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GENUINE | VERSATILE | DEDICATED

Planning Report

Material Change of Use for an Aviation
Facility (Air Services) at 2224 Tully-Mission
Beach Road, Mission Beach

gilvearplanning.com.au

Prepared for:
Cassowary Coast Regional Council

Prepared on behalf of:

Mission Helicopters Pty Ltd

Our Reference

J000975: MIS: KLG

Site

2224 Tully-Mission Beach Road, Mission Beach
Lot 3 on RP732964

Date

January 2020

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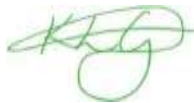
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- b) That information obtained as a result of a search of a government register or database is complete and accurate.

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Signed on behalf of
Gilvear Planning Pty Ltd



Kristy Gilvear

DI R E C T O R
February 2020

Table of Contents

1.0 Introduction	6
2.0 Summary	8
3.0 Site Description	10
3.1 Constraints	11
3.1.1 State Constraints	11
3.1.2 Local Council Constraints	11
4.0 Proposal	14
4.1 The Aviation Facility	14
4.2 Helicopter Operations	15
4.1 Access and Infrastructure Services	15
5.0 Statutory Planning Considerations	17
5.1 Planning Act 2016 (PA)	17
5.1.1 Confirmation of Development	17
5.1.2 Assessable Development.....	17
5.1.3 Assessment Manager	17
5.1.4 Level of Assessment.....	17
5.1.5 Statutory Considerations for Assessable Development	18
5.1.6 Referral Triggers.....	18
5.1.7 State Resource	18
5.1.8 State Development Assessment Provisions.....	18
5.1.9 Regional Plan.....	18
5.1.10 State Planning Policy	18
6.0 Council Planning Considerations	19
6.1 Strategic Framework	19
6.2 Local Planning Scheme - Cassowary Coast Regional Council Planning Scheme	21
6.1.2 Infrastructure contributions.....	23
7.0 Summary and Conclusions	24
Attachment 1	26
Attachment 2	27

Attachment 3	28
Attachment 4	29
Attachment 5	30
Attachment 6	31
Attachment 7	32

1.0 Introduction

The following Planning Report has been prepared by Gilvear Planning Pty Ltd (Gilvear Planning) on behalf of Mission Helicopters Pty Ltd (the applicant) in support of a Development Application submitted to the Cassowary Coast Regional Council seeking approval for a Development Permit for a Material Change of Use, to enable the applicant to establish an Aviation Facility (Air Services) on land at 2224 Tully-Mission Beach Road, Mission Beach, formally described as Lot 3 on RP732964 (the subject site).

Specifically, the applicant proposes to develop an Aviation Facility at the subject site for the purpose of providing passenger transport inclusive of island connections from the region's major airports (Cairns and Townsville) to support the local tourism sector. Associated uses including medical transfers, aerial firefighting and search and rescue operations will also be undertaken on an as required basis.

The proposed development will comprise a single-story building, parking spaces, an external helicopter landing pad, a fuel storage area and walkways. The proposed development will be located on a portion of the subject site which is highly disturbed as a result of previous agricultural activities. The building frontage and parking areas will be landscaped with a variety of native flora species with the remainder of the subject site grassed.

Future helicopter operations (take-off and landings) will use a direct eastern flight path from the proposed development to minimise disturbance of native fauna species within the local area. Once airborne, helicopters will head east over the Coral Sea prior to heading towards intended destinations. Flights over the Djiru, Maria Creek and Japoon National Parks will not occur as a result of activities associated with the proposed development.

The proposed development will be connected to mains water infrastructure on the Tully-Mission Beach Road. A conventional septic system with soakage trench will be installed to service the proposed development. An existing electricity connection servicing a disused pump-shed on the subject site will be re-routed to provide the proposed development with mains electricity via Ergon Energy infrastructure. A telecommunications connection will be provided to the proposed development via existing infrastructure from the Tully-Mission Beach Road.

To facilitate the proposed development, an existing access point from the Tully-Mission Beach Road will be upgraded as per RPEQ design plans. Traffic calculations confirm that the proposed development will have minor impacts on the Tully-Mission Beach Road and will not adversely impact existing users.

The subject site is a rectangular shaped parcel of land located at 2224 Tully-Mission Beach Road, Mission Beach on land formally described as Lot 3 on RP732964. The subject site has an area of 105,300m² (10.5Ha) with a frontage of 890m north-south along the Tully-Mission Beach Road.

The subject site is partly developed to the north by way of an existing Raw Materials Supply Yard.

The subject site has been extensively cleared with a minor area of remnant vegetation bounding a waterway which traverses east-west through the subject site. Some remnant vegetation on the site is mapped as being of environmental significance under State Legislation. Aerial mapping undertaken via drone was used to identify canopy height of the mapped vegetation to allow the development of a buffer zone being 1.5x the maximum height of vegetation. The proposed development is located outside of the buffer zone on an area of existing disturbance and therefore, does not require referral to the State for vegetation matters.

Imagery indicates the subject site was previously used for agricultural purposes including silage and cattle raising. The subject site is mapped as being Good Quality Agricultural Land however has not been used for agricultural purposes for a number of years. The site is isolated from current areas of agricultural production with the nearest area of significant cultivation being the production of Sugar Cane approximately 1.5km to the North on the outskirts of the Mission Beach township.

The subject site is located centrally between Mission Beach and Wongaling Beach and is approximately 18km north, north-east of Tully. The subject site is surrounded by areas of remnant vegetation and urban development, primarily comprising rural residences. The closest sensitive receptor is a residential dwelling located approximately 400m to the north-west of the subject site.

Pursuant to the Cassowary Coast Regional Council Planning Scheme V4 (the relevant Planning Scheme), the subject site is mapped as being within the Rural Zone and is subjected to a number of Overlays including Environmental Significance, Scenic Amenity, Flood Hazard and Waterways. The subject site is not within a mapped Local Plan area.

As per Schedule 1 of the Planning Scheme, the proposed development is defined as Air Services which pursuant to Table 5.5.4, is subject to assessment against the Planning Scheme in its entirety (Impact Assessable). The proposed development also fronts the Tully-Mission Beach Road which is mapped as a State controlled road and therefore, requires referral to the State Assessment Referral Agency for Concurrence Advice from the Department of Transport and Main Roads.

Following a detailed assessment of the relevant matters within the Planning Scheme and the State Development Assessment Provisions, it is concluded that the proposed development, being of a minor built form and scale, is able to adequately comply with the applicable Performance and Accepted Outcomes.

This Application is therefore submitted to the Cassowary Coast Regional Council for consideration and approval, subject to the imposition of reasonable and relevant conditions.

2.0 Summary

PROPOSAL SUMMARY

Address:	2224 Tully-Mission Beach Road, Mission Beach
Real Property Description:	Lots 3 on RP732964
Site Area/Frontage:	10.5Ha Approximately 890m to Tully-Mission Beach Road
Owners:	Crofam Pty Ltd Refer title search at Attachment 1 - Title Search
Easements & Encumbrances:	As per Attachment 1 - Title Search
Proposal:	Air Services Premises used for any of the following: <ul style="list-style-type: none">• The arrival and departure of aircraft;• The housing, servicing, refuelling, maintenance and repair of aircraft;• The assembly and dispersal of passengers or goods on or from an aircraft;• Any ancillary activities directly serving the needs of passengers and visitors to the use;• Associated training and education facilities; and• Aviation facilities.
Approvals Sought:	Development Permit - Material Change of Use
Level of Assessment:	Impact
Zone:	Rural Zone
Overlays (Precincts):	<ul style="list-style-type: none">• Environmental Significance;• Flood Hazard• Scenic Amenity• Waterway Corridor and Wetlands
Local Area Plan (Precincts):	Nil
Regional Plan Designation:	Far North Queensland Regional Plan - Regional Landscape and Rural Production Area

State Interests - Natural Hazards, Risk and Resilience
 State Planning Policy:

- Flood Hazard Area - Level 1 - Queensland Floodplain; and
- Medium Storm Tide Inundation Area.

State Interests - Coastal Protection
 SAR Mapping:

- Coastal area - Medium Storm Tide Inundation

Fish Habitat Areas

- Queensland Waterway for Barrier Works - Moderate

State Transport

- State Controlled Road

Native Vegetation Clearing

- Category B Regulated Vegetation;
- Category R Regulated Vegetation;
- Category X Regulated Vegetation;
- Category A or B Area containing of concern regional ecosystems; and
- Essential Habitat

State Planning Regulatory Provisions: Nil

Referral Agencies: Department of Transport and Main Roads

State Development Assessment Provisions: SDAP Code 1 - Development in a State Controlled Road Environment

3.0 Site Description

The subject site is located at 2224 Tully-Mission Beach Road between Mission Beach and Wongaling Beach and is approximately 18km north, north-east of Tully. The subject site has an area of 105,300m² (10.5Ha) with a frontage of 890m north-south along the Tully-Mission Beach Road. The subject site is partly developed to the north by way of an existing Raw Materials Supply Yard.

The subject site is described as Lot 3 on RP732964 and is bound by remnant vegetation to the east, rural residences to the south and west and a number of commercial businesses to the north.

The subject site has been extensively cleared with a minor area of remnant vegetation bounding a waterway which traverses east-west through the subject site. Remnant vegetation on the site is mapped as being of environmental significance under State Legislation.

Aerial imagery indicates the subject site was previously used for agricultural purposes including silage and cattle raising. The subject site is mapped as being Good Quality Agricultural Land however has not been used for agricultural purposes for a number of years. The site is isolated from current areas of agricultural production with the nearest area of significant cultivation being the production of Sugar Cane approximately 1.5km to the North on the outskirts of the Mission Beach township.



Image 1: Subject Site (Source: Queensland Globe).

3.1 Constraints

The site is impacted by a number of constraints, as outlined below.

3.1.1 STATE CONSTRAINTS

A number of State matters affect the subject site. A detailed Property Report generated through the State Assessment Referral Agency Mapping Platform is included in [Attachment 2 - SARA Property Report](#).

STATE CONSTRAINT	APPLICABILITY TO PROPOSED DEVELOPMENT
Coastal Protection <ul style="list-style-type: none">- Coastal Management District- Coastal Area - Medium Storm Tide Inundation Area	Nil Impacts - The proposed development is located outside of the applicable constraint.
Fish Habitat Area <ul style="list-style-type: none">- Queensland Waterways for Waterway Barrier Works	Nil Impacts - The proposed development is located outside of the applicable constraint.
State Transport Area <ul style="list-style-type: none">- State-controlled road- Area within 25m of a State-controlled road	Nil Impacts - The proposed development is located outside of the applicable constraint.

3.1.2 LOCAL COUNCIL CONSTRAINTS

Pursuant to Cassowary Coast Regional Council Planning Scheme, the site is affected by the following mapped constraints.

Environmental Significance Overlay

- Cassowary Habitat
- Habitat Corridor
- Area of High Ecological Significance



Flood Hazard Overlay

- Extreme Hazard
- Medium Hazard
- Low Hazard



Scenic Amenity Overlay

- Tourist Route



Waterway Corridor and Wetlands Overlay

- Stream Order 2



4.0 Proposal

The applicant seeks a Development Permit to establish an aviation facility at the subject site. Pursuant to the Cassowary Coast Regional Council Planning Scheme, the proposed development is defined as Air Services.

Specifically, the applicant proposes to develop an Aviation Facility at the subject site for the purpose of providing passenger transport inclusive of island connections from the region’s major airports (Cairns and Townsville) to support the local tourism sector. Associated uses including medical transfers, aerial firefighting and search and rescue operations will also be undertaken on an as required basis.

The proposed development will comprise a single-story building, parking spaces, an external helicopter landing pad, a fuel storage area and walkways. The proposed development will be located on a portion of the subject site which is highly disturbed as a result of previous agricultural activities. The building frontage and parking areas will be landscaped with a variation of native flora species with the remainder of the subject site grassed.

4.1 The Aviation Facility

The proposed development will encompass a single-story building with a maximum height of 9.0m. The building will comprise, an Office (180m²), two Storerooms (261m² and 180m²), A Hangar (400m²), and a grassed Helicopter Pad (400m²). Proposal plans are included in [Attachment 3 - Proposal Plans](#).

