suite with 1-2 bed/room with no ensuite	$6,000.00	22	$132,000.00
		Suite with 3 or more bed	$8,400.00	10	$84,000.00
		Total			**$216,000.00**
Credit					

Existing Lot	Residential	Per Lot	$18,340.00	1	$18,340.00
TOTAL					**$197,660.00**

REFERRAL AGENCY

The application triggered referral to the Department of State Development, Manufacturing, Infrastructure and Planning as a concurrence agency for a State transport corridor and State transport infrastructure.

The Department advised in a letter dated 15 October 2018 that they require the conditions to be attached to any approval **(Attachment 2**).

Internal Consultation

Technical Services

PUBLIC NOTIFICATION

The development proposal was placed on public notification from 26 September 2018 to 19 October 2018. The applicant submitted the notice of compliance on 23 October 2018 advising that the public notification requirements were carried out in accordance with the requirements of the Act.

Three (3) properly made submissions were received with two (2) objecting to the proposed development.

The grounds for objection/support are summarised and commented on below:

Grounds for objection /support	Comment
Submitters operate the fruit and vegetable processing/transport facility immediately to the north of the subject land. They are concerned that the proposed development may conflict with their established operations. (lights, noise, dust, 24 hour operation, refrigerated vans)	The subject land is within the Medium Density Residential zone and can be developed for a dwelling house, dual occupancy and/or multiple dwelling (units) as accepted development without requiring planning approval. Code assessable uses on the subject land may include residential care facility, retirement facility and/or child care centre. The potential for conflict between a residential development on the subject land and the nearby fruit and vegetable processing/transport facility is likely to be higher should a long term accommodation use be established on the subject land. The proposed short-term accommodation development will limit guests to a maximum 3 month stay and readily allows for guests to move on in the

	event they find the established local amenity less than desirable.
Application proposes high density development in a medium density area.	The Mareeba Shire Council Planning Scheme 2016 includes a Low Density Residential zone and a Medium Density Residential zone. The planning scheme does not have a high density residential zone. The development of higher density residential uses is appropriate for the Medium Density Residential zone. In the case of the subject land, the site is fully serviced, is in walking distance to shops/services and the Bicentennial Lakes.
The development will be a huge eyesore with a prison like appearance.	The submitters opinion of the building design is noted. The design is not inconsistent with other similar scale accommodation developments.
Concerned about noise (loud music) and odour (bbq) from the development detrimentally impacting on their residential property.	Any ongoing operational noise and emissions would be controlled by various legislation and is not expected to be of a level to result in ongoing nuisance to surrounding residential areas. A full time manager will live on site and will respond to any issues that arise. Maintenance of amenity will benefit the developments guests as much as it will benefit those living in proximity to the development.
Two storey development will adversely impact on privacy.	The development has limited windows overlooking the nearby dwelling houses. Where overlooking windows are proposed (the managers unit), suitable screening will be conditioned to maintain a reasonable level of privacy.
Development will adversely impact on stormwater patterns.	The development will be conditioned to require all stormwater discharge to be to Keeble Street. The development will also be conditioned to require to no nett increase in the rate of stormwater discharge as a result of the development. The applicant is proposing the use of on-site rain water tanks to provide for stormwater detention.
The development may overload sewerage infrastructure.	The development will be conditioned to require discharge to the Mareeba reticulated sewerage network at a location with sufficient capacity. The connection specifics will be engineered as part of the operational works stage.

The increase in traffic movements may impact on road and pedestrian safety.	Frontage works on Keeble Street would be conditioned for the development. These frontage works would ensure road and pedestrian movements were maintained.
The development will devalue properties in the area.	Potential fluctuations in land value is not considered to be a land use planning assessment criteria.
The submitter supports the location of the proposed development due to the proximity of shops and being an established higher density area.	Noted.

Submitters

Name of principal submitter	Address
1. Foodpac Pty Ltd	PO Box 60, Finch Hatton QLD 4756
2. C & S Shephard	3 Strattmann Street, Mareeba QLD 4880
3. T Wheatley **(support)**	PO Box 1570, Mareeba QLD 4880

PLANNING DISCUSSION

The development's compliance with the Performance Outcomes of the Medium Density Residential Zone Code, Accommodation Activities Code and the Parking and Access Code is summarised as follows:

Medium Density Residential Zone Code

PO5

Buildings and structures occupy the site in a manner that:

(a) makes efficient use of land;

(b) is consistent with the bulk and scale of surrounding buildings; and

(c) appropriately balances built and natural features.

AO5

Gross floor area does not exceed 600m^2.

Comment

The proposed development will exceed 600m2 GFA with a total nett floor area (excluding covered walkways only) of approximately 1,024m2.

The subject land has an area of 2,797m2 which is 7 times the minimum area for a medium density residential allotment.

Due to the size of the subject land, the proposed floor area equates to a site coverage of approximately 43%. The remainder of the site will contain parking facilities and open space areas.

The proposed buildings are a combination of 1 and 2 storeys with pitched roofs and covered walkways/verandahs throughout.

A two (2) metre wide building setback is provided to all side and rear boundaries.

The proposal will make efficient use of the land, will balance built form with open space/landscaping, and is not unreasonable in terms of bulk and scale.

The development complies with PO5

Accommodation Activities Code

PO4

Accommodation activities are provided with sufficient private and communal open space areas which:

(a) accommodate a range of landscape treatments, including soft and hard landscaping;

(b) provide a range of opportunities for passive and active recreation;

(c) provide a positive outlook and high quality of amenity to residents;

(d) is conveniently located and easily accessible to all residents; and

(e) contribute to an active and attractive streetscape.

AO4.1

Development, except for Caretaker's accommodation, Dwelling house, Dual occupancy or Home based business, includes communal open space which meets or exceeds the minimum area, dimension and design parameters specified in ***Table 9.3.1.3C****.*

AO4.2

Development includes private open space for each dwelling or accommodation unit which meets or exceeds the minimum area, dimension and design parameters specified in ***Table 9.3.1.3D****.*

Comment

Table 9.3.1.3C calls for communal open space at a minimum area of 50m2 and 20% of the site area.

The proposed development provides includes approximately 1,000m² of landscaping, grassed BBQ areas and communal open space.

The site plan identifies a communal open space area of approximately 110m2 directly adjacent to the kitchen.

The proposed development does not achieve Table 9.3.1.3C's communal open space area of 20% of the site (approx 560m2), however the general provision of landscaping and open space will still achieve PO4.

The proposed open space arrangements will satisfy PO4.

Parking and Access Code

PO1

Development provides sufficient car parking to accommodate the demand likely to be generated by the use, having regard to the:

(a) nature of the use;

(b) location of the site;

(c) proximity of the use to public transport services;

(d) availability of active transport infrastructure; and

(e) accessibility of the use to all members of the community.

AO1

The number of car parking spaces provided for the use is in accordance with ***Table 9.4.3.3B****.*

Note—Car parking spaces provided for persons with a disability are to be considered in determining compliance with AO1

Comment

Table 9.4.3.3B calls for onsite car parking at the rate of one (1) space per unit.

The proposed development has 31 rooms/units plus a manager's unit. Compliance with AO1 would require at least 32 onsite car parking spaces.

The development proposes 25 car parking spaces plus 2 x 22 seat mini-bus spaces.

The applicant has provided the following statement in support of the proposed car parking arrangements:

> *"It is common knowledge that the occupants for Short-Term Accommodation either ride share or don't own a vehicle for the majority. While recent trends are starting to show that more and more Short-Term Accommodation users are starting to obtain a vehicle, the majority of these vehicles ride share. The proposal provides for a sufficient amount of vehicle parking spaces for the proposed use, in addition to this the proposed development has designated parking spaces for 22-seater buses to ensure that sufficient and suitable vehicle spaces are provided for the development."*

The development's proposed combination of conventional vehicle spaces and mini-bus spaces is considered equivalent to the 32 conventional spaces called for by Table 9.3.3.3B.

The development complies with PO1.

DESIGN WIND CLASSIFICATION C2		
SHEET LIST		
1323-A-00	COVER SHEET	
1323-A-01	SITE PLAN	B
1323-A-02	FLOOR PLAN	B
1323-A-03	FIRST FLOOR PLAN	B
1323-A-04	ELEVATIONS	B
2345-A-03	FOOTING PLAN	
2345-A-05	ROOF FRAMING PLAN	
2345-A-06	ELECTRICAL PLAN	
2345-A-08	SECTION	
2345-A-09	DETAILS	
2345-A-10	NOTES	

PROPOSED SHORT-TERM ACCOMODATION

FOR

JASSAR & MANESH

AT

28 KEEBLE STREET, MAREEBA

PRELIMINARY ONLY

REVISIONS	DATE

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Project:	PROPOSED SHORT-TERM ACCOMODATION 28 KEEBLE STREET, MAREEBA	Drawn By:	SR
		Checked By:	SR
Client Name:	JASSAR & MANESH	Scale:	AT A1
		Revision:	
Drawing Title:	COVER SHEET	Sheet No.:	1323-A-00

DESIGN WIND CLASSIFICATION C2

RP DESCRIPTION: LOT 71 on SP136296
PARISH: BARRON COUNTY: NARES
SITE AREA: 2797m² LOCAL AUTHORITY: MSC
ZONE DESCRIPTION: MED DENSE RESIDENTIAL
AFFECTED OVERLAYS: -

LEGEND

G1	GATE (900 WIDE)
G2	GATE (3000 WIDE)
	FENCING AS SELECTED
MH	MAN HOLE
WM	WATER METRE
	EXIST. SEWER
	EXIST. STORMWATER
	EXIST. POWER LINES
	EXIST. WATER
	EXIST. ELECTRICAL LINE

LEGEND

CARPARKING - 1 SPACE PER UNIT
(1 x 32 = 32 SPACES)
23 SPACES PROVIDES (1 DDA)
1 BUS SPACE (22 SEATER)
BICYCLE - 1 SPACE PER 4 UNITS
(32/4 = 8 BICYCLE SPACES)

AREAS:

SITE AREA: 2797m²

BUILDING AREA: 1034m² (SITE COVER 36.9%)

LANDSCAPE: 1061m² (SITE COVER 37.9%)
181m² (COMMUNIAL AREA)
197m² (BBQ AREA)

NOTE

NO SEWER PLAN AVAILABLE AT TIME OF DRAWING. VERIFY ON SITE PRIOR TO CONSTRUCTION.
MAX 500kPa WATER PRESSURE OR INSTALL PRESSURE LIMITING DEVICE

SITE NOTES

LICENSED PLUMBER TO CONFIRM FINAL ALIGNMENT OF HOUSE SEWER & STORMWATER. CONFIRM ALL FALLS PRIOR TO CONSTRUCTION.