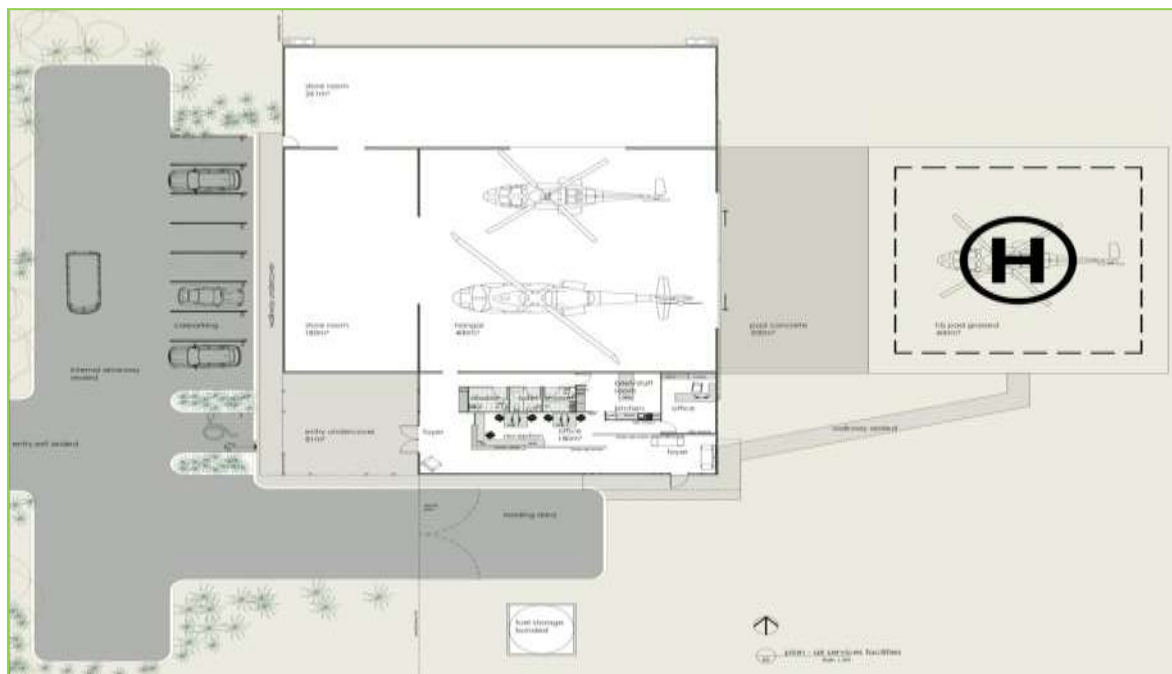


Image 2: The proposed Aviation Facility (Source: Applicant)

4.2 Helicopter Operations

Future helicopter operations (take-off and landings) will use a direct eastern flight path from the proposed development to minimise disturbance of native fauna species within the local area. Once airborne, helicopters will head east over the Coral Sea prior to heading towards intended destinations. Flights over the Djiru, Maria Creek and Japoon National Parks will not occur as a result of activities associated with the proposed development.

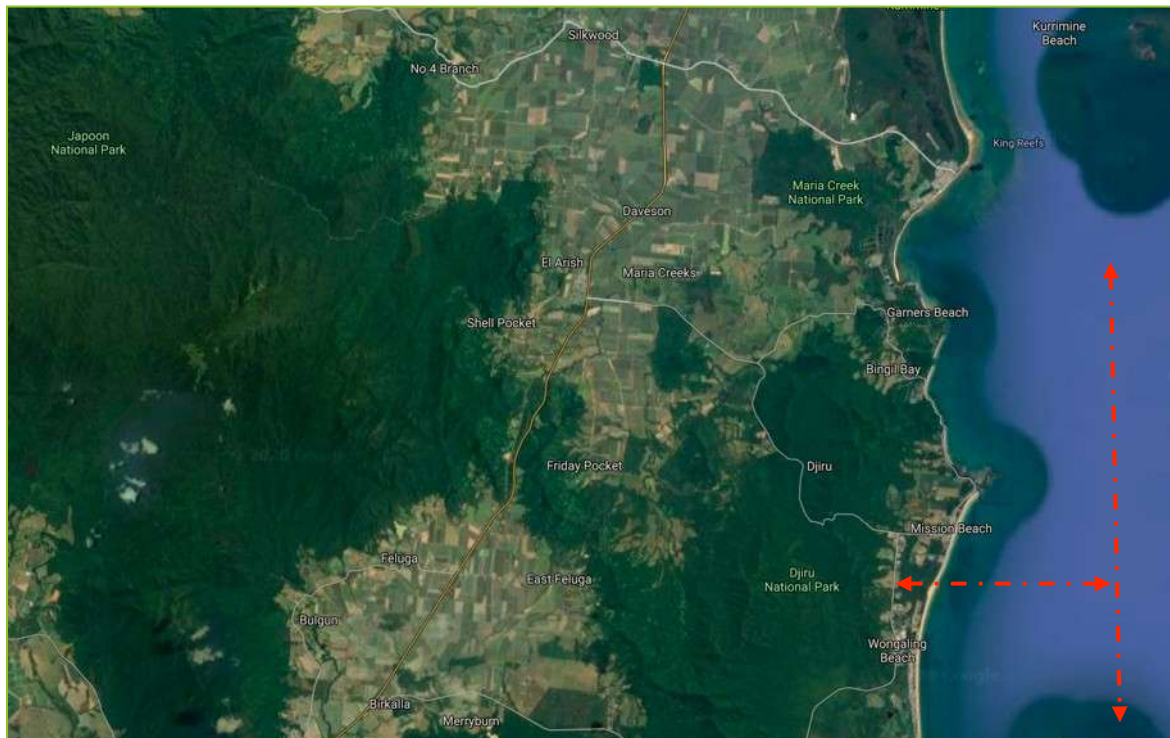


Image 3: Indication of Helicopter Flight Pathways (Source: Google Maps)

4.1 Access and Infrastructure Services

The proposed development will be connected to mains water infrastructure on the Tully-Mission Beach Road. A conventional septic system with soakage trench will be installed to service the proposed development. An existing electricity connection servicing a disused pump-shed on the subject site will be re-routed to provide the proposed development with mains electricity via Ergon Energy infrastructure. A telecommunications connection will be provided to the proposed development via existing infrastructure from the Tully-Mission Beach Road.

To facilitate the proposed development, an existing access point from the Tully-Mission Beach Road will be upgraded as per RPEQ design plans. Traffic calculations confirm that the proposed development will have minor impacts on the Tully-Mission Beach Road and will not adversely impact existing users. Proposal plans and engineering advice for the access arrangements are contained in [Attachment 4 - RPEQ Reporting](#).

Key Features of the proposal are summarised below.

ELEMENT / PROVISION	PROPOSAL
Height (Max):	9m
Access:	From Tully-Mission Beach Road via an upgraded access point.
Setbacks:	
North:	300m
South:	460m
East:	81m
West:	24m
Creek	53m
Car parking:	9 carparks including 1 disabled park

5.0 Statutory Planning Considerations

This section provides an overview of the legislative provisions relevant to the application.

5.1 Planning Act 2016 (PA)

5.1.1 CONFIRMATION OF DEVELOPMENT

The proposed development is not prohibited. This has been established by considering all relevant instruments which can provide prohibitions under *Planning Act 2016* including:

- Schedule 10 of the *Planning Regulation 2017*;
- Relevant categorising instruments.

5.1.2 ASSESSABLE DEVELOPMENT

The development proposed by this application includes development that is made assessable under the Cassowary Coast Regional Council Planning Scheme, in accordance with Section 43(1) of the *Planning Act 2016*.

5.1.3 ASSESSMENT MANAGER

The Assessment Manager for this development application is Cassowary Coast Regional Council as determined by Schedule 8 of the *Planning Regulation 2017*.

5.1.4 LEVEL OF ASSESSMENT

The table below summarises the assessable development subject to this application and the relevant level of assessment for each aspect of development.

ASPECT OF DEVELOPMENT	REFERENCE	LEVEL OF ASSESSMENT
MCU for Air Services	5.5.4	Impact Assessment

Note: Air Services is a defined land use as per Schedule 1 of the Planning Scheme however is not specifically referenced in Table 5.5.4 and therefore is Impact Assessable.

5. 1. 5 STATUTORY CONSIDERATIONS FOR ASSESSABLE DEVELOPMENT

As the development is subject to Impact Assessment the relevant considerations of the Assessment Manager in making the decision pursuant to Section 60 of the *Planning Act 2016*, are outlined in Section 45(3) and Sections 26 to 28 of the *Planning Regulations 2017*.

These are discussed further in section 6.0 and within the Code Compliance contained in [Attachment 5 - Code Compliance Responses](#).

5. 1. 6 REFERRAL TRIGGERS

The proposed development requires referral to the State Assessment Referral Agency (SARA) as the site fronts a State controlled road (the Tully-Mission Beach Road).

Detailed aerial survey was undertaken by drone to map the canopy height of environmentally significant vegetation on the site. Three points of canopy height were calculated from the aerial data with the corresponding heights being 6m, 10m and 12.5m. Using a 1.5 x the maximum height (12.5m in this case), a buffer zone of 18.75m was established. The buffer zone was increased to 20m to be conservative. The proposed development has been located entirely outside of the buffer zone and therefore, referral to SARA for vegetation matters is not required.

Mapping showing vegetation heights, the applicable buffer zone and vegetation mapped as being of environmental significance contained in [Attachment 6 - Environmental Constraints Map](#).

5. 1. 7 STATE RESOURCE

The proposal does not involve any State Resources.

5. 1. 8 STATE DEVELOPMENT ASSESSMENT PROVISIONS

The proposed development has been assessed against SDAP Code 1. A copy of the Code Compliance is contained in [Attachment 5 - Code Compliance Responses](#).

5. 1. 9 REGIONAL PLAN

The site is within the Regional Landscape and Rural Production Area of the Far North Queensland Regional Plan and does not require detailed assessment against the provisions contained in the Policy, given the Policy has been appropriately advanced within the Cassowary Coast Regional Council Planning Scheme.

5. 1. 10 STATE PLANNING POLICY

The site is not subject to any State Interests within the State Planning Policy:

6.0 Council Planning Considerations

Within the Cassowary Coast Regional Council Planning Scheme, the site is mapped as being within the Rural Zone and is affected by a number of overlays.

6.1 Strategic Framework

The proposed development was assessed against the applicable Strategic Framework provisions within the Cassowary Coast Regional Council Planning Scheme. The proposed development achieves the intended strategic outcome for each of the applicable themes.

The following table summarises the assessment findings with detailed assessment contained in [Attachment 7 - Strategic Framework](#).

STRATEGIC FRAMEWORK CODES	SUMMARY
3.4.1 - Natural Environment	<p>The proposed development achieves the intended strategic outcomes.</p> <p>The proposed development achieves the intended strategic outcomes. Specifically, the proposed development will be located on a portion of the subject site which has been historically cleared with no further clearing proposed.</p>
3.4.2 Element - Natural Environment	<p>The proposed development achieves the intended strategic outcomes.</p> <p>The proposed development has been designed in consideration of the remaining remnant veneration across the subject site. The proposed building is located in an area of existing disturbance and will not impact on identified environmental values.</p>
3.6.1 - Natural Resources and Landscape	<p>The proposed development achieves the intended strategic outcomes.</p> <p>The proposed development does not impact on the region's natural resources or environmental values. Development of the subject site will not result in a</p>

productivity loss for agricultural land.

3.6.2 Element - Rural and Agricultural Land

The proposed development achieves the intended strategic outcomes.

The site is isolated and not currently used for agricultural production and has not been used for this purpose for several years. Whilst the subject site is mapped as agricultural land, it is noted that there are no adjoining areas of land used for agricultural production.

Development of the subject site, whilst not for an agricultural purpose, will not impact the ongoing viability of agricultural activities in the area.

3.6.2 Element - Scenic Amenity

The proposed development achieves the intended strategic outcomes.

The proposed development has been designed to respond to the applicable scenic values of the area including the subject site frontage to the Tully-Mission Beach Road which is a mapped tourist route. Specifically, the proposed development has been designed to be visually appealing to motorists with landscaping and earthen colours to be used to mitigate visual impacts.

3.8 - Infrastructure

The proposed development achieves the intended strategic outcomes.

The proposed development will be connected to telecommunications, electricity and water infrastructure. Due to the minor nature of the proposed development, a conventional septic system will be used for sewerage.

3.9 - Economic Development

The proposed development achieves the intended strategic outcomes.

The proposed development will result in the diversification of the region's economy through the provision of services which are mutually beneficial to production areas. The proposed development does not

impact on that main economic generators (primary production).

3.10 - Water Management

The proposed development achieves the intended strategic outcomes.

The proposed development will be setback from the mapped waterway which traverses the subject site. The proposed development will not alter the regional hydrology or restrict the public's access to defined waterways.

6.2 Local Planning Scheme - Cassowary Coast Regional Council Planning Scheme

The following table outlines the relevant codes, the level of assessment triggered by the relevant codes and a summary of the compliance with requirements of the codes.

APPLICABLE CODES	COMPLIANCE SUMMARY
Rural Zone Code	<p>Compliant with relevant Acceptable Outcomes and Performance Outcomes.</p> <p>A Performance Outcome is sought in regard to PO8 of the Rural Zone Code.</p> <p>The subject site is long and narrow with various intrusions to the geographical form by remnant vegetation. The site is not currently used for agricultural production and has not been used for this purpose for several years.</p> <p>Whilst the subject site is mapped as agricultural land, it is noted that there are no adjoining areas of land used for agricultural production. The subject site is, therefore, isolated.</p> <p>Given the size of the subject site, and its isolation from other major areas of agricultural production, it is highly unlikely that the site will be used for future agricultural land uses.</p> <p>Development of the subject site, whilst not for an agricultural purpose, will not impact the ongoing viability of agricultural activities in the area.</p>
Flood Hazard Overlay Code	<p>A small portion of the subject site is mapped as being within a flood hazard area. The proposed development is not located in the mapped flood hazard area nor is access to the subject site impacted by a flood hazard. The</p>

proposed development will not result in property or people being subject to safety risks associated with a flood and therefore, a detailed response to the Flood Hazard Overlay Code is not required.

**Environmental
Significance Overlay
Code**

Compliant with relevant Acceptable Outcomes and Performance Outcomes.

A Performance Outcome is sought in regard to PO2 of the Environmental Significance Overlay Code.

The geospatial form of the subject site is a long, narrow rectangle with mapped HES values located along the eastern property boundary. The distance between the mapped HES values and the Tully-Mission Beach Road is approximately 104m.

As per PO1 of the Rural Zone Code, the proposed development is required to be set-back at least 20m from the Tully-Mission Beach Road.

Therefore, the site is unable to foster any future development in accordance with AO2.2 of the Overlay Code.

The proposed development has been set-back 24m from the frontage of the Tully-Mission Beach Road and located on a portion of the site that is significantly disturbed.

The proposed development is therefore located as far as possible from the mapped HES values. Given the highly disturbed nature of the subject site and the minor scale of development, the proposed development is unlikely to impact on the mapped HES values.

**Scenic Amenity Overlay
Code**

Compliant with relevant Acceptable Outcomes and Performance Outcomes.

**Waterway Corridors and
Wetlands Overlay Code**

Compliant with relevant Acceptable Outcomes and Performance Outcomes.

**Excavation and Filling
Code**

Compliant with relevant Acceptable Outcomes and Performance Outcomes.

**Infrastructure Works
Code**

Compliant with relevant Acceptable Outcomes and Performance Outcomes.

A Performance Outcome is sought in regard to PO10 of the Infrastructure Works Code.

The proposed development will not be connected to mains sewerage infrastructure. A conventional septic system with soakage trench will be utilised on the subject site.

Sewerage infrastructure adjacent to the subject site comprises a rising main which requires a complex engineering connection.

As the volume of sewage generated by the proposed development is minimal, it is not considered cost effective to connect to mains sewerage infrastructure.

Landscaping Code Compliant with relevant Acceptable Outcomes and Performance Outcomes.

Parking and Access Code Compliant with relevant Acceptable Outcomes and Performance Outcomes.

A detailed assessment of the proposal against the applicable codes is contained in [Attachment 5 - Code Compliance Responses](#) and demonstrates that the development complies or is capable of complying with the relevant assessment criteria.

6. 1. 2 INFRASTRUCTURE CONTRIBUTIONS

Infrastructure contributions will be payable for any increased demand to Council assets generated by the proposed development.

The proposed development has a total Gross Floor Area of 1,302m².

As per Table 3 of Council's Infrastructure Charges Resolution (No 1) 2019, it is noted that specified rates for Air Services have not been provided. Therefore, infrastructure charges for Columns 2 and 3 of the Resolution cannot be calculated at this point.

It is noted that as per Section 6.3(3) of the Resolution, developments that do not benefit from sewerage infrastructure attract a 33% discount. The proposed development will not utilise Council Infrastructure for sewerage.

It is further noted that the proposed development will not utilise Council stormwater infrastructure and therefore, charges for Councils stormwater network should not be levied.

However, it is noted that pursuant to the *Planning Act 2016*, charges should be levied for increased demand on infrastructure. It is respectfully submitted in this situation, there is minimal (if any) additional demand placed on Council's infrastructure networks as a result of the development, having regard to:

- The Tully-Mission Beach Road being a State controlled road;
- Stormwater primarily being managed on site; and
- The proposed development employing a septic system for sewerage.

Council is therefore requested to reduce the charges payable in this instance, and / or waive them entirely. We look forward to discussing with Council during the assessment process.

7.0 Summary and Conclusions

This Planning Report has been prepared by Gilvear Planning Pty Ltd (Gilvear Planning) on behalf of Mission Helicopters Pty Ltd (the applicant) in support of a Development Application lodged with the Cassowary Coast Regional Council seeking a Development Permit for a Material Change of Use, to establish Air Services on land at 2224 Tully-Mission Beach Road, Mission Beach on land formally described as Lot 3 on RP732964 (the subject site).

Specifically, the applicant proposes to develop an Aviation Facility at the subject site for the purpose of providing passenger transport inclusive of island connections from the region's major airports (Cairns and Townsville) to support the local tourism sector. Associated uses including medical transfers, aerial firefighting and search and rescue operations will also be undertaken on an as required basis.

The proposed development will comprise a single-story building, parking spaces, an external helicopter landing pad, a fuel storage area and walkways. The proposed development will be located on a portion of the subject site which is highly disturbed as a result of previous agricultural activities. The building frontage and parking areas will be landscaped with a variation of native flora species with the remainder of the subject site grassed.

Future helicopter operations (take-off and landings) will use a direct eastern flight path from the proposed development to minimise disturbance of native fauna species within the local area. Once airborne, helicopters will head east over the Coral Sea prior to heading towards intended destinations. Flights over the Djiru and Japoon National Parks will not occur as a result of activities associated with the proposed development.

Appropriate infrastructure connections and / or provision has been considered and demonstrated for the proposed development.

To facilitate the proposed development, an existing access point from the Tully-Mission Beach Road will be upgraded as per RPEQ design plans. Traffic calculations confirm that the proposed development will have minor impacts on the Tully-Mission Beach Road and will not adversely impact existing users.

The subject site is a rectangular shaped parcel of land located at 2224 Tully-Mission Beach Road, Mission Beach on land formally described as Lot 3 on RP732964. The subject site has an area of 105,300m² (10.5Ha) with a frontage of 890m north-south along the Tully-Mission Beach Road.

The subject site is partly developed to the north by way of an existing Raw Materials Supply Yard. The subject site has been extensively cleared with a minor area of remnant vegetation bounding a waterway which traverses east-west through the subject site.

Whilst mapped as Good Quality Agricultural Land, and being within the Rural Zone, it is noted the site has not been utilised for rural purposes for some years, and is isolated from larger rural areas in the Mission Beach locality.

The subject site is located centrally between Mission Beach and Wongaling Beach and is approximately 18km north, north-east of Tully. The subject site is surrounded by large areas of remnant vegetation and urban development, primarily comprising rural residences. The closest sensitive receptor is a residential dwelling located approximately 400m to the north-west of the subject site.

The site also fronts the Tully-Mission Beach Road which is mapped as a State controlled road and therefore, requires referral to the State Assessment Referral Agency for Concurrence Advice from the Department of Transport and Main Roads.

Pursuant to the Cassowary Coast Regional Council Planning Scheme V4 (the relevant Planning Scheme), the subject site is mapped as being within the Rural Zone and is subjected to a number of Overlays. The subject site is not with a mapped Local Plan area. Impact assessment is required for this Application as per the Scheme.

Following a detailed assessment of the relevant matters within the Planning Scheme and the State Development Assessment Provisions, it is concluded that the proposed development, being of a minor built form and scale, is able to adequately comply with the applicable Performance and Accepted Outcomes.

Attachment 1

Title Search

Attachment 2

SARA Property Report

Attachment 3

Proposal Plans

Attachment 4

RPEQ Reporting

Attachment 5

Code Compliance Responses

Attachment 6

Environmental Constraints Map

Attachment 7

Strategic Framework Response

DA Form 1 – Development application details

Approved form (version 1.2 effective 7 February 2020) made under section 282 of the Planning Act 2016.

This form **must** be used to make a development application **involving code assessment or impact assessment**, except when applying for development involving only building work.

For a development application involving **building work only**, use *DA Form 2 – Building work details*.

For a development application involving **building work associated with any other type of assessable development (i.e. material change of use, operational work or reconfiguring a lot)**, use this form (*DA Form 1*) and parts 4 to 6 of *DA Form 2 – Building work details*.

Unless stated otherwise, all parts of this form **must** be completed in full and all required supporting information **must** accompany the development application.

One or more additional pages may be attached as a schedule to this development application if there is insufficient space on the form to include all the necessary information.

This form and any other form relevant to the development application must be used to make a development application relating to strategic port land and Brisbane core port land under the *Transport Infrastructure Act 1994*, and airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*. For the purpose of assessing a development application relating to strategic port land and Brisbane core port land, any reference to a planning scheme is taken to mean a land use plan for the strategic port land, Brisbane port land use plan for Brisbane core port land, or a land use plan for airport land.

Note: All terms used in this form have the meaning given under the *Planning Act 2016*, the *Planning Regulation 2017*, or the *Development Assessment Rules (DA Rules)*.

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Mission Helicopters Pty Ltd C/O Gilvear Planning Pty Ltd
Contact name (only applicable for companies)	Kristy Gilvear
Postal address (P.O. Box or street address)	Po Box 228
Suburb	Babinda
State	Queensland
Postcode	4861
Country	Australia
Contact number	0429 572 686
Email address (non-mandatory)	kristy@gilvearplanning.com.au
Mobile number (non-mandatory)	As above
Fax number (non-mandatory)	N/A
Applicant's reference number(s) (if applicable)	J000975: MIS: KLG

2) Owner's consent

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

- Yes – the written consent of the owner(s) is attached to this development application
 No – proceed to 3)

PART 2 – LOCATION DETAILS

3) Location of the premises (complete 3.1) or 3.2), and 3.3) as applicable)

Note: Provide details below and attach a site plan for any or all premises part of the development application. For further information, see DA Forms Guide: Relevant plans.