CLIENT TO PROVIDE SKETCH PLAN SHOWING ANY FUTURE ALTERATIONS, EXTENSIONS, SWIMMING POOLS ETC. SO HOUSE SEWER & STORMWATER CAN BE ALIGNED TO ACCOMODATE REQUIREMENTS.

ALL PLUMBING & DRAINAGE WORK SHALL BE IN ACCORDANCE WITH SEWERAGE AND WATER SUPPLY ACT 1949-1982 ASSOCIATED AMENDMENTS & RELEVANT AUSTRALIAN STANDARDS.

FINISHED SLAB LEVEL TO BE MINIMUM 250mm ABOVE FINISHED GROUND LEVEL.

ALL EARTHWORKS TO COMPLY WITH AS 3798-1996 'GUIDELINES ON EARTHWORKS FOR COMMERCIAL & RESIDENTIAL DEVELOPMENTS'.

THE FINISHED SURFACE IMMEDIATELY SURROUNDING THE DWELLING, 1000mm WIDE, IS TO FALL AWAY FROM THE DWELLING AT A SLOPE OF 1 IN 20 MINIMUM TO AN EARTH DRAIN AS INDICATED ON THE SITE PLAN.

SURFACE DRAINAGE IS TO DISCHARGE EVENLY WITHIN THE SITE AND WITHOUT NUISANCE TO ADJOINING PROPERTIES.

ALL SUB-FLOOR AREAS MUST BE GRADED TO AVOID THE PONDING OF WATER. CUT AND FILL BATTERS NOT TO EXCEED A MAXIMUM SLOPE AS PER BCA TABLE 3.1.1.1 FOR THE SITE SPECIFIC SOIL TYPE. REFER ALSO TO BCA CLAUSE 3.2.2.4 FOR SLAB EDGE SUPPORT ON SLOPING SITES.

RETAINING WALLS WITH 100Ø AG PIPE BEHIND (TO DISCHARGE TO STORMWATER LINE) AND GRANULAR BACKFILL BEHIND. TO BE WHOLLY CONTAINED WITHIN THE SITE ONLY IF INDICATED ON THE PLANS.

THE HEIGHT OF FENCES, INCLUDING THE HEIGHT OF RETAINING WALLS ARE NOT TO EXCEED 2.0m ABOVE FINISHED GROUND LEVEL ONLY IF INDICATED ON THE PLANS AND TO LOCAL AUTHORITY APPROVAL.

SITE PREPARATION

SITE PREPARATION SHALL GENERALLY CONSIST OF CLEARANCE OF VEGETATION FOLLOWED BY EXCAVATION OF TOPSOILS AND MATERIAL TO SUIT FINAL DESIGN LEVELS.

PROVISION SHALL BE MADE FOR THE DEMOLITION OF ANY EXISTING BUILDINGS INCLUDING BREAKING UP AND REMOVAL OF ANY OLD FOOTINGS, SERVICE PIPES, SEPTIC TANKS ETC WHICH MAY INTERFERE WITH THE NEW CONSTRUCTION. ANY SOIL DISTURBED BY DEMOLITION SHALL BE RECOMPACTED.

IN THE PROPOSED ON GROUND FLOOR SLAB SUPPORT AND PAVEMENT AREAS, THE EXPOSED SUBGRADE SHALL BE UNIFORMLY COMPACTED TO ACHIEVE A DRY DENSITY RATIO OF NOT LESS THAN 95% OF THE MAXIMUM SATURATED VIBRATED DENSITY (AS1289 TESTS 5.3.1 & 5.5.1). SUBGRADE COMPACTION SHALL BE ACCOMPANIED BY GENERAL INSPECTION TO ALLOW DETECTION AND RECTIFICATION OF ANY LOCALISED COMPRESSIBLE ZONES WHICH MAY EXIST.

ANY FILLING PLACED IN THE BUILDING AND PAVEMENT AREAS SHALL BE UNIFORMLY COMPACTED IN LAYERS OF NOT MORE THAN 200mm FINAL THICKNESS, UNDER LEVEL 1 SUPERVISION (AS3798-1990 'GUIDELINES ON EARTHWORKS FOR COMMERCIAL AND RESIDENTIAL DEVELOPMENTS') TO THE MAX DRY DENSITY RATIO OF 95% SRDD (EXPRESSED AS A % OF THE MAXIMUM VIBRATED DENSITY ESTABLISHED BY TEST ME FHODS AS1289 5.3.1, 5.4.1 AND 5.5.1 FOR COHESIONLESS (SAND) MATERIALS OR ALTERNATIVELY, STANDARD COMPACTION IF APPROPRIATE.)

ANY IMPORTED FILL SHALL COMPRISE LOW PLASTICITY GRANULAR MATERIAL WITH A PLASTICITY INDEX NOT MORE THAN 15%. SAND CUT FROM BASEMENT AREA SHOULD BE SUITABLE FOR REUSE AS FILLING.

FILLINGS SHOULD NOT BE RETAINED OR BATTERED TO A SLOPE OF NOT STEEPER THAN 2h:1v. ALL EXPOSED FILLING SHALL BE PROTECTED FROM EROSION.

CARE SHALL BE TAKEN TO ENSURE THAT ANY VIBRATORY ROLLING OR CONSTRUCTION ACTIVITIES DO NOT CAUSE DISTRESS (BY WAY OF INDUCED SETTLEMENT) TO ANY ADJACENT MOVEMENT - SENSITIVE FEATURES ETC.

SITE PLAN
SCALE 1 : 200

ASSESSMENT ISSUE

REVISIONS	DATE
A DA APPROVAL	18.05.2018
B RE-VISED DA APPROVAL	11.09.2018

0 2000 4000 6000 8000 10000mm
SCALE 1: 200 AT ORIGINAL SIZE

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Project:	PROPOSED SHORT-TERM ACCOMODATION 28 KEEBLE STREET, MAREEBA
Client Name:	JASSAR & MANESH
Drawing Title:	SITE PLAN

Drawn By:	SR
Checked By:	SR
Scale:	1:200 AT A1
Revision:	B
Sheet No.:	1323-A-01

DESIGN WIND CLASSIFICATION C2

FLOOR AREA

ROOM NAME	AREA (m2)
AMENITIES	90 m²
BEDROOMS	498.2 m²
CARETAKER	54 m²
FF BEDROOMS	188.5 m²
FF WALKWAY	41.5 m²
KITCHEN/LAUNDRY	114.7 m²
OFFICE	52 m²
STORAGE	28.1 m²
WALKWAY	224.9 m²
	1291.9 m²

BEDROOM LEGEND

2 BED ENSUITE DORM	- 4 (8 PERSON)
4 BED ENSUITE DORM	- 10 (40 PERSON)
4 BED DORM	- 5 (20 PERSON)
6 BED DORM	- 8 (48 PERSON)
8 BED DORM	- 4 (32 PERSON)
TOTAL	**- 31 (148 PERSON)**

GENERAL NOTES

VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF SHOP DRAWINGS, MATERIAL PURCHASING, OFF SITE PRODUCTION AND/OR CONSTRUCTION.

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SMALL SCALE DETAILS TAKE PRECEDENCE OVER GENERAL ARRANGEMENT PLANS.

DIMENSIONS SHOWN ARE IN MILLIMETRES UNLESS OTHERWISE NOTED.

CROSS REFERENCE ALL DRAWING WITHIN SET.
PROVIDE ALL MATERIALS AND LABOUR, INCLUDING MAKING GOOD TO AFFECTED AREAS. TO ENSURE COMPLETELY SAFE AND RELIABLE INSTALLATION.

ALL TIMBER OR STEEL FRAMED WALLS TO WET AREAS TO BE LINED WITH FC OR APPROVED WET AREA CLADDING, FIXED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.

SUSPENDED TIMBER OR STEEL FRAMED FLOORS TO HAVE WET AREA FLOORING TO ALL WET AREAS, FIXED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.

THE SUB-FLOOR SPACE OF A DWELLING MUST BE VENTILATED IN ACCORDANCE WITH RELEVANT CODES & STANDARDS.

ALL GLAZING TO COMPLY WITH RELEVANT CODES & STANDARDS & MUST BE DESIGNED FOR THE WIND LOADS SPECIFIC TO THE BUILDING.

SMOKE ALARMS MUST BE INSTALLED IN ACCORDANCE WITH RELEVANT CODES & STANDARDS. BE MAINS CONNECTED & COMPLY WITH RELEVANT CODES & STANDARDS.

WATER CLOSETS (WC's) TO HAVE A MINIMUM CLEAR WIDTH OF 900mm.

DOORS TO WC's WHICH SWING IN/ ARE TO HAVE LIFT-OFF HINGES. PROVIDE ADEQUATE CLEARANCE AT TOP OF DOOR TO SUIT HINGES.