3.1) Street address and lot on plan

- Street address **AND** lot on plan (all lots must be listed), **or**
 Street address **AND** lot on plan for an adjoining or adjacent property of the premises (appropriate for development in water but adjoining or adjacent to land e.g. jetty, pontoon. All lots must be listed).

a)	Unit No.	Street No.	Street Name and Type	Suburb
		2224	Tully-Mission Beach Road	Mission Beach
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
		3	RP732964	Cassowary Coast
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

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

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

- Coordinates of premises by longitude and latitude

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

- Coordinates of premises by easting and northing

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

3.3) Additional premises

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

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

- In a tidal area

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

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

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

Name of airport:

<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>
EMR site identification: <input type="text"/>
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>
CLR site identification: <input type="text"/>

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? <i>(tick only one box)</i>
<input checked="" type="checkbox"/> Material change of use <input type="checkbox"/> Reconfiguring a lot <input type="checkbox"/> Operational work <input type="checkbox"/> Building work
b) What is the approval type? <i>(tick only one box)</i>
<input checked="" type="checkbox"/> Development permit <input type="checkbox"/> Preliminary approval <input type="checkbox"/> Preliminary approval that includes a variation approval
c) What is the level of assessment?
<input type="checkbox"/> Code assessment <input checked="" type="checkbox"/> Impact assessment <i>(requires public notification)</i>
d) Provide a brief description of the proposal <i>(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):</i>
Development of an Aviation Facility
e) Relevant plans Note: <i>Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms guide: Relevant plans.</i>
<input checked="" type="checkbox"/> 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? <i>(tick only one box)</i>
<input type="checkbox"/> Material change of use <input type="checkbox"/> Reconfiguring a lot <input type="checkbox"/> Operational work <input type="checkbox"/> Building work
b) What is the approval type? <i>(tick only one box)</i>
<input type="checkbox"/> Development permit <input type="checkbox"/> Preliminary approval <input type="checkbox"/> Preliminary approval that includes a variation approval
c) What is the level of assessment?
<input type="checkbox"/> Code assessment <input type="checkbox"/> Impact assessment <i>(requires public notification)</i>
d) Provide a brief description of the proposal <i>(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):</i>
e) Relevant plans Note: <i>Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.</i>
<input type="checkbox"/> Relevant plans of the proposed development are attached to the development application
6.3) Additional aspects of development
<input type="checkbox"/> 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
<input checked="" type="checkbox"/> Not required

Section 2 – Further development details

7) Does the proposed development application involve any of the following?	
Material change of use	<input checked="" type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	<input type="checkbox"/> Yes – complete division 2
Operational work	<input type="checkbox"/> Yes – complete division 3
Building work	<input type="checkbox"/> Yes – complete <i>DA Form 2 – Building work details</i>

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition <i>(include each definition in a new row)</i>	Number of dwelling units <i>(if applicable)</i>	Gross floor area (m ²) <i>(if applicable)</i>
Aviation Facility	Air Services	N/A	1302

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?	

9.2) What is the nature of the lot reconfiguration? <i>(tick all applicable boxes)</i>	
<input type="checkbox"/> Subdivision <i>(complete 10)</i>	<input type="checkbox"/> Dividing land into parts by agreement <i>(complete 11)</i>
<input type="checkbox"/> Boundary realignment <i>(complete 12)</i>	<input type="checkbox"/> Creating or changing an easement giving access to a lot from a constructed road <i>(complete 13)</i>

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

10.2) Will the subdivision be staged?

Yes – provide additional details below

No

How many stages will the works include?	
What stage(s) will this development application apply to?	

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

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

12) Boundary realignment

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

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

12.2) What is the reason for the boundary realignment?

--

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

Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? (e.g. pedestrian access)	Identify the land/lot(s) benefitted by the easement

Division 3 – Operational work

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

14.1) What is the nature of the operational work?

<input type="checkbox"/> Road work	<input type="checkbox"/> Stormwater	<input type="checkbox"/> Water infrastructure
<input type="checkbox"/> Drainage work	<input type="checkbox"/> Earthworks	<input type="checkbox"/> Sewage infrastructure
<input type="checkbox"/> Landscaping	<input type="checkbox"/> Signage	<input type="checkbox"/> Clearing vegetation
<input type="checkbox"/> Other – please specify:		

14.2) Is the operational work necessary to facilitate the creation of new lots? (e.g. subdivision)

<input type="checkbox"/> Yes – specify number of new lots:	
<input type="checkbox"/> 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

Cassowary Coast Regional Council

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

<input type="checkbox"/> Yes – a copy of the decision notice is attached to this development application
<input type="checkbox"/> The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
<input checked="" type="checkbox"/> No

PART 5 – REFERRAL DETAILS

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

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

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

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

- Clearing native vegetation
- Contaminated land (*unexploded ordnance*)
- Environmentally relevant activities (ERA) (*only if the ERA has not been devolved to a local government*)
- Fisheries – aquaculture
- Fisheries – declared fish habitat area
- Fisheries – marine plants
- Fisheries – waterway barrier works
- Hazardous chemical facilities
- Heritage places – Queensland heritage place (*on or near a Queensland heritage place*)
- Infrastructure-related referrals – designated premises
- Infrastructure-related referrals – state transport infrastructure
- Infrastructure-related referrals – State transport corridor and future State transport corridor
- Infrastructure-related referrals – State-controlled transport tunnels and future state-controlled transport tunnels
- Infrastructure-related referrals – near a state-controlled road intersection
- Koala habitat in SEQ region – interfering with koala habitat in koala habitat areas outside koala priority areas
- Koala habitat in SEQ region – key resource areas
- Ports – Brisbane core port land – near a State transport corridor or future State transport corridor
- Ports – Brisbane core port land – environmentally relevant activity (ERA)
- Ports – Brisbane core port land – tidal works or work in a coastal management district
- Ports – Brisbane core port land – hazardous chemical facility
- Ports – Brisbane core port land – taking or interfering with water
- Ports – Brisbane core port land – referable dams
- Ports – Brisbane core port land – fisheries
- Ports – Land within Port of Brisbane’s port limits (*below high-water mark*)
- SEQ development area
- SEQ regional landscape and rural production area or SEQ rural living area – tourist activity or sport and recreation activity
- SEQ regional landscape and rural production area or SEQ rural living area – community activity
- SEQ regional landscape and rural production area or SEQ rural living area – indoor recreation
- SEQ regional landscape and rural production area or SEQ rural living area – urban activity
- SEQ regional landscape and rural production area or SEQ rural living area – combined use
- Tidal works or works in a coastal management district
- Reconfiguring a lot in a coastal management district or for a canal
- Erosion prone area in a coastal management district
- Urban design
- Water-related development – taking or interfering with water
- Water-related development – removing quarry material (*from a watercourse or lake*)
- Water-related development – referable dams
- Water-related development – levees (*category 3 levees only*)
- Wetland protection area

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

- Airport land
- Environmentally relevant activities (ERA) (*only if the ERA has been devolved to local government*)

<input type="checkbox"/> Heritage places – Local heritage places
Matters requiring referral to the Chief Executive of the distribution entity or transmission entity: <input type="checkbox"/> Infrastructure-related referrals – Electricity infrastructure
Matters requiring referral to: <ul style="list-style-type: none"> • 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 <input type="checkbox"/> Infrastructure-related referrals – Oil and gas infrastructure
Matters requiring referral to the Brisbane City Council: <input type="checkbox"/> Ports – Brisbane core port land
Matters requiring referral to the Minister responsible for administering the <i>Transport Infrastructure Act 1994</i>: <input type="checkbox"/> Ports – Brisbane core port land (<i>where inconsistent with the Brisbane port LUP for transport reasons</i>) <input type="checkbox"/> Ports – Strategic port land
Matters requiring referral to the relevant port operator , if applicant is not port operator: <input type="checkbox"/> Ports – Land within Port of Brisbane’s port limits (<i>below high-water mark</i>)
Matters requiring referral to the Chief Executive of the relevant port authority: <input type="checkbox"/> Ports – Land within limits of another port (<i>below high-water mark</i>)
Matters requiring referral to the Gold Coast Waterways Authority: <input type="checkbox"/> Tidal works or work in a coastal management district (<i>in Gold Coast waters</i>)
Matters requiring referral to the Queensland Fire and Emergency Service: <input type="checkbox"/> Tidal works or work in a coastal management district (<i>involving a marina (more than six vessel berths)</i>)

18) Has any referral agency provided a referral response for this development application?		
<input type="checkbox"/> Yes – referral response(s) received and listed below are attached to this development application		
<input checked="" type="checkbox"/> No		
Referral requirement	Referral agency	Date of referral response
Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application , or include details in a schedule to this development application (<i>if applicable</i>).		

PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules
<input checked="" type="checkbox"/> I agree to receive an information request if determined necessary for this development application
<input type="checkbox"/> I do not agree to accept an information request for this development application
Note: <i>By not agreeing to accept an information request I, the applicant, acknowledge:</i>
<ul style="list-style-type: none"> • <i>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</i> • <i>Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.</i>
<i>Further advice about information requests is contained in the DA Forms Guide.</i>

PART 7 – FURTHER DETAILS

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

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

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

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

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

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

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

- Yes – show cause or enforcement notice is attached
 No

23) Further legislative requirements

Environmentally relevant activities

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

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

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

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

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

Hazardous chemical facilities

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

- Yes – *Form 69: Notification of a facility exceeding 10% of schedule 15 threshold* is attached to this development application
 No

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

Clearing native vegetation

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

Yes – this development application includes written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)

No

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

Environmental offsets

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

Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter

No

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

Koala habitat in SEQ Region

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

Yes – the development application involves premises in the koala habitat area in the koala priority area

Yes – the development application involves premises in the koala habitat area outside the koala priority area

No

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

Water resources

23.6) Does this development application involve **taking or interfering with underground water through an artesian or subartesian bore, taking or interfering with water in a watercourse, lake or spring, or taking overland flow water under the Water Act 2000?**

Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development

No

Note: Contact the Department of Natural Resources, Mines and Energy at www.dnrme.qld.gov.au for further information.

DA templates are available from <https://planning.dsdmip.qld.gov.au/>. If the development application involves:

- Taking or interfering with underground water through an artesian or subartesian bore: complete DA Form 1 Template 1
- Taking or interfering with water in a watercourse, lake or spring: complete DA Form 1 Template 2
- Taking overland flow water: complete DA Form 1 Template 3.

Waterway barrier works

23.7) Does this application involve **waterway barrier works?**

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

No

DA templates are available from <https://planning.dsdmip.qld.gov.au/>. For a development application involving waterway barrier works, complete DA Form 1 Template 4.

Marine activities

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

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

No

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

Quarry materials from a watercourse or lake

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

- Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development
- No

Note: Contact the Department of Natural Resources, Mines and Energy at www.dnrme.qld.gov.au and www.business.qld.gov.au for further information.

Quarry materials from land under tidal waters

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

- Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development
- No

Note: Contact the Department of Environment and Science at www.des.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.dnrme.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.des.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.des.qld.gov.au for information requirements regarding development of Queensland heritage places.

Name of the heritage place:		Place ID:	
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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*
- 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 <i>Note: See the Planning Regulation 2017 for referral requirements</i>	<input checked="" type="checkbox"/> Yes
If building work is associated with the proposed development, Parts 4 to 6 of DA Form 2 – Building work details have been completed and attached to this development application	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable
Supporting information addressing any applicable assessment benchmarks is with the development application <i>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.</i>	<input checked="" type="checkbox"/> Yes
Relevant plans of the development are attached to this development application <i>Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.</i>	<input checked="" type="checkbox"/> Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable

25) Applicant declaration	
<input checked="" type="checkbox"/> By making this development application, I declare that all information in this development application is true and correct	
<input checked="" type="checkbox"/> 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 <i>Electronic Transactions Act 2001</i>	
<i>Note: It is unlawful to intentionally provide false or misleading information.</i>	
<p>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.</p> <p>Personal information will not be disclosed for a purpose unrelated to the <i>Planning Act 2016</i>, <i>Planning Regulation 2017</i> and the DA Rules except where:</p> <ul style="list-style-type: none"> • such disclosure is in accordance with the provisions about public access to documents contained in the <i>Planning Act 2016</i> and the <i>Planning Regulation 2017</i>, and the access rules made under the <i>Planning Act 2016</i> and <i>Planning Regulation 2017</i>; or • required by other legislation (including the <i>Right to Information Act 2009</i>); or • otherwise required by law. <p>This information may be stored in relevant databases. The information collected will be retained as required by the <i>Public Records Act 2002</i>.</p>	

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

Date received: Reference number(s):

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

QLeave notification and payment			
<i>Note: For completion by assessment manager if applicable</i>			
Description of the work			
QLeave project number			
Amount paid (\$)		Date paid (dd/mm/yy)	
Date receipted form sighted by assessment manager			
Name of officer who sighted the form			

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

We,

Raymond and Eleanor Cronin.

as the Directors of Crofam Pty Ltd (ACN: 619 327 347) who own Lot 3 on RP732964 consent to the making of an application under the Planning Act 2016 by Mission Helicopters Pty Ltd, C/O- Gilvear Planning Pty Ltd on the premises described above.