ALL BALUSTRADES AND HANDRAILS TO BE 1000 MINIMUM ABOVE FINISHED FLOOR LEVEL (i.e. TOP OF TILES, CARPET etc) AND HAVE NO OPENINGS GREATER THAN 125mm, IN ACCORDANCE WITH RELEVANT CODES & STANDARDS.

THE CONTRACT WORKS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE FOLLOWING STANDARDS AND COMPLY WITH ALL REGULATIONS:
- NATIONAL CONSTRUCTION CODE & BUILDING CODE OF AUSTRALIA (BCA) 2016
- NATIONAL CODE OF PRACTICE FOR THE CONSTRUCTION INDUSTRY
- AUSTRALIAN GOVERNMENT GUIDELINES FOR THE NATIONAL CODE OF PRACTICE FOR THE CONSTRUCTION INDUSTRY

TERMITE PROTECTION NOTES

A TERMITE MANAGEMENT SYSTEM MUST BE INSTALLED IN ACCORDANCE WITH BCA part 3.1.3 & AS3660 - TERMITE MANAGEMENT FOR A SLAB CONFORMING WITH AS2870 - RESIDENTIAL SLABS & FOOTINGS - CONSTRUCTION.
TERMITE BARRIERS MUST BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS OR BY AN ACCREDITED TECHNICIAN.
WHERE A CONCRETE SLAB ON GROUND IS USED AS THE BARRIER, NOT LESS THAN 75mm OF THE SLAB EDGE MUST REMAIN EXPOSED ABOVE FINISHED GROUND LEVEL. MUST BE A CLEAN, SMOOTH FINISH AND MUST NOT BE CONCEALED BY RENDER, TILES, CLADDINGS OR FLASHINGS.

FLOOR PLAN

SCALE 1 : 100

ASSESSMENT ISSUE

REVISIONS		DATE
A	DA APPROVAL	18.05.2018
B	RE-VISED DA APPROVAL	11.09.2018

0 1000 2000 3000 4000 5000mm
SCALE 1: 100 AT ORIGINAL SIZE

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Project:	PROPOSED SHORT-TERM ACCOMODATION 28 KEEBLE STREET, MAREEBA
Client Name:	JASSAR & MANESH
Drawing Title:	FLOOR PLAN

Drawn By:	SR
Checked By:	SR
Scale:	1:100 AT A1
Revision:	B
Sheet No.:	1323-A-02

DESIGN WIND CLASSIFICATION C2

FLOOR AREA

ROOM NAME	AREA (m2)
AMENITIES	90 m²
BEDROOMS	498.2 m²
CARETAKER	54 m²
FF BEDROOMS	188.5 m²
FF WALKWAY	41.5 m²
KITCHEN/LAUNDRY	114.7 m²
OFFICE	52 m²
STORAGE	28.1 m²
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8 BED DORM	- 4 (32 PERSON)
TOTAL	- 31 (148 PERSON)

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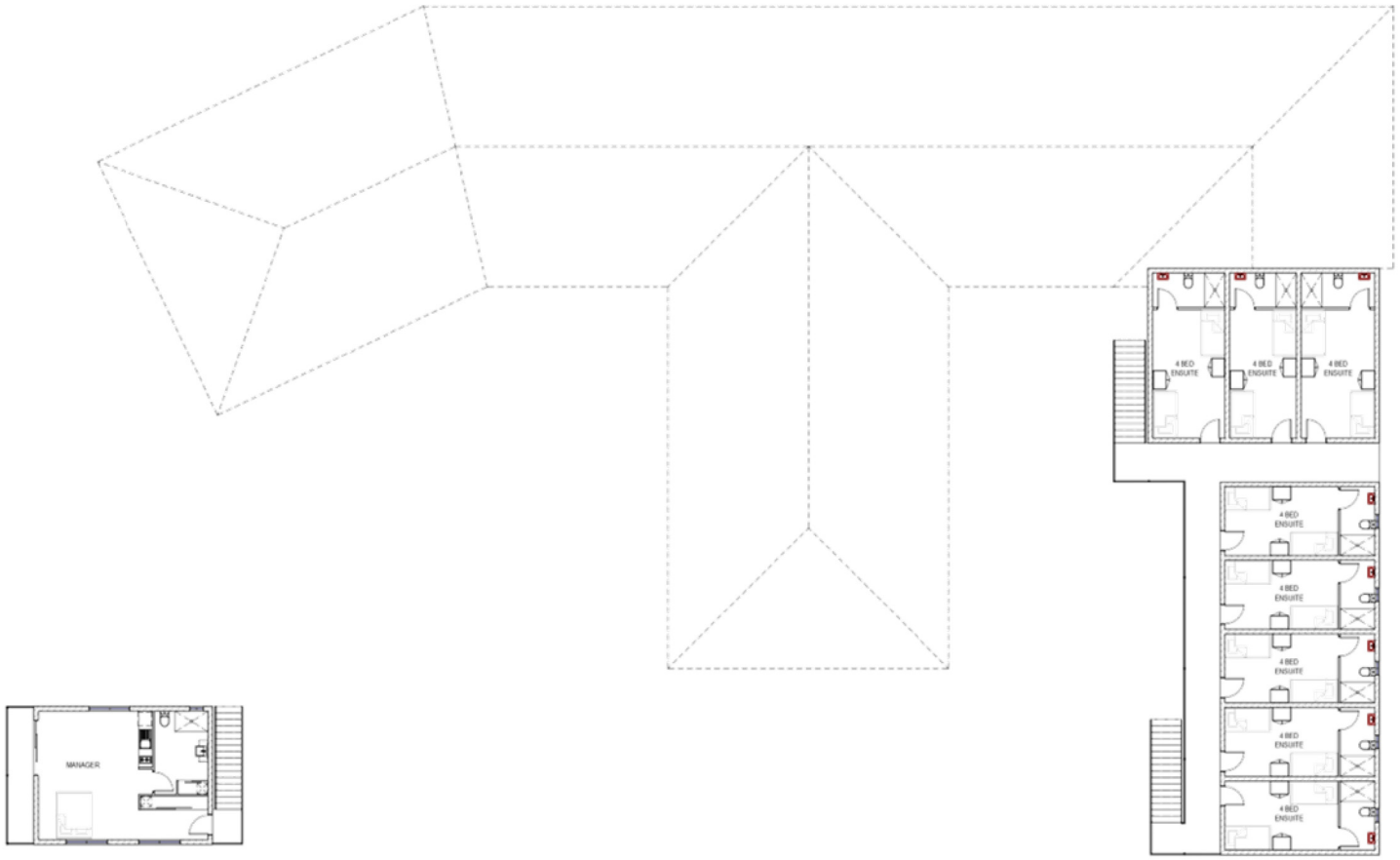

FIRST FLOOR PLAN
SCALE 1 : 100

ASSESSMENT ISSUE

REVISIONS		DATE
A	DA APPROVAL	18.05.2018
B	RE-VISED DA APPROVAL	11.09.2018

0 1000 2000 3000 4000 5000mm
SCALE 1: 100 AT ORIGINAL SIZE

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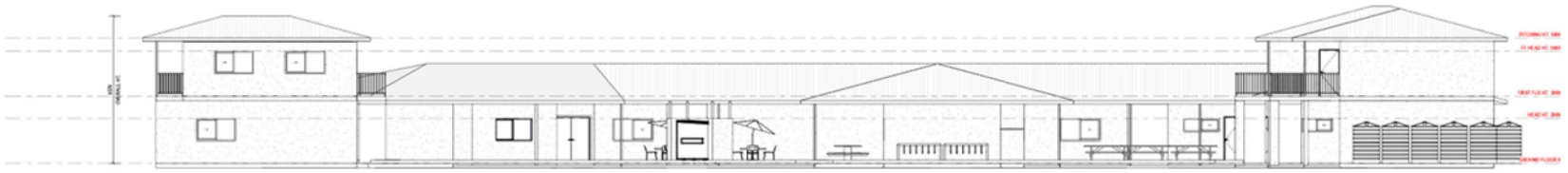
Project:	PROPOSED SHORT-TERM ACCOMODATION 28 KEEBLE STREET, MAREEBA
Client Name:	JASSAR & MANESH
Drawing Title:	FIRST FLOOR PLAN

Drawn By:	SR
Checked By:	SR
Scale:	1:100 AT A1
Revision:	B
Sheet No.:	1323-A-03

DESIGN WIND CLASSIFICATION C2



Elevation 1

Elevation 2

Elevation 3

Elevation 4

ASSESSMENT ISSUE

REVISIONS		DATE
A	DA APPROVAL	18.05.2018
B	RE-VISED DA APPROVAL	11.09.2018

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Project:	PROPOSED SHORT-TERM ACCOMODATION 28 KEEBLE STREET, MAREEBA
Client Name:	JASSAR & MANESH
Drawing Title:	ELEVATIONS

Drawn By:	SR
Checked By:	SR
Scale:	1:100 AT A1
Revision:	B
Sheet No.:	1323-A-04

RA6-N

Queensland Government

Department of
State Development, Manufacturing, Infrastructure and Planning

Our reference: 1808-6659 SRA
Your reference: MCU/18/0019

15 October 2018

The Chief Executive Officer
Mareeba Shire Council
PO Box 154
Mareeba QLD 4880
planning@msc.qld.gov.au

Attention: Carl Ewin

Dear Sir/Madam,

Referral agency response—with conditions
(Given under section 56 of the *Planning Act 2016*)

The development application described below was properly referred to the Department of State Development, Manufacturing, Infrastructure and Planning on 8 August 2018.

Applicant details

Applicant name:	SND Developers Pty Ltd C/- Freshwater Planning Pty Ltd
Applicant contact details:	17 Barron View Drive Freshwater QLD 4870 freshwaterplanning@outlook.com

Location details

Street address:	28 Keeble Street, Mareeba
Real property description:	Lot 71 on SP136296
Local government area:	Mareeba Shire Council

Application details

Development permit	Material Change of Use for Short-term Accommodation

Referral triggers

The development application was referred to the department under the following provisions of the Planning Regulation 2017:

- 10.9.4.1.1.1 Infrastructure - state transport infrastructure
- 10.9.4.2.4.1 State transport corridors and future State transport corridors

Fitzroy/Central regional office
Level 2, 209 Bolsover Street,
Rockhampton
PO Box 113, Rockhampton QLD 4700

1808-6659 SRA

Conditions
Under section 56(1)(b)(i) of the *Planning Act 2016* (the Act), the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions
The department must provide reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Advice to the applicant
The department offers advice about the application to the applicant—see Attachment 3.

Approved plans and specifications
The department requires that the plans and specifications set out below and enclosed must be attached to any development approval.

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Aspect of development: Material change of use				
Site Plan (as amended in red)	HUMAC Design	11/09/2018	1323-A-01	B

A copy of this response has been sent to the applicant for their information.

For further information please contact Haidar Etemadi, Planning Officer, on (07) 4924 2915 or via email RockhamptonSARA@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely

Anthony Walsh
Manager Planning

cc Freshwater Planning Pty Ltd, freshwaterplanning@outlook.com

enc Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Advice to the applicant
Approved plans and specifications

1808-6659 SRA

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Material change of use		
State transport infrastructure and railway corridor—The chief executive administering the *Planning Act 2016* nominates the Director-General of Department Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
1.	The setback from the railway corridor must be provided generally in accordance with the following plan: • Site Plan prepared by HUMAC Design dated 11 September 2018, reference 1323-A-01 and revision B, as amended in red to show the setback extent from the railway corridor boundary.	Prior to the commencement of use and to be maintained at all times.
2.	Any excavation, filling/backfilling/compaction, retaining structures, batters, stormwater management measures and other works involving ground disturbance must not encroach upon or de-stabilise the railway corridor, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts.	At all times.
3.	(a) Stormwater management of the development must ensure no worsening or actionable nuisance to the railway corridor. (b) Any works on the land must not: (i) create any new discharge points for stormwater runoff onto the railway corridor; (ii) interfere with and/or cause damage to the existing stormwater drainage on the railway corridor; (iii) surcharge any existing culvert or drain on the railway corridor; (iv) reduce the quality of stormwater discharge onto the railway corridor. (c) RPEQ certification with supporting documentation must be provided to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Far North Queensland Region (Far.North.Queensland.IDAS@tmr.qld.gov.au) confirming that the development has been constructed in accordance with parts (a) and (b) of this condition.	(a) At all times. (b) At all times. (c) Prior to the commencement of use.
4.	Fencing must be provided along the eastern, western and southern site boundaries with the railway corridor in accordance with: • Queensland Rail drawing number QR-C-S3231 – 'Standard Timber Fence 1800mm High Timber Paling Fence', or • Queensland Rail drawing number QR-C-S3230 – 'Standard – Fencing 1.8m High Chain Link Security Fence without Rails'.	Prior to the commencement of use and to be maintained at all times.

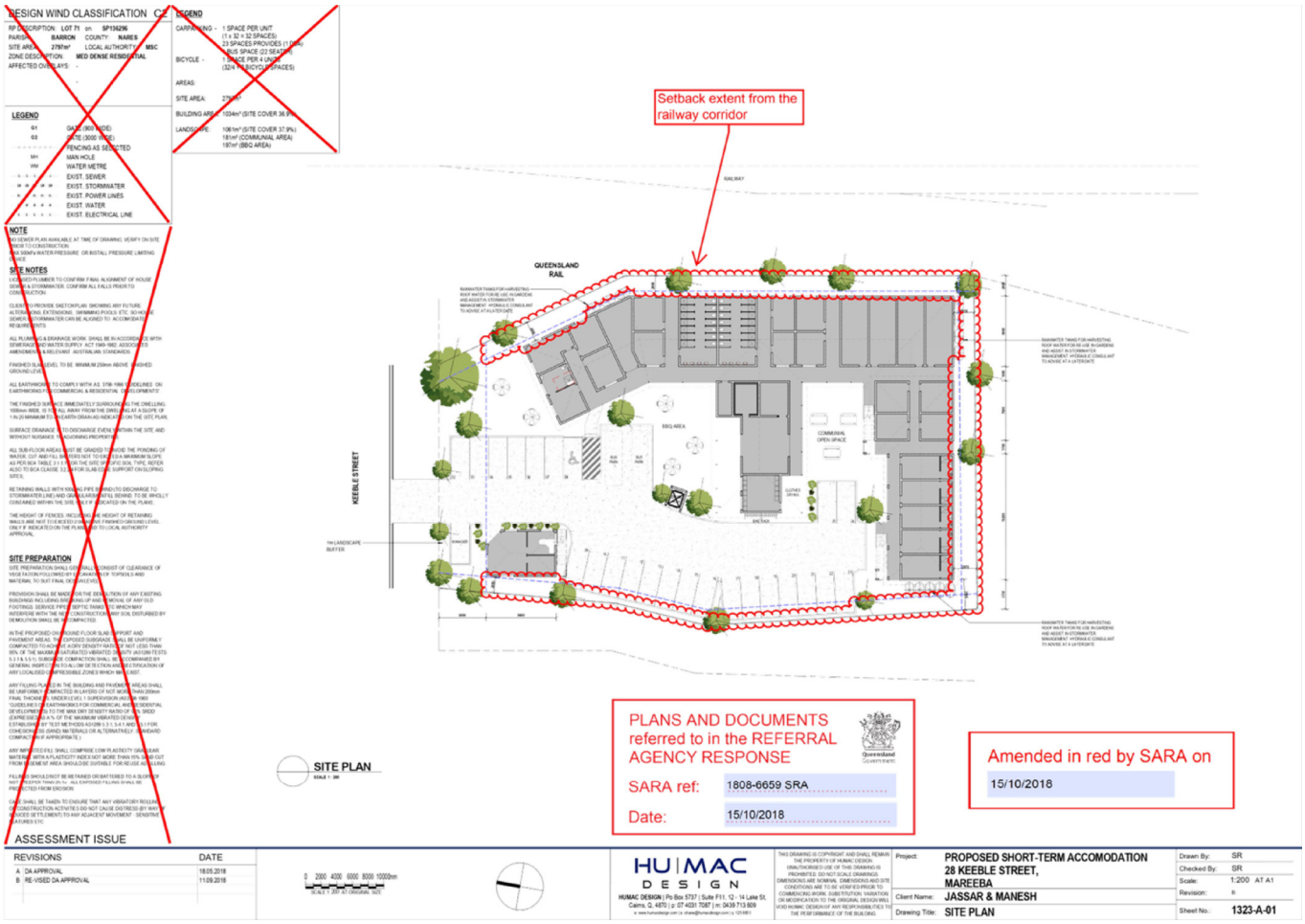
Attachment 2—Reasons for decision to impose conditions

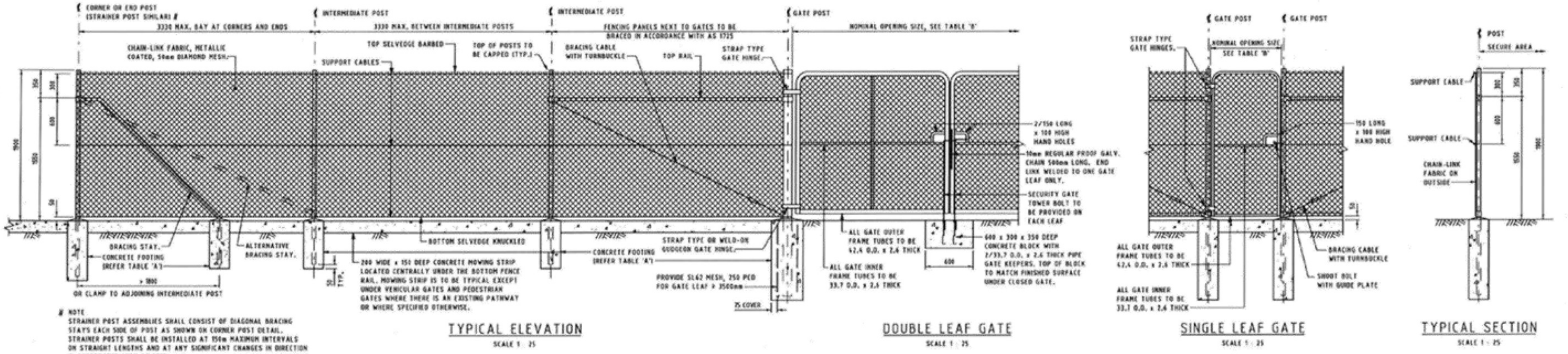
The reasons for this decision are to ensure:

- the development is setback from the railway corridor generally in accordance with the plans of development submitted with the application
- the development and its construction does not cause adverse structural impacts on state-transport infrastructure
- that the impacts of stormwater events associated with development are minimised and managed to avoid creating any adverse impacts on the state-transport corridor
- that there is no unauthorised access onto the transport corridor and to protect impacts on the transport corridor.

Attachment 3—Advice to the applicant

***Transport Infrastructure Act 1994* – Works on a railway**	
1.	Under section 255 of the *Transport Infrastructure Act 1994*, written approval is required from the railway manager to carry out works in or on a railway corridor or otherwise interfere with the railway or its operations. Please contact the Queensland Rail Property Team at developmentenquiries@qr.com.au or on telephone number (07) 3072 1068 in relation to this matter. In particular, the applicant should contact Queensland Rail regarding the removal and installation of fencing along the site boundary with the railway corridor and any service/utility connections required in the railway corridor. Please be advised that this concurrence agency response does not constitute an approval under section 255 of the *Transport Infrastructure Act 1994* and that such approvals need to be separately obtained from the relevant railway manager.