Name: RAYMOND CRONIN

Signed on the 7th day of February 2020

Name: Eleanor Cronin

Signed on the _____ day of _____ " W 2020

Name. _____

Signed on the _____ day of _____ 2020

Name: _____

Signed on the _____ day of _____ 2020

REGISTRATION CONFIRMATION STATEMENT

NATURAL RESOURCES, MINES AND ENERGY, QUEENSLAND

Title Reference : 21070239

This is the current status of the title as at 10:57 on 05/02/2019

REGISTERED OWNER

Dealing No: 719239495 01/02/2019

CROFAM PTY LTD A.C.N. 619 327 347
TRUSTEE
UNDER INSTRUMENT 719239495

ESTATE AND LAND

Estate in Fee Simple

LOT 3 REGISTERED PLAN 732964
Local Government: CASSOWARY COAST

For exclusions / reservations for public purposes refer to
Plan RP 732964

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 20190052 (POR 2V)
2. EASEMENT IN GROSS No 717196576 18/04/2016 at 15:54
burdening the land
CASSOWARY COAST REGIONAL COUNCIL
over
EASEMENT A ON SP285739

ADMINISTRATIVE ADVICES - NIL

UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

DEALINGS REGISTERED

719239495 TFR TO TTEE

Caution - Charges do not necessarily appear in order of priority

** End of Confirmation Statement **

EV Dann

Registrar of Titles and Registrar of Water Allocations

Lodgement No: 4406076
Office: CAIRNS
Email: office@rossmanganosolicitors.com.au
ROSS MANGANO SOLICITORS
PO BOX 599
TULLY QLD 4854

State Assessment and Referral Agency

Date: 25/09/2019



Department of State Development
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Matters of Interest for all selected Lot Plans

Coastal management district

Coastal area - medium storm tide inundation area

Queensland waterways for waterway barrier works

Regulated vegetation management map (Category A and B extract)

State-controlled road

Area within 25m of a State-controlled road

Matters of Interest by Lot Plan

Lot Plan: 3RP732964 (Area: 105300 m²)

Coastal management district

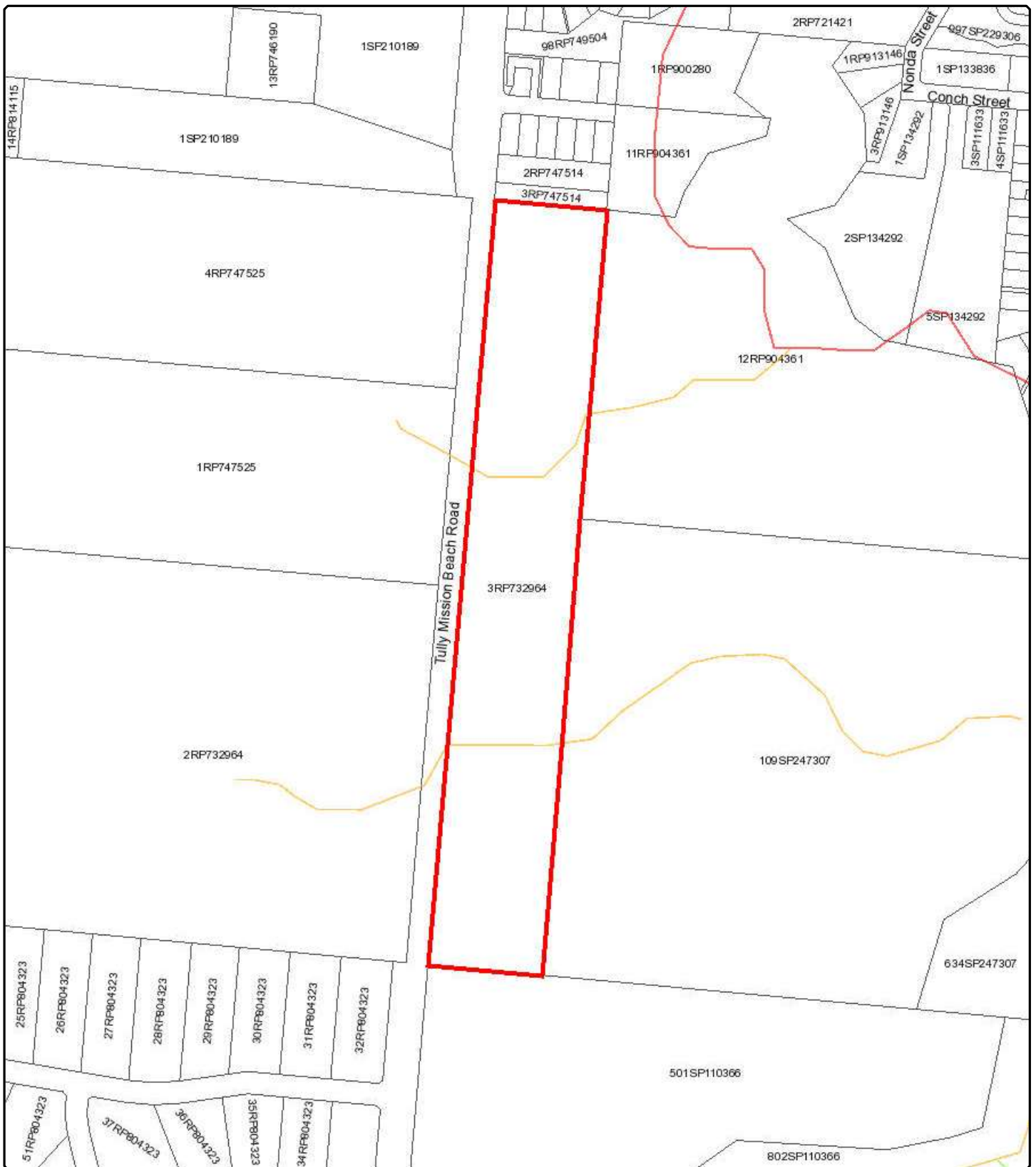
Coastal area - medium storm tide inundation area

Queensland waterways for waterway barrier works

Regulated vegetation management map (Category A and B extract)

State-controlled road

Area within 25m of a State-controlled road



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Legend

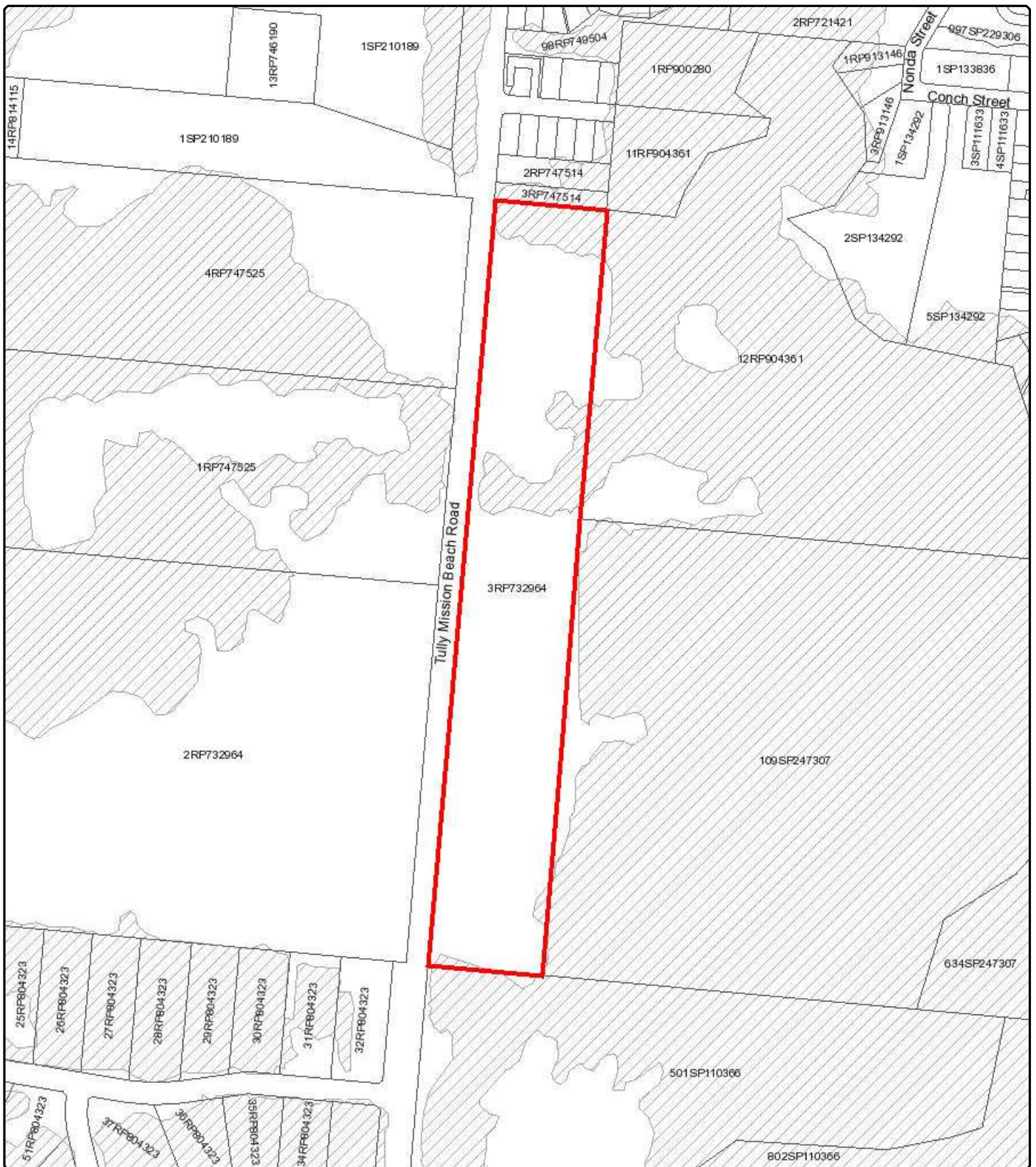
Queensland waterways for waterway barrier works

- 1 - Low
- 2 - Moderate
- 3 - High
- 4 - Major



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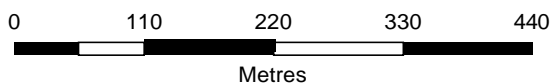
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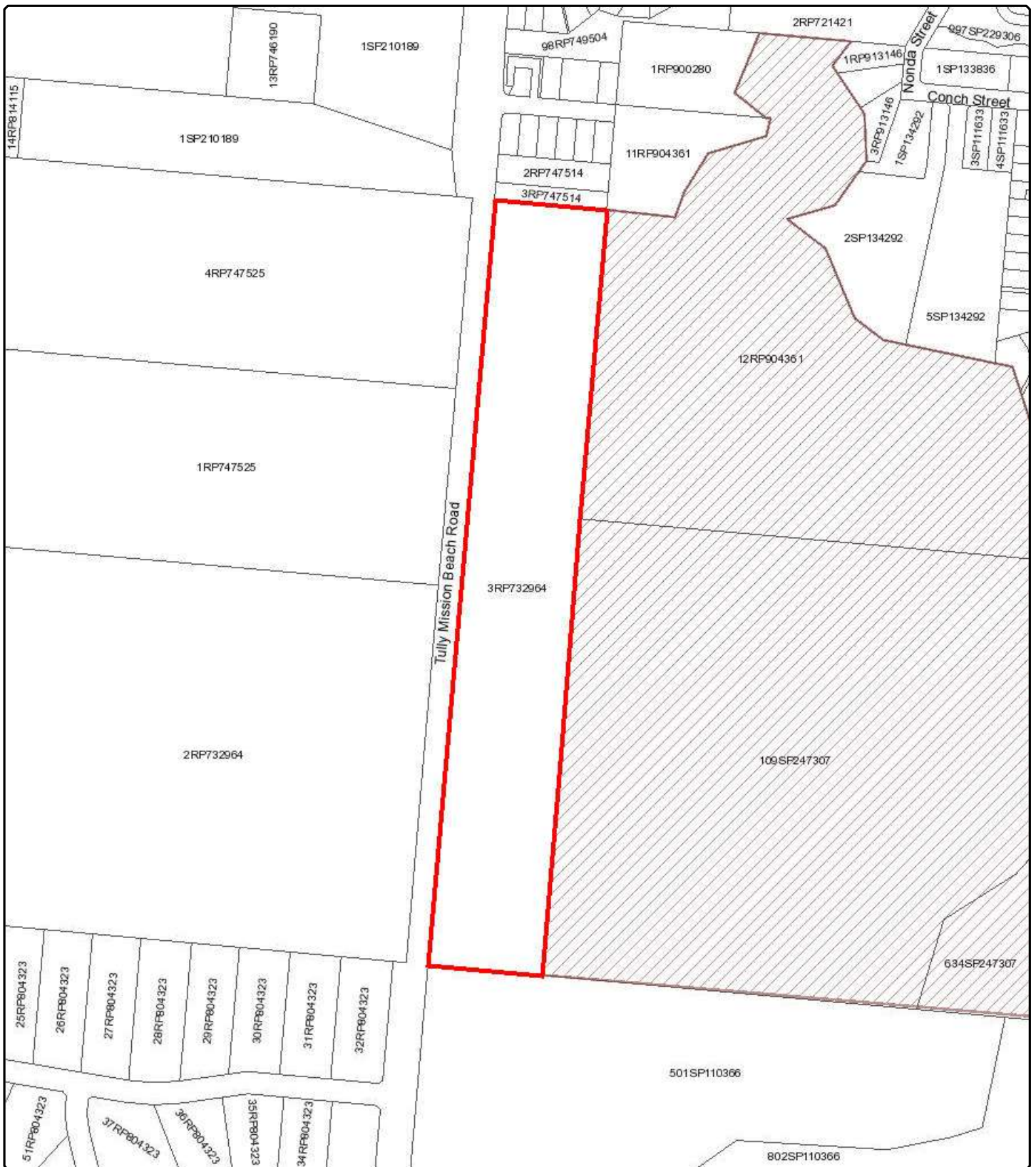
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Regulated vegetation management map
(Category A and B extract)