Setback extent from the railway corridor
QUEENSLAND RAIL
KEEBLE STREET
SITE PLAN
PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE
SARA ref: 1808-6659 SRA
Date: 15/10/2018
Amended in red by SARA on
15/10/2018
ASSESSMENT ISSUE
REVISIONS
DATE
A DA APPROVAL 18.05.2018
B RE-VISED DA APPROVAL 11.09.2018
HU|MAC DESIGN
HUMAC DESIGN | Po Box 5737 | Suite F11, 12 - 14 Lake St, Cairns, Q, 4870 | p: 07 4031 7087 | m: 0439 713 609
Project: PROPOSED SHORT-TERM ACCOMODATION 28 KEEBLE STREET, MAREEBA
Client Name: JASSAR & MANESH
Drawing Title: SITE PLAN
Drawn By: SR
Checked By: SR
Scale: 1:200 AT A1
Revision: B
Sheet No.: 1323-A-01



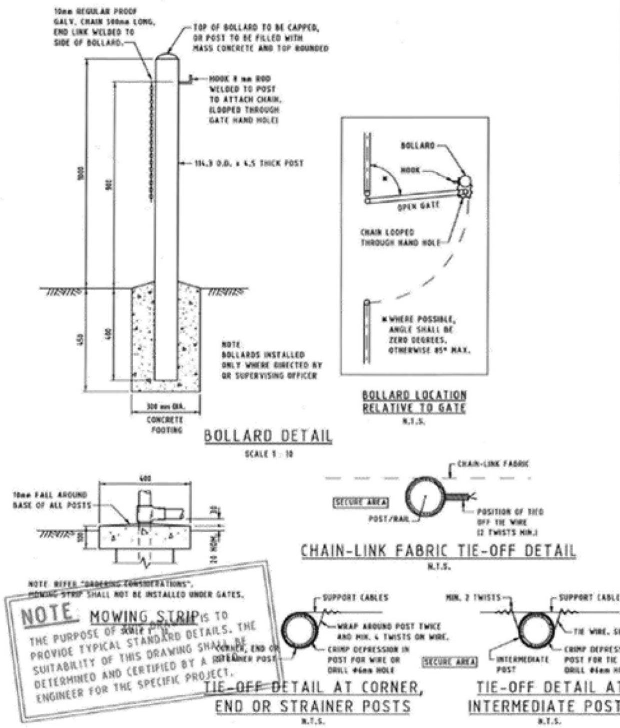
NOTE
STRAINER POST ASSEMBLIES SHALL CONSIST OF DIAGONAL BRACING STAYS EACH SIDE OF POST AS SHOWN ON CORNER POST DETAIL. STRAINER POSTS SHALL BE INSTALLED AT 150m MAXIMUM INTERVALS ON STRAIGHT LENGTHS AND AT ANY SIGNIFICANT CHANGES IN DIRECTION IN ACCORDANCE WITH AS 1725.

TYPICAL ELEVATION
SCALE 1 : 25

DOUBLE LEAF GATE
SCALE 1 : 25

SINGLE LEAF GATE
SCALE 1 : 25

TYPICAL SECTION
SCALE 1 : 25



TIE-OFF DETAIL AT CORNER, END OR STRAINER POSTS
N.T.S.

TIE-OFF DETAIL AT INTERMEDIATE POSTS
N.T.S.

ORDERING CONSIDERATIONS:

MOWING STRIP	ALWAYS INSTALLED UNLESS SPECIFIED OTHERWISE BY QUEENSLAND RAIL. SIZE OF MOWING STRIP CAN BE MODIFIED TO SUIT SITE SPECIFIC REQUIREMENTS.
PLASTIC COATING	NOT PROVIDED UNLESS SPECIFIED BY QUEENSLAND RAIL INFRASTRUCTURE OWNER. COST SHARING OPTIONS MAY BE NEGOTIATED WHERE ADJOINING OWNERS MAKE SPECIFIC REQUEST FOR PROVISION OF PLASTIC COATED CHAIN-LINK FABRIC. COATING COLOUR PREFERENCE (BLACK OR GREEN) TO BE CONFIRMED WITH QUEENSLAND RAIL INFRASTRUCTURE OWNER AND ADJOINING OWNER.
"LIGHT DUTY" (2.5mm) CHAIN LINK FABRIC	"HEAVY DUTY" (3.15mm) FABRIC MAY BE REPLACED WITH "LIGHT DUTY" (2.5mm) FABRIC ONLY WHERE SPECIFIED BY QUEENSLAND RAIL INFRASTRUCTURE OWNER. NOTE: "LIGHT DUTY" CHAIN-LINK FABRIC PROVIDES FOR ONLY APPROX. 60% OF THE LOAD BEARING CAPACITY OF "HEAVY DUTY" CHAIN-LINK FABRIC.

TABLE 'A'

FENCE MEMBERS AND FOOTINGS SIZES		
TYPE OF MEMBER	TUBE SIZE	CONCRETE FOOTING
END, CORNER AND STRAINER POSTS	60.3 O.D. x 3.6 THICK	ø250 x 750 DEEP
INTERMEDIATE POSTS	48.3 O.D. x 3.2 THICK	ø250 x 600 DEEP
TOP RAIL	42.4 O.D. x 3.2 THICK	-
BRACING STAY	42.4 O.D. x 3.2 THICK	ø250 x 600 DEEP
GATE POSTS FOR GATE LEAF SHOWN		
1000mm AND UNDER	60.3 O.D. x 3.6 THICK	ø250 x 900 DEEP
2000 UP TO AND INCLUDING 3000mm	88.9 O.D. x 4.0 THICK	ø300 x 1000 DEEP
3500 UP TO AND INCLUDING 4000mm	114.3 O.D. x 4.5 THICK	ø400 x 1100 DEEP

TABLE 'B'

GATE TABLE		
LOCATION	NOMINAL OPENING SIZE	LEAF TYPE (NOMINAL SIZE)
PEDESTRIAN - PUBLIC ACCESS	1800	SINGLE 1800 OR DOUBLE 900
PEDESTRIAN - QUEENSLAND RAIL STAFF ONLY	1200	SINGLE 1200
VEHICULAR	3000 MIN. 8000 MAX.	DOUBLE 1500 (MIN.) DOUBLE 4000 (MAX.)

GENERAL NOTES:

1. ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS NOTED OTHERWISE.
2. ALL STEEL PLATES SHALL BE GRADE 250 MIN. IN ACCORDANCE WITH AS/NZS 3678.
3. ALL WELDS SHALL BE 5mm CONTINUOUS FILLET WELDS UNLESS NOTED.
4. ALL WELDS SHALL BE IN ACCORDANCE WITH AS 1554.1 WITH ELECTRODES GRADE EXX48 TO AS 1553 UNLESS NOTED OTHERWISE.
5. ALL BOLTS, NUTS SHALL BE HOT DIP GALVANISED IN ACCORDANCE WITH AS/NZS 1214 AND WASHERS TO AS 4680.
6. AREAS WHERE GALVANISING (OR PLASTIC COATING) HAS BEEN REMOVED BY WELDING OR ABRASIONS SHALL BE CLEANED OF FOREIGN MATTER INCLUDING WELDING SLAG AND PAINTED WITH TWO COATS OF AN APPROVED ORGANIC ZINC-RICH PAINT TO PROVIDE A MIN. DRY FILM THICKNESS OF 0.10mm. COLOUR MATCHING SHALL BE ACHIEVED WHERE DIRECTED BY THE INSPECTOR.
7. CONCRETE SHALL BE GRADE N25 (MIN.).
8. "SL" DENOTES GRADE D500N REINFORCING MESH IN ACCORDANCE WITH AS/NZS 4671.

GATE NOTES:

1. GATE FRAME CONFIGURATION, FABRICATION AND INSTALLATION SHALL BE IN ACCORDANCE WITH AS 1725.
2. WHERE STRAP TYPE HINGES ARE USED AT BOTH TOP AND BOTTOM OF GATE, A COLLAR SHALL BE WELDED TO THE GATE FRAME TO PROVIDE A BEARING SURFACE FOR EITHER TOP OR BOTTOM HINGE. BOTH STRAP TYPE AND GUDGEON GATE HINGES SHALL BE WELDED TO GATE POSTS.
3. SINGLE GATES SHALL BE FITTED WITH SHOOT BOLT, DOUBLE GATES SHALL BE FITTED WITH FLAG PIN DROP BOLT AS SHOWN ON THE DRAWING.
4. ALL GATE FRAMES SHALL BE WELDED. FRAMES SHALL BE HOT DIP GALVANISED AFTER FABRICATION IN ACCORDANCE WITH AS/NZS 4680.
5. GATES SHALL BE INSTALLED FOR QUEENSLAND RAIL PURPOSES ONLY. GATES SHALL NOT BE INSTALLED FOR DOMESTIC USE.

FENCING IN ELECTRIFIED AREAS:

1. IN GENERAL THESE FENCES ARE SELF EARTHING, HOWEVER, WHERE FENCING IS ERECTED CLOSER THAN 3000mm TO ELECTRIFICATION MASTS OR OTHER ELECTRICALLY BONDED STEELWORK, EARTHING OR INSULATED SECTIONS MAY BE REQUIRED IN ACCORDANCE WITH QUEENSLAND RAIL PRINCIPAL ENGINEER, TRACTION DISTRIBUTION.
2. GATES AND BOLLARDS SHALL BE POSITIONED TO PREVENT AN OPEN GATE FROM COMING WITHIN 3.0m OF ELECTRIFICATION WIRING EQUIPMENT SUPPORTS OR ANY METALWORK CONNECTED TO THEM.
3. SUPPORT CABLES SHALL BE GALVANISED ONLY (NO PLASTIC COATING).