-  Category A on the regulated vegetation management map
-  Category B on the regulated vegetation management map



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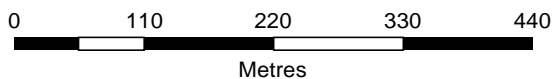
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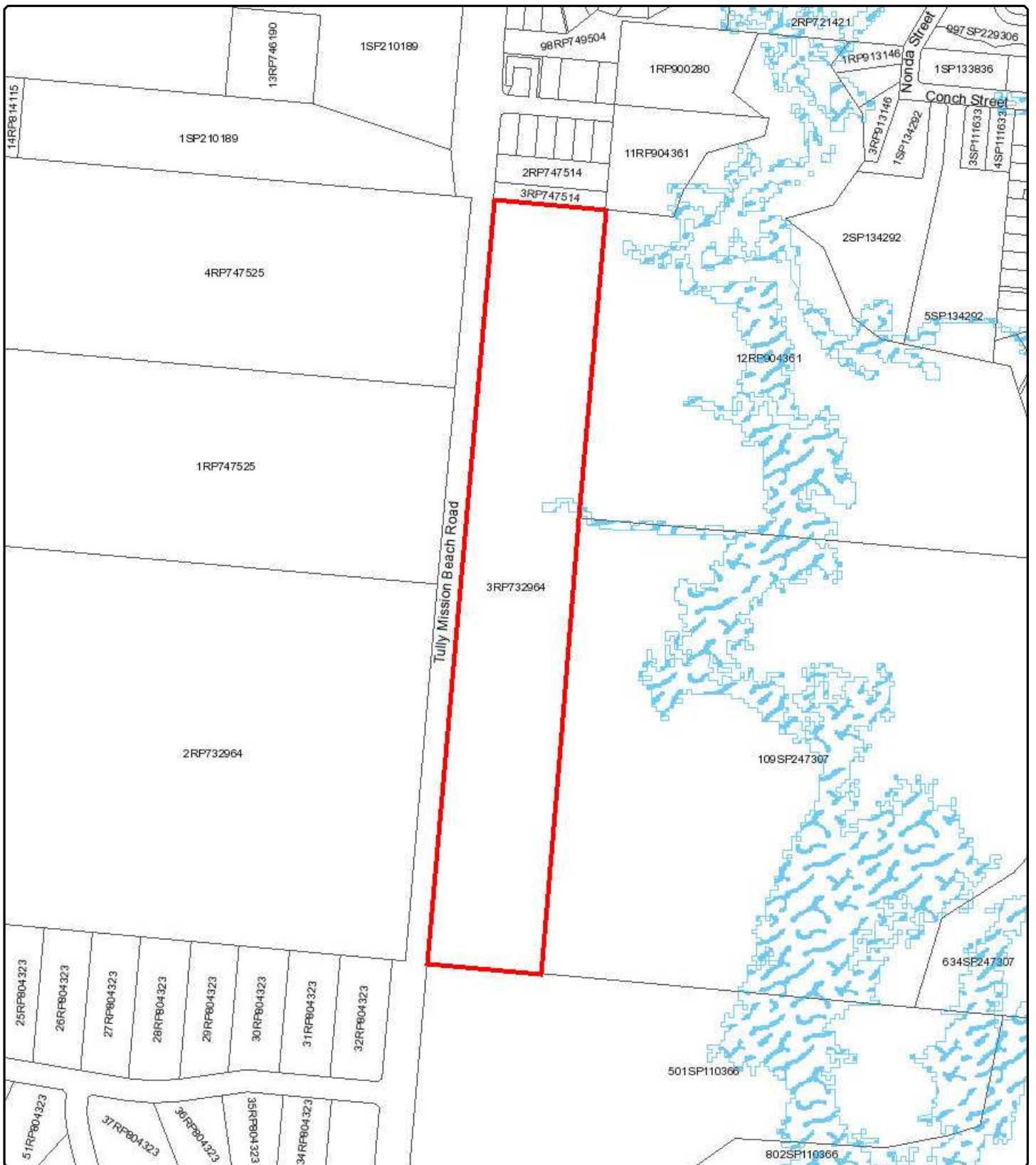
Coastal management district



Coastal management district



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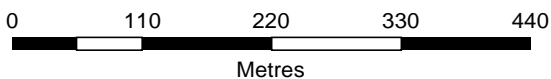
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Legend

Coastal area - medium storm tide inundation area

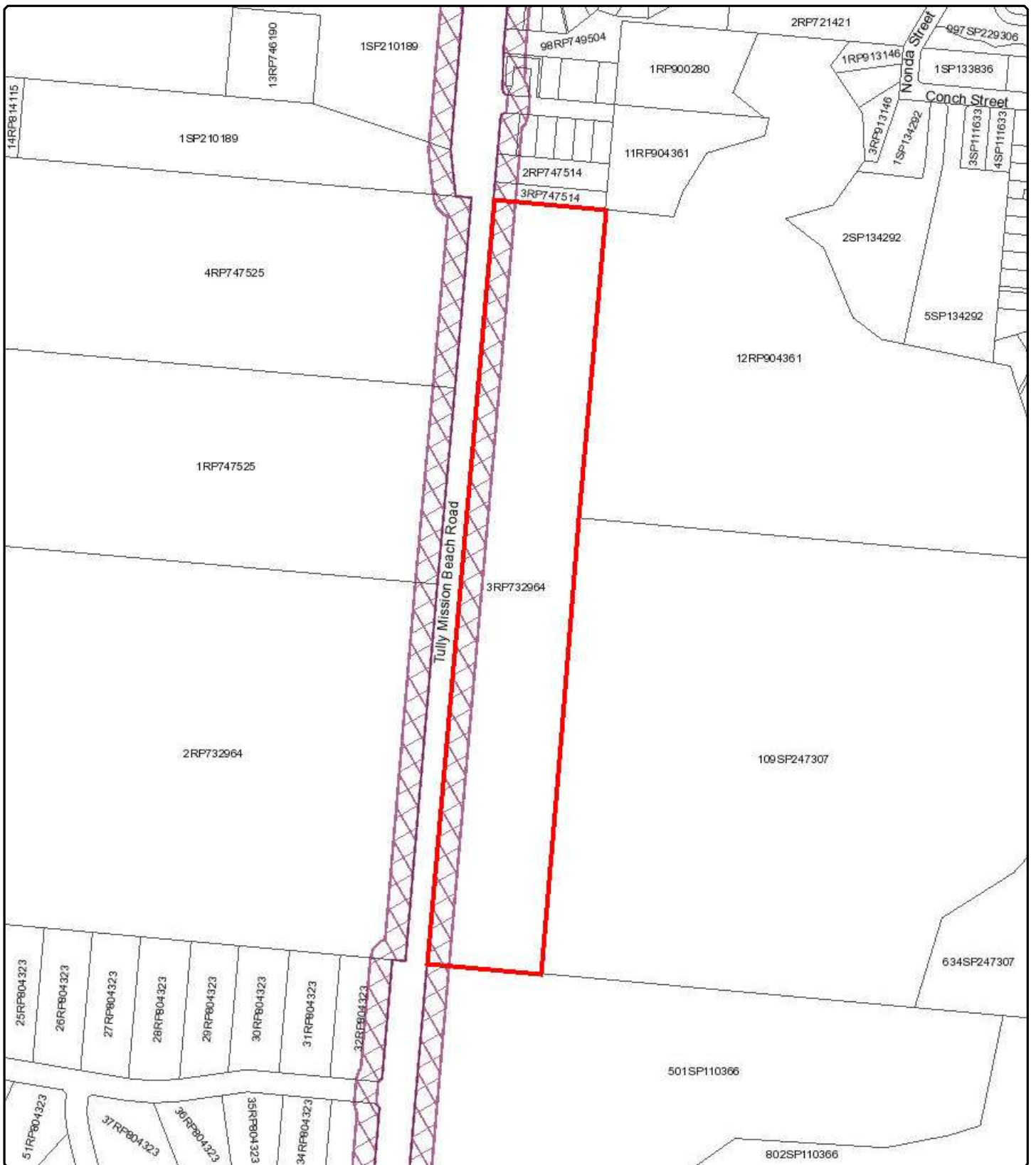


Coastal area - medium storm tide inundation area



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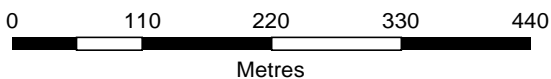
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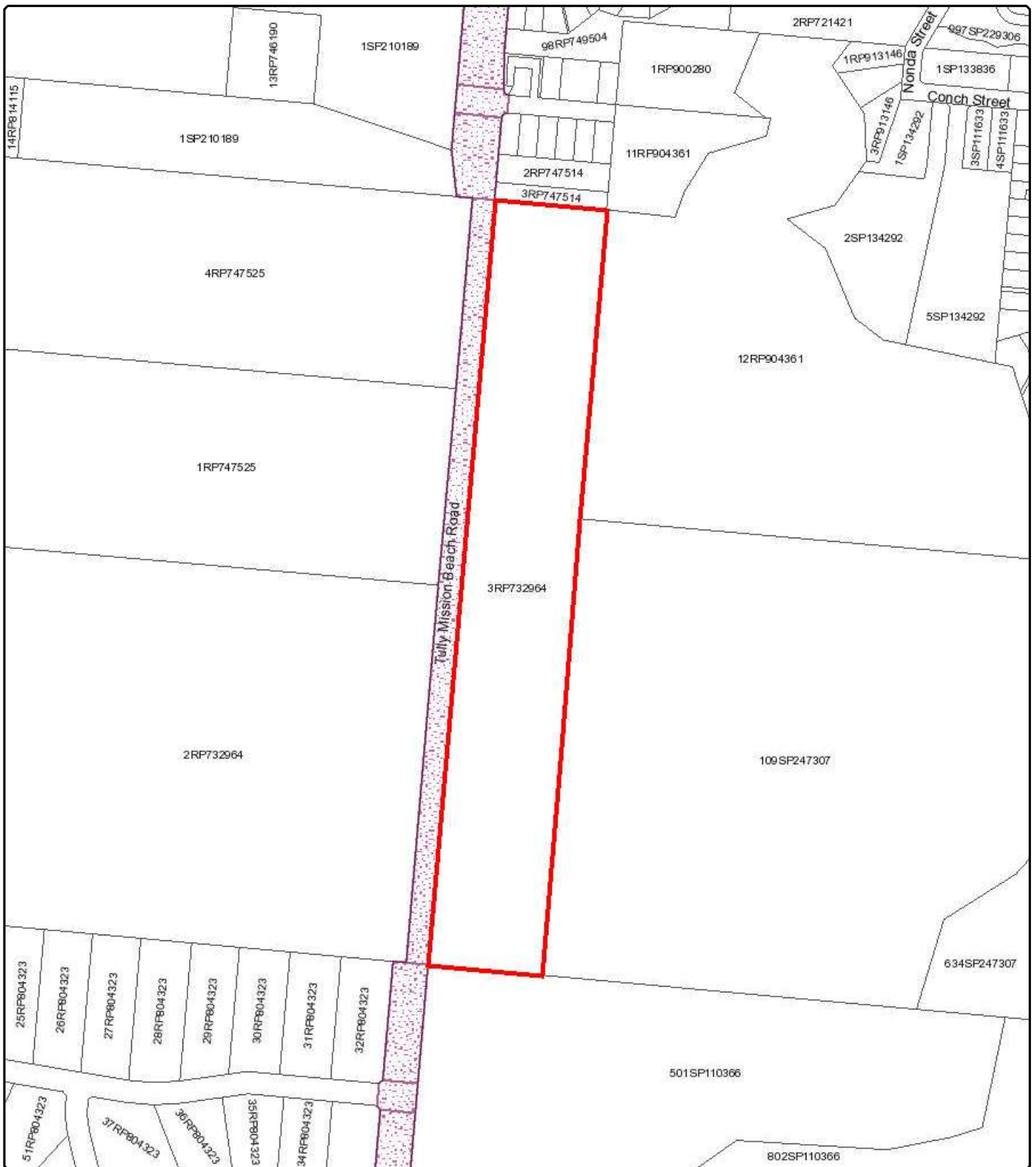
Area within 25m of a State-controlled road



Area within 25m of a State-controlled road



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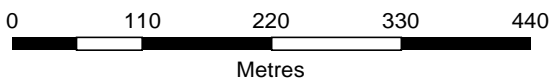
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Legend

State-controlled road

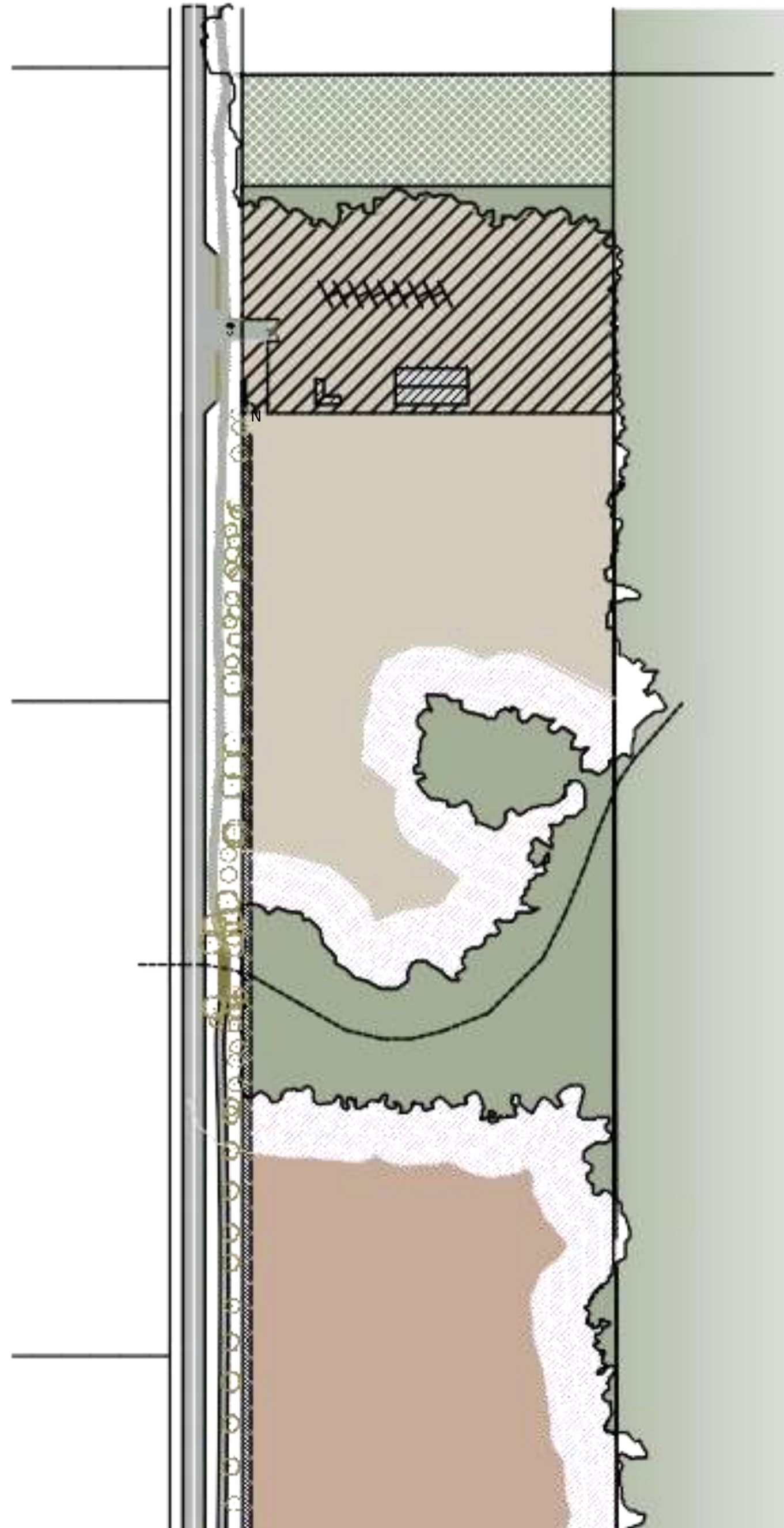


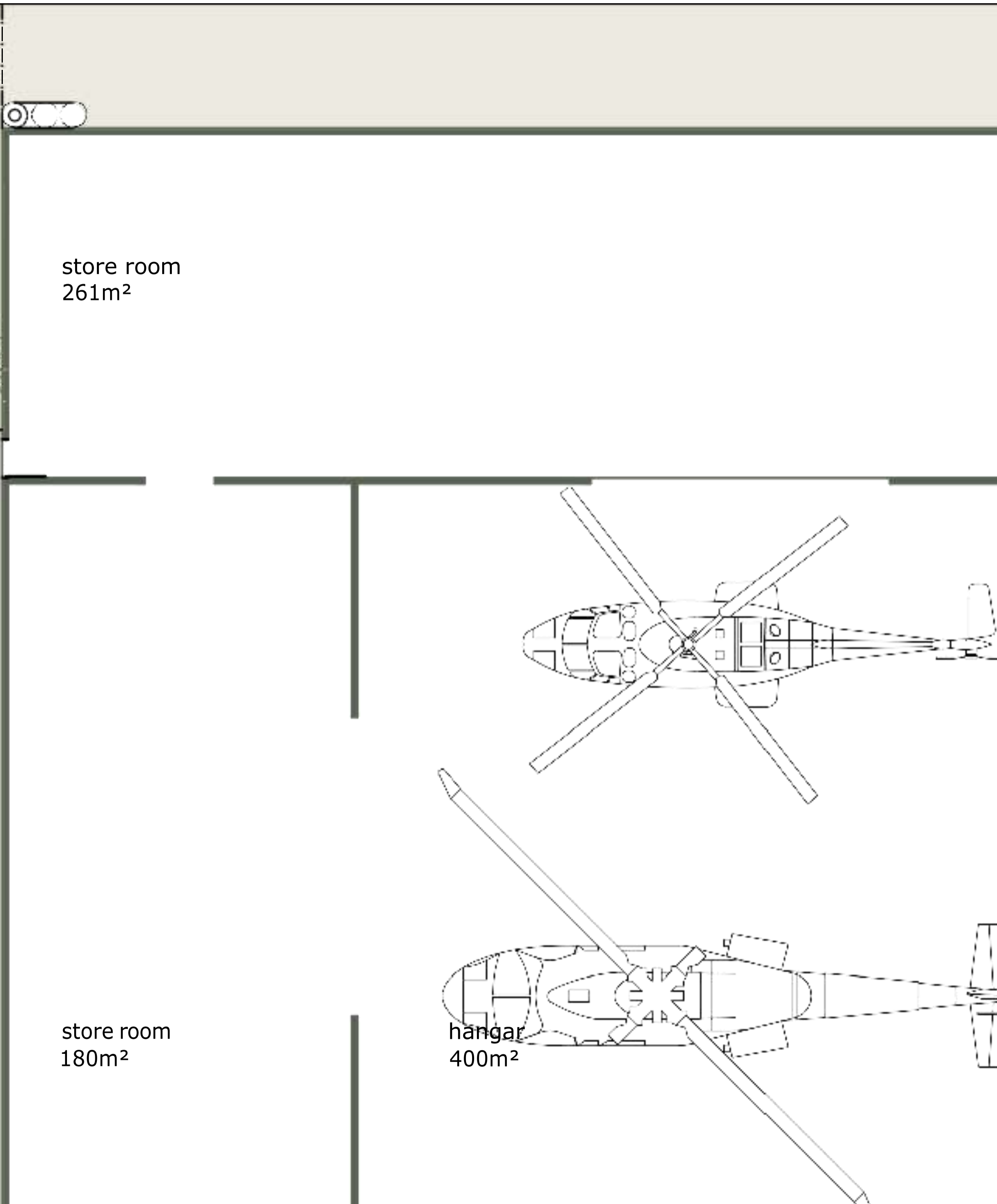
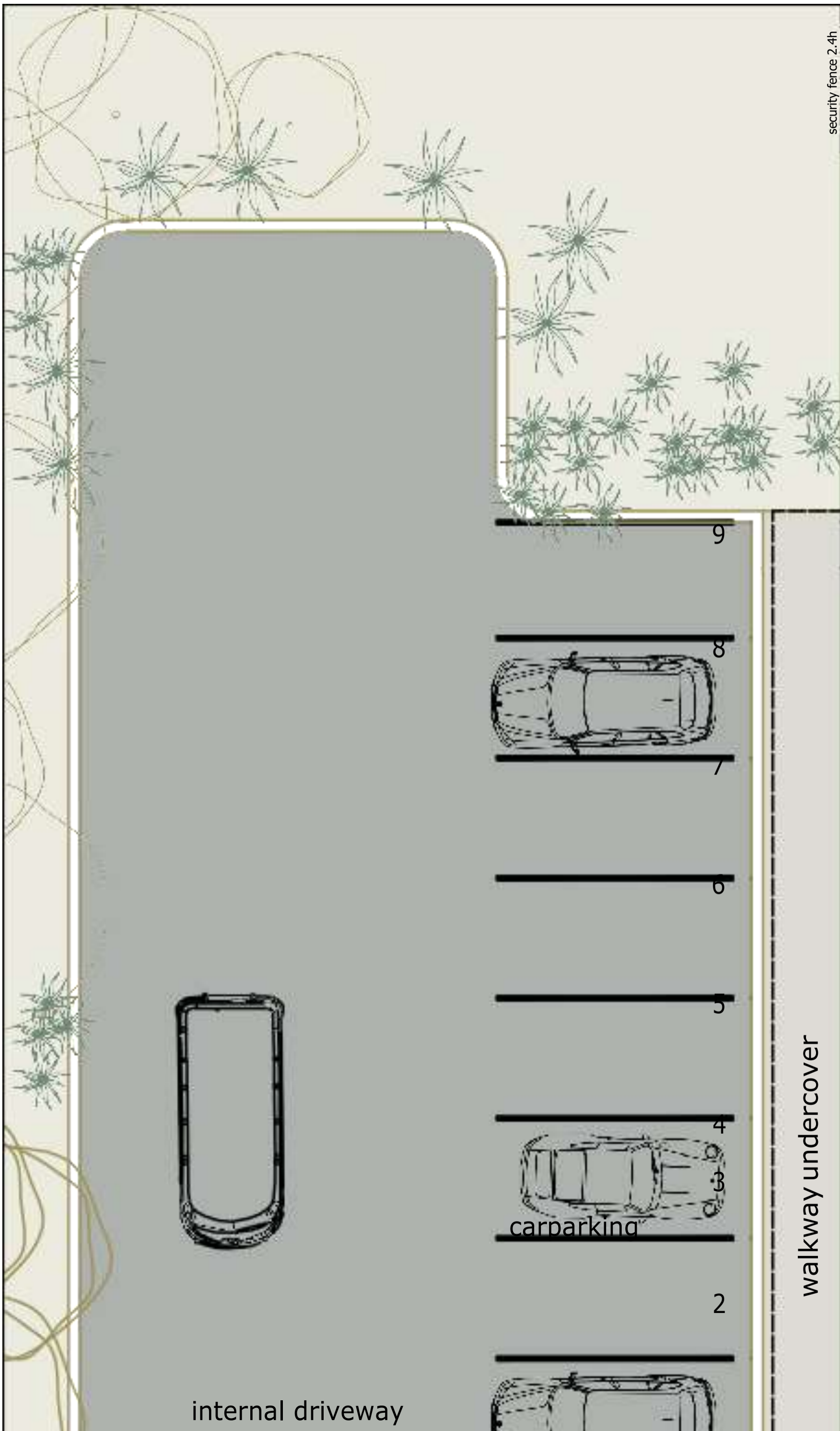
State-controlled road