FENCING NOTES:

1. ALL POSTS AND RAILS SHALL BE STEEL CIRCULAR HOLLOW SECTION (CHS) GRADE C250 IN ACCORDANCE WITH AS/NZS 1163 "STRUCTURAL STEEL HOLLOW SECTIONS".
2. ALL PIPE CLAMP FITTINGS, GATE HINGES, GATE KEEPERS, etc SHALL BE "DOWNEE" OR AN APPROVED EQUIVALENT.
3. EACH RAIL BETWEEN POSTS SHALL BE A CONTINUOUS LENGTH.
4. ALL TUBES, FITTINGS AND FASTENERS SHALL BE HOT DIP GALVANISED AFTER FABRICATION IN ACCORDANCE WITH AS/NZS 4680.
5. FENCING MATERIALS INCLUDING WIRES, BARBED WIRE (WHERE ORDERED) AND CHAIN-LINK FENCING FABRIC SHALL BE MANUFACTURED IN ACCORDANCE WITH AS 2423 "COATED STEEL WIRE FENCING PRODUCTS".
6. ERECTION SHALL BE IN ACCORDANCE WITH AS 1725 "CHAIN-LINK FABRIC SECURITY FENCES AND GATES", UNLESS NOTED OTHERWISE.
7. FENCING WIRE SHALL BE CONTINUOUS FROM GATE POST TO GATE POST AND BE CONSTRUCTED WITH 1800 mm HIGH CHAIN-LINK FABRIC. CHAIN-LINK FABRIC SHALL BE "HEAVY DUTY", MANUFACTURED FROM 3.15 mm DIA. GALV. CORE WIRE, WITH UNIFORM 50mm DIAMOND MESH. THE TOP SELVEDGE SHALL BE BARBED AND THE BOTTOM SELVEDGE SHALL BE KNUCKLED.
8. SUPPORT CABLES SHALL CONSIST OF 2 x 3.15mm DIA. GALV. CABLE WIRE, TWISTED TOGETHER BETWEEN POSTS, OR 1 x 4mm DIA. GALV. HELICOIL CABLE WIRE HELIX SPIRALLED. SUPPORT CABLES SHALL BE INSTALLED IN ACCORDANCE WITH AS 1725.
9. LACING WIRE SHALL BE 2mm DIA. GALV. WIRE INSTALLED IN ACCORDANCE WITH AS 1725.
10. TIE WIRE TO SECURE CHAIN-LINK FABRIC TO POSTS, AND SECURE SUPPORT CABLES TO INTERMEDIATE POSTS, SHALL BE 2 x 1.57mm DIA. GALV. WIRES, OR 1 x 2mm DIA. GALV. WIRE. TIE WIRE TO SECURE CHAIN-LINK FABRIC TO CABLES SHALL BE 1 x 1.57mm DIA. GALV. WIRE TWISTED TWICE AND NEATLY CUT OFF, OR 2mm DIA. GALV. WIRE NETTING CLIPS. TIE WIRES SHALL BE AND INSTALLED IN ACCORDANCE WITH AS 1725. (SEE ALSO TIE-OFF DETAIL)
11. BRACING CABLES (WITH TURNBUCKLE) SHALL CONSIST OF 2 x 3.15mm DIA. GALV. CORE WIRES TWISTED TOGETHER AND TENSIONED IN CONJUNCTION WITH A GALVANISED 12mm TURNBUCKLE. BRACING CABLES SHALL BE GALVANISED AND INSTALLED IN ACCORDANCE WITH AS 1725.
12. STRAINER ASSEMBLIES SHALL BE INSTALLED AT 150m MAXIMUM CENTRES ON STRAIGHT LENGTHS AND AT SIGNIFICANT CHANGES IN DIRECTION. ALL CORNER AND STRAINER PANELS SHALL HAVE BRACING INSTALLED IN ACCORDANCE WITH AS 1725.
13. BOLLARDS SHALL BE INSTALLED AT GATES TO SECURE OPEN GATE PANELS ONLY WHERE DIRECTED BY QUEENSLAND RAIL INFRASTRUCTURE OWNER. SEE DETAILS THIS DRAWING.
14. IN CORROSIVE ENVIRONMENTS EXTRA GALVANISING SHALL BE PROVIDED FOR POSTS AND/OR PLASTIC COATED MESH (WHERE ORDERED).

THE PURPOSE OF THIS DRAWING IS TO PROVIDE TYPICAL STANDARD DETAILS. THE FITNESS FOR PURPOSE OF THIS DRAWING FOR A SPECIFIC PROJECT SHALL BE DETERMINED AND CERTIFIED BY A RPEQ ENGINEER.

1:10 0 200 400mm   1:25 0 500 1000mm

FILE No	ALTERATIONS	WIND LOADS				QueenslandRail	Network - Civil Engineering	DRAWING NUMBER	ISSUE
13/26948	ISSUE / DESCRIPTION / NAME / RPEQ / DATE	AS/NZS 1170.2 : 2011 REGION C WIND SPEED : V100 = 56 m/s TERRAIN CATEGORY 1	DESIGNED / DES CHK	BASED ON STD DGN No. 2544	APPROVED D. GIBB DESIGN ENGINEER 27/08/15 DATE RPEQ No. 13005	ACN 132 181 090	STANDARD - FENCING 1.8m HIGH CHAIN LINK SECURITY FENCE WITHOUT RAILS USING 50mm DIAMOND MESH GENERAL ARRANGEMENT	QR-C-S3230	
SCALES SHOWN ARE FOR AN A1 SIZE ORIGINAL DRAWING			DRAWN A. POWER 22.08.15 DRG CHK D. GIBB 25.08.15		ISSUE AUTHORISED G. SMITH 26/08/15 DISCIPLINE HEAD TRACK & STRUCTURES DATE				

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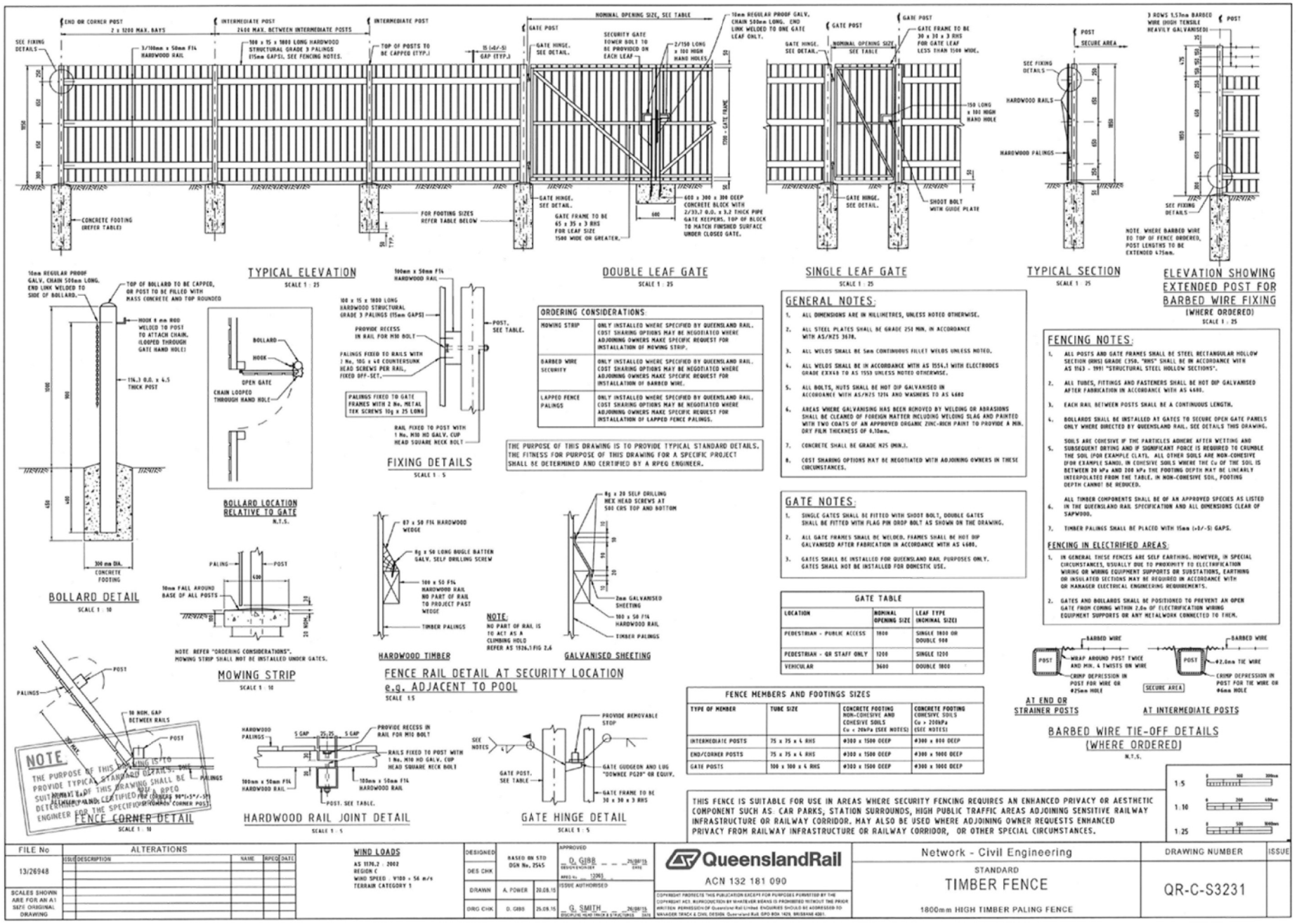
END OR CORNER POST
2 x 3200 MAX. BAYS
INTERMEDIATE POST
2400 MAX. BETWEEN INTERMEDIATE POSTS
INTERMEDIATE POST
SEE FIXING DETAILS
3/100mm x 50mm F14 HARDWOOD RAIL
100 x 15 x 1800 LONG HARDWOOD STRUCTURAL GRADE 3 PALINGS @75mm GAPS@. SEE FENCING NOTES.
TOP OF POSTS TO BE CAPPED (TYP.)
15 (+0/-5) GAP (TYP.)
CONCRETE FOOTING (REFER TABLE)
FOR FOOTING SIZES REFER TABLE BELOW
TYPICAL ELEVATION
SCALE 1 : 25
NOMINAL OPENING SIZE, SEE TABLE
GATE POST
GATE HINGE. SEE DETAIL.
SECURITY GATE TOWER BOLT TO BE PROVIDED ON EACH LEAF
2/150 LONG x 100 HIGH HAND HOLES
10mm REGULAR PROOF GALV. CHAIN 500mm LONG. END LINK WELDED TO ONE GATE LEAF ONLY.
GATE HINGE. SEE DETAIL.
GATE FRAME TO BE 65 x 35 x 3 RHS FOR LEAF SIZE 1500 WIDE OR GREATER.
600 x 300 x 300 DEEP CONCRETE BLOCK WITH 2/33.7 O.D. x 3.2 THICK PIPE GATE KEEPERS. TOP OF BLOCK TO MATCH FINISHED SURFACE UNDER CLOSED GATE.
DOUBLE LEAF GATE
SCALE 1 : 25
GATE POST
GATE HINGE. SEE DETAIL.
NOMINAL OPENING SIZE SEE TABLE
GATE FRAME TO BE 30 x 30 x 3 RHS FOR GATE LEAF LESS THAN 1500 WIDE.
150 LONG x 100 HIGH HAND HOLE
GATE HINGE. SEE DETAIL.
SHOOT BOLT WITH GUIDE PLATE
SINGLE LEAF GATE
SCALE 1 : 25
POST
SECURE AREA
SEE FIXING DETAILS
HARDWOOD RAILS
HARDWOOD PALINGS
TYPICAL SECTION
SCALE 1 : 25
3 ROWS 1.57mm BARBED WIRE @HIGH TENSILE HEAVILY GALVANISED@
POST
SEE FIXING DETAILS
NOTE WHERE BARBED WIRE TO TOP OF FENCE ORDERED, POST LENGTHS TO BE EXTENDED 475mm.
ELEVATION SHOWING EXTENDED POST FOR BARBED WIRE FIXING
(WHERE ORDERED)
SCALE 1 : 25
10mm REGULAR PROOF GALV. CHAIN 500mm LONG. END LINK WELDED TO SIDE OF BOLLARD.
TOP OF BOLLARD TO BE CAPPED, OR POST TO BE FILLED WITH MASS CONCRETE AND TOP ROUNDED
HOOK 8 mm ROD WELDED TO POST TO ATTACH CHAIN. (LOOPED THROUGH GATE HAND HOLE)
114.3 O.D. x 4.5 THICK POST
300 mm DIA. CONCRETE FOOTING
BOLLARD DETAIL
SCALE 1 : 10
BOLLARD
HOOK
OPEN GATE
CHAIN LOOPED THROUGH HAND HOLE
BOLLARD LOCATION RELATIVE TO GATE
N.T.S.
100mm x 50mm F14 HARDWOOD RAIL
100 x 15 x 1800 LONG HARDWOOD STRUCTURAL GRADE 3 PALINGS @75mm GAPS@
POST. SEE TABLE.
PROVIDE RECESS IN RAIL FOR M10 BOLT
PALINGS FIXED TO RAILS WITH 2 No. 10G x 40 COUNTERSUNK HEAD SCREWS PER RAIL, FIXED OFF-SET.
PALINGS FIXED TO GATE FRAMES WITH 2 No. METAL TEK SCREWS 10g x 25 LONG
RAIL FIXED TO POST WITH 1 No. M10 HD GALV. CUP HEAD SQUARE NECK BOLT
FIXING DETAILS
SCALE 1 : 5
ORDERING CONSIDERATIONS:

MOWING STRIP	ONLY INSTALLED WHERE SPECIFIED BY QUEENSLAND RAIL. COST SHARING OPTIONS MAY BE NEGOTIATED WHERE ADJOINING OWNERS MAKE SPECIFIC REQUEST FOR INSTALLATION OF MOWING STRIP.
BARBED WIRE SECURITY	ONLY INSTALLED WHERE SPECIFIED BY QUEENSLAND RAIL. COST SHARING OPTIONS MAY BE NEGOTIATED WHERE ADJOINING OWNERS MAKE SPECIFIC REQUEST FOR INSTALLATION OF BARBED WIRE.
LAPPED FENCE PALINGS	ONLY INSTALLED WHERE SPECIFIED BY QUEENSLAND RAIL. COST SHARING OPTIONS MAY BE NEGOTIATED WHERE ADJOINING OWNERS MAKE SPECIFIC REQUEST FOR INSTALLATION OF LAPPED FENCE PALINGS.

THE PURPOSE OF THIS DRAWING IS TO PROVIDE TYPICAL STANDARD DETAILS. THE FITNESS FOR PURPOSE OF THIS DRAWING FOR A SPECIFIC PROJECT SHALL BE DETERMINED AND CERTIFIED BY A RPEQ ENGINEER.
GENERAL NOTES:
1. ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS NOTED OTHERWISE.
2. ALL STEEL PLATES SHALL BE GRADE 250 MIN. IN ACCORDANCE WITH AS/NZS 3678.
3. ALL WELDS SHALL BE 5mm CONTINUOUS FILLET WELDS UNLESS NOTED.
4. ALL WELDS SHALL BE IN ACCORDANCE WITH AS 1554.1 WITH ELECTRODES GRADE E4XX48 TO AS 1553 UNLESS NOTED OTHERWISE.
5. ALL BOLTS, NUTS SHALL BE HOT DIP GALVANISED IN ACCORDANCE WITH AS/NZS 1214 AND WASHERS TO AS 4680
6. AREAS WHERE GALVANISING HAS BEEN REMOVED BY WELDING OR ABRASIONS SHALL BE CLEANED OF FOREIGN MATTER INCLUDING WELDING SLAG AND PAINTED WITH TWO COATS OF AN APPROVED ORGANIC ZINC-RICH PAINT TO PROVIDE A MIN. DRY FILM THICKNESS OF 0.10mm.
7. CONCRETE SHALL BE GRADE N25 (MIN.).
8. COST SHARING OPTIONS MAY BE NEGOTIATED WITH ADJOINING OWNERS IN THESE CIRCUMSTANCES.
GATE NOTES:
1. SINGLE GATES SHALL BE FITTED WITH SHOOT BOLT, DOUBLE GATES SHALL BE FITTED WITH FLAG PIN DROP BOLT AS SHOWN ON THE DRAWING.
2. ALL GATE FRAMES SHALL BE WELDED. FRAMES SHALL BE HOT DIP GALVANISED AFTER FABRICATION IN ACCORDANCE WITH AS 4680.
3. GATES SHALL BE INSTALLED FOR QUEENSLAND RAIL PURPOSES ONLY. GATES SHALL NOT BE INSTALLED FOR DOMESTIC USE.
FENCING NOTES:
1. ALL POSTS AND GATE FRAMES SHALL BE STEEL RECTANGULAR HOLLOW SECTION (RHS) GRADE C350. "RHS" SHALL BE IN ACCORDANCE WITH AS 1163 - 1991 "STRUCTURAL STEEL HOLLOW SECTIONS".
2. ALL TUBES, FITTINGS AND FASTENERS SHALL BE HOT DIP GALVANISED AFTER FABRICATION IN ACCORDANCE WITH AS 4680.
3. EACH RAIL BETWEEN POSTS SHALL BE A CONTINUOUS LENGTH.
4. BOLLARDS SHALL BE INSTALLED AT GATES TO SECURE OPEN GATE PANELS ONLY WHERE DIRECTED BY QUEENSLAND RAIL. SEE DETAILS THIS DRAWING.
5. SOILS ARE COHESIVE IF THE PARTICLES ADHERE AFTER WETTING AND SUBSEQUENT DRYING AND IF SIGNIFICANT FORCE IS REQUIRED TO CRUMBLE THE SOIL (FOR EXAMPLE CLAYEY. ALL OTHER SOILS ARE NON-COHESIVE (FOR EXAMPLE SAND). IN COHESIVE SOILS WHERE THE Cu OF THE SOIL IS BETWEEN 20 kPa AND 200 kPa THE FOOTING DEPTH MAY BE LINEARLY INTERPOLATED FROM THE TABLE. IN NON-COHESIVE SOIL, FOOTING DEPTH CANNOT BE REDUCED.
6. ALL TIMBER COMPONENTS SHALL BE OF AN APPROVED SPECIES AS LISTED IN THE QUEENSLAND RAIL SPECIFICATION AND ALL DIMENSIONS CLEAR OF SAPWOOD.
7. TIMBER PALINGS SHALL BE PLACED WITH 15mm (+0/-5) GAPS.
FENCING IN ELECTRIFIED AREAS:
1. IN GENERAL THESE FENCES ARE SELF EARTHING. HOWEVER, IN SPECIAL CIRCUMSTANCES, USUALLY DUE TO PROXIMITY TO ELECTRIFICATION WIRING OR WIRING EQUIPMENT SUPPORTS OR SUBSTATIONS, EARTHING OR INSULATED SECTIONS MAY BE REQUIRED IN ACCORDANCE WITH OR MANAGER ELECTRICAL ENGINEERING REQUIREMENTS.
2. GATES AND BOLLARDS SHALL BE POSITIONED TO PREVENT AN OPEN GATE FROM COMING WITHIN 2.6m OF ELECTRIFICATION WIRING EQUIPMENT SUPPORTS OR ANY METALWORK CONNECTED TO THEM.
GATE TABLE

LOCATION	NOMINAL OPENING SIZE	LEAF TYPE (NOMINAL SIZE)
PEDESTRIAN - PUBLIC ACCESS	1800	SINGLE 1800 OR DOUBLE 900
PEDESTRIAN - QR STAFF ONLY	1200	SINGLE 1200
VEHICULAR	3600	DOUBLE 1800

FENCE MEMBERS AND FOOTINGS SIZES

TYPE OF MEMBER	TUBE SIZE	CONCRETE FOOTING NON-COHESIVE AND COHESIVE SOILS Cu < 20kPa (SEE NOTES)	CONCRETE FOOTING COHESIVE SOILS Cu > 200kPa (SEE NOTES)
INTERMEDIATE POSTS	75 x 75 x 4 RHS	Ø300 x 1500 DEEP	Ø300 x 800 DEEP
END/CORNER POSTS	75 x 75 x 4 RHS	Ø300 x 1500 DEEP	Ø300 x 1000 DEEP
GATE POSTS	100 x 100 x 4 RHS	Ø300 x 1500 DEEP	Ø300 x 1000 DEEP

THIS FENCE IS SUITABLE FOR USE IN AREAS WHERE SECURITY FENCING REQUIRES AN ENHANCED PRIVACY OR AESTHETIC COMPONENT SUCH AS CAR PARKS, STATION SURROUNDS, HIGH PUBLIC TRAFFIC AREAS ADJOINING SENSITIVE RAILWAY INFRASTRUCTURE OR RAILWAY CORRIDOR. MAY ALSO BE USED WHERE ADJOINING OWNER REQUESTS ENHANCED PRIVACY FROM RAILWAY INFRASTRUCTURE OR RAILWAY CORRIDOR, OR OTHER SPECIAL CIRCUMSTANCES.
1.5
1.10
1.25
BARBED WIRE TIE-OFF DETAILS (WHERE ORDERED)
N.T.S.
BARBED WIRE
POST
WRAP AROUND POST TWICE AND MIN. 4 TWISTS ON WIRE
CRIMP DEPRESSION IN POST FOR WIRE OR Ø25mm HOLE
AT END OR STRAINER POSTS
Ø2.0mm TIE WIRE
SECURE AREA
CRIMP DEPRESSION IN POST FOR THE WIRE OR 96mm HOLE
AT INTERMEDIATE POSTS
POST
PALINGS
50 NOM. GAP BETWEEN RAILS
NOTE
THE PURPOSE OF THIS DRAWING IS TO PROVIDE TYPICAL STANDARD DETAILS. SUITABILITY OF THIS DRAWING SHALL BE DETERMINED AND CERTIFIED BY A RPEQ ENGINEER FOR THE SPECIFIC CONDITIONS.
FENCE CORNER DETAIL
SCALE 1 : 10
NOTE: REFER "ORDERING CONSIDERATIONS". MOWING STRIP SHALL NOT BE INSTALLED UNDER GATES.
MOWING STRIP
SCALE 1 : 10
87 x 50 F14 HARDWOOD WEDGE
8g x 50 LONG BUGLE BATTEN GALV. SELF DRILLING SCREW
100 x 50 F14 HARDWOOD RAIL NO PART OF RAIL TO PROJECT PAST WEDGE
TIMBER PALINGS
HARDWOOD TIMBER
NOTE: NO PART OF RAIL IS TO ACT AS A CLIMBING HOLD REFER AS 1926.1 FIG 2.6
8g x 20 SELF DRILLING HEX HEAD SCREWS AT 500 CRS TOP AND BOTTOM
2mm GALVANISED SHEETING
100 x 50 F14 HARDWOOD RAIL
TIMBER PALINGS
GALVANISED SHEETING
FENCE RAIL DETAIL AT SECURITY LOCATION e.g. ADJACENT TO POOL
SCALE 1:5
HARDWOOD PALINGS
5 GAP
25
25
5 GAP
PROVIDE RECESS IN RAIL FOR M10 BOLT
RAILS FIXED TO POST WITH 1 No. M10 HD GALV. CUP HEAD SQUARE NECK BOLT
100mm x 50mm F14 HARDWOOD RAIL
100mm x 50mm F14 HARDWOOD RAIL
POST. SEE TABLE.
HARDWOOD RAIL JOINT DETAIL
SCALE 1 : 5
SEE NOTES
PROVIDE REMOVABLE STOP
GATE POST. SEE TABLE
GATE GUDGEON AND LUG "DOWNEE PG20" OR EQUIV.
GATE FRAME TO BE 30 x 30 x 3 RHS
GATE HINGE DETAIL
SCALE 1 : 5
WIND LOADS
AS 1170.2 : 2002
REGION C
WIND SPEED : V100 = 56 m/s
TERRAIN CATEGORY 1
DESIGNED
DES CHK
DRAWN A. POWER 20.08.15
ORG CHK D. GIBB 25.08.15
BASED ON STD DGN No. 2545
APPROVED D. GIBB 26/08/15
APEQ No. 12263
ISSUE AUTHORISED G. SMITH 26/08/15
QueenslandRail
ACN 132 181 090
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Network - Civil Engineering
STANDARD
TIMBER FENCE
1800mm HIGH TIMBER PALING FENCE
DRAWING NUMBER
QR-C-S3231
ISSUE
FILE No 13/26948
ALTERATIONS
ISSUE DESCRIPTION NAME RPEQ DATE
SCALES SHOWN ARE FOR AN A1 SIZE ORIGINAL DRAWING

P URP-MCU
IT PLANNING
MCU/18/0019.

To C.E.Officer
Mareeba Shire Council

10th.October 2018
C.L. & S Shephard
3 Strattmann Street
Mareeba 4880

With reference to the Development Permit 28 Keeble St Mareeba ref MCU/18/0019

We hereby advise you that we have concerns with the terms Medium density are used. Prior developments in the area are what we believe are medium density, containing units.This application is an application to change to "High Density", surely 150 people,22 cars, and 2 busses on the block is a high concentration of use , we strongly oppose this.

The development will be a huge eyesore , looks like something you might see at Lotus Glen , a prison.The figures based on 5 persons per vehicle is not realistic and there are no 5 bed rooms on the plan.

We are very concerned that the noise from such a concentration on the site and the use of the barbeque area and loud music blasting will be detramental to our lifestyle. Will they have a lights out time ? control of alcohol or drugs on the site ? we use the Riverside Caravan Park as an example of misuse and abuse. With the proposed development facing Northly and the prevailing winds north to south means that any noise or odours will impact moreso on the existing housing in Strattmann Street.

Being 2 storey what will the finished height ,from now, be after filling and building, the higher the worse. Any filling will affect the flow of rain/ storm water which currently flows towards Keeble Street will be impacted onto existing Railway and onto the existing rail road corridor and impact on all the existinghouse blocks ,and we feel our privacy will be compromised.

Is the existing sewer system capable to handle such an increase and therefore impact on us who currently connected to it?

With the large increase of vehicle movement on/off the site and the Rail access road we doubt that, anyone using the Keeble St. footpath ,their safety will be compromised without huge reconstruction. It is too close to the Railway Crossing and associated intersection on Railway Avenue & Jacobson Street

We believe the any property in the vicinity of "the mini jail"will be devalued as a result if this permit is approved as proposed.

Sincerely C L Shephard.
Colin & Sandra Shephard.

Document Set ID: 3461379
Version: 1, Version Date: 15/10/2018

P. URP- MCU
MCU/18/0019.
AE PLANNING

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RECORDS
15 OCT 2018
MAREEBA SHIRE COUNCIL

8/10/2018

Chief Executive Officer
Mareeba Shire Council
PO Box 154
MAREEBA QLD 4880

Dear Sir

Re: submission to Mareeba Shire Council on proposed development on Lot 71 on SP. 136296, 24 Keeble Street, Mareeba.

Conditions of objections to the above proposed development are:

The proposed development will incur ramifications detrimental to the operations and viability of long term occupiers of Part A Lot 60 SP 136295 and Lot C AP 23121. Part A Lot 60 SP 136295 is owned by Queensland Rail and borders the Queensland Rail corridor tracks. Since its existence it has been dedicated to fruit and vegetable hub transport activities.

This QR site has recently had a major upgrade to cater for additional fruit and vegetable harvests for processing by southern companies. It is the only multi-grower collection point in Mareeba supplying southern processing operations.

Changes to the Material Change of Use on property on Lot 71 on SP 136296 would present opportunities for complaints and subsequent legal action against Foodpac Pty Ltd as a result of the company conducting its normal business.

Normal business is the receiving, packing and dispatch of various fruits including mango, avocado and pineapple. Additional produce is to be included in the next eighteen months.

As a result of the close proximity to the nature of the development, complaints would be made against lights, noise and dust. Lights, noise and dust are the result of normal operations being conducted during 24 hour loading and unloading of trucks with forklifts and the continuous running of refrigerated vans. This is a nonstop operation with driver times and distances of the upmost consideration.

Yours faithfully
Godfrey O'Neill
Managing Director
Foodpac Pty Ltd

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Version: 1, Version Date: 15/10/2018

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Mareeba Shire Council

65 Rankin St

Mareeba QLD 4880

Teresa Wheatley

Po Box 1570

Mareeba QLD 4880

REF – MCU/18/0019

Dear Mareeba Shire Council, Town Planners & Councillors,

I would like to show my full support for this application as this is an appropriate location for this kind of establishment being close to shops and amenities and the location is also high density living already.

Kind Regards

Teresa Wheatley