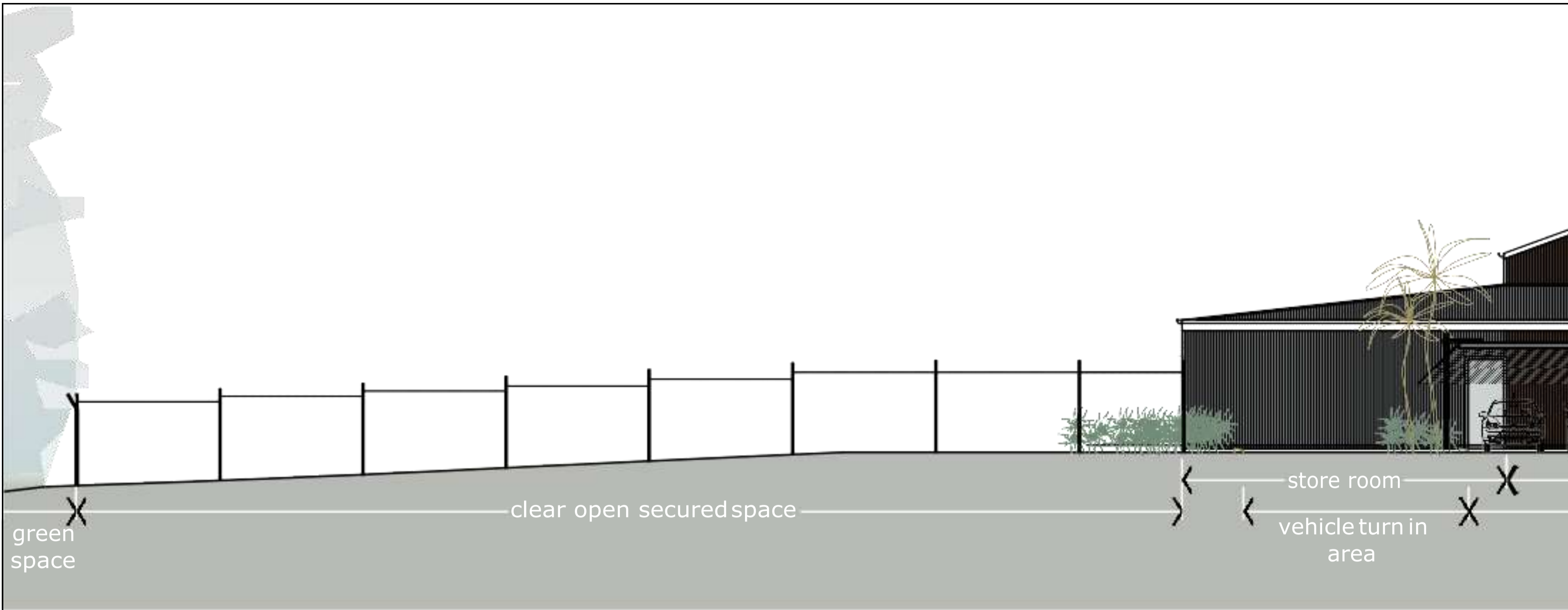


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03 west elevation (tully mission beach road) - air serveces
Scale: 1:100



19 February 2020

Crofam Pty Ltd
C/- Gilvear Planning
PO Box 228
Babinda QLD 4861

Attention: Josh Maunder
via email josh@gilvearplanning.com.au

Dear Josh,

**2224 TULLY MISSION BEACH ROAD, MISSION BEACH (LOT 3 ON RP732964)
DEVELOPMENT TRAFFIC IMPACT ASSESSMENT ENGINEERING REPORT**

This report has been prepared to provide supporting information in relation to traffic implications for the proposed development for an air services facility (helipad), located at 2224 Tully Mission Beach Road, Mission Beach.

It is understood that this Letter Report will form part of a development application submitted by Gilvear Planning.

1.0 GENERAL OVERVIEW AND BACKGROUND

The site referred to as Lot 3 on RP732964, is situated on Tully Mission Beach Road, Mission Beach. The land parcel is bound by Tully Mission Beach Road to the west and adjoins vacant land to the north south and east.

Lot 3 on RP732964 is 11.16 hectares in area. Over 90% (area) of the site is currently vacant land. The remaining area is improved with a landscaping raw materials facility located at the northern end of the land parcel.

The proposed development seeks to develop 0.25 hectares of the vacant land, 300m south of the raw materials into an air services facility (helipad).

The location and layout of the proposed development is shown on the development concept plans enclosed (Appendix A).

Further details of the site are provided in the Planning Report by Gilvear Planning Pty Ltd.

2.0 ACCESS LOCATION

The land parcel has road frontage to the Tully Mission Beach Road, which is a state-controlled road (TMR reference 8208).

It is proposed that access to the development will be directly from Tully Mission Beach Road.

From development pre-lodgement meeting records it is understood that Transport and Main Roads (TMR) Officers have indicated support for an additional (to existing) access to Tully Mission Beach Road for the site.

The proposed access location is near situated approximately 21.9km north of the Bruce Highway (8208 gazettal chainage 21.9km) and 0.9km south of the El Arish Mission Beach Road intersection.

Site survey provided by the developer indicates lane widths on Tully Mission Beach Road are 3.3m and the total carriage way width is 7.5m. The longitudinal gradient is 0.75% falling south to north (in gazettal direction).

The signposted speed is 80km/hr.

The proposed access location is shown in Figure 1.

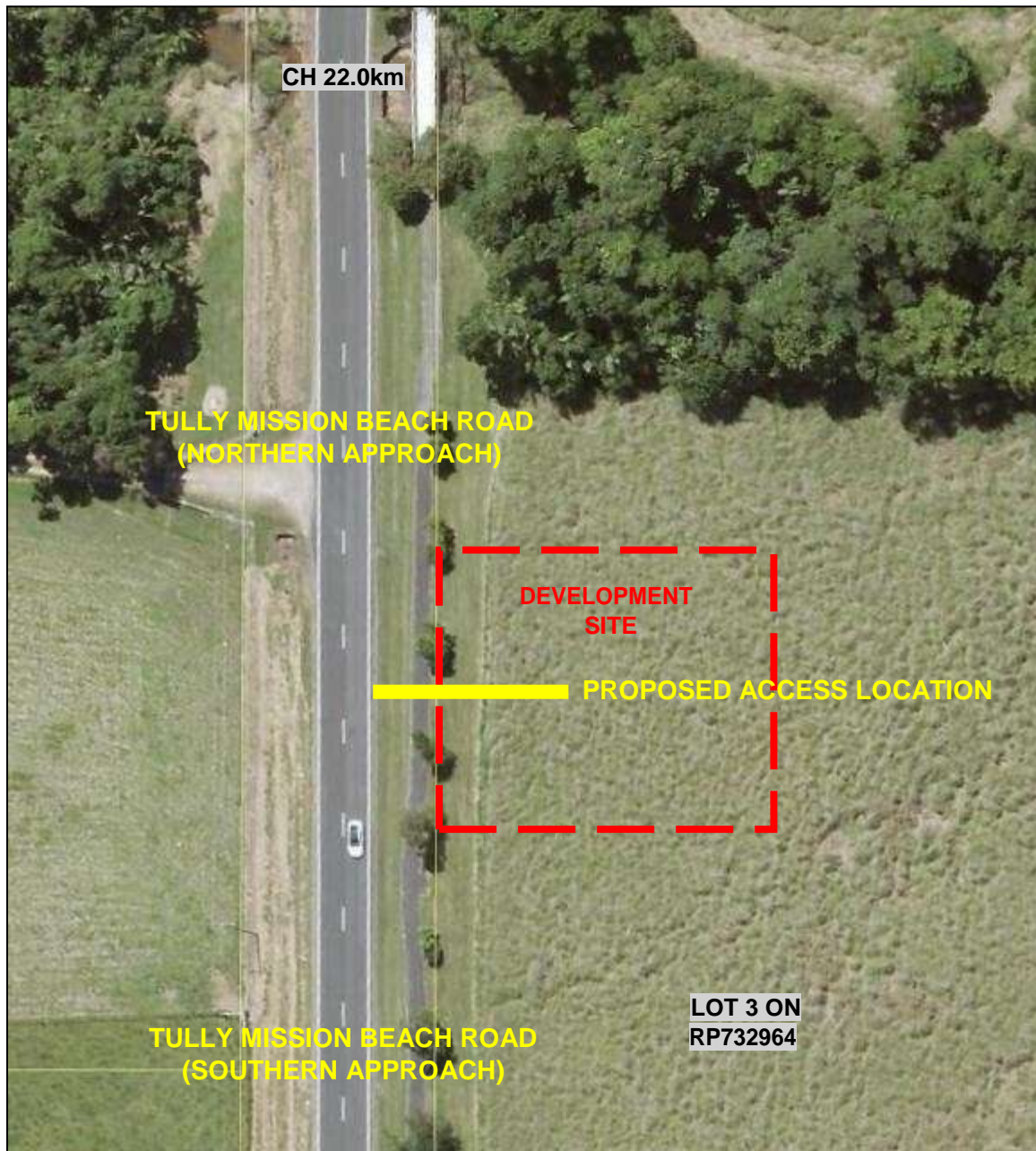


Figure 1 – Proposed Access Location

3.0 TRAFFIC GENERATED BY DEVELOPMENT

The proposed development is for an air services facility (helipad). In the absence of available traffic generation rates for this type of development, advice from the developer on anticipated patronage has been adopted to calculate traffic generation rates.

The developer anticipates that the development will yield a maximum of 20 patrons per day. It is anticipated that patrons will arrive via passenger cars (2 persons per car assumed).

2 employees are also expected.

The operator has advised that the development will operate between the hours of 8am and 6pm, 7 days per week.

The assessed traffic generated by the development based on the above input assumptions is shown in Table 1.

Table 1 – Traffic Generated by Development

	Vehicle Type	Peak Hour Trips (Arrival + Departure)	Notes
Patrons	Car (5.2m) ¹	2	20 trips per day (10 vehs in/10 out) Assumed even distribution of traffic over 10hr operating day (8am to 6:00pm)
Employees	Car (5.2m) ¹	4	8 trips per day (4 veh in/4 out) Assumed all employees arrive/depart during peak hour period
Service	Service (8.8m) ¹	2	2 trips per day (1 veh in/1 out) Assumed service vehicle arrives and departs during peak hour period
TOTAL		8	

Notes

¹ Austroads Vehicle Classification

Traffic Generation Calculations are included in Appendix C.

The operator has advised that the development will provide auxiliary support to search and rescue events. The nature of this part of the operation is random and may occur after normal operating hours (i.e. 6pm to 8am). Should this activity occur outside of the normal operating hours, the traffic generated (1 veh in/1 out) will be less than the peak hour volumes above and will not coincide with peak through traffic movements.

for the purpose of assessing a worst-case scenario, the initial assumption is that the peak hour period for the development traffic will coincide with the weekday AM and PM and weekend peak period for the local road network.

4.0 TURN TREATMENT WARRANTS

The traffic generated by the development has been assessed with regard to the warrants for turn treatments recommended by Austroads Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections)

Traffic movement survey data for Tully Mission Beach Road was provided by Transport and Main Road Officers. It is understood that the data is the most recent available and is suitable for use in this traffic assessment. The Annual Average Daily Traffic (AADT) for this segment of the Tully Mission Beach Road is summarised in Table 2.

Table 2 – AADT for Road Segment 21.45km to 23.03km on 8202)

All Vehicles (2018)	4,380
Gazettal Direction	2,205
Against Gazettal Direction	2,176

A copy of the traffic survey data received is attached as Appendix B.

With reference to the calculation of development traffic demands in Table 1 and Tully Mission Beach Road through movements (Table 2), the assessed peak hour traffic movements are shown below.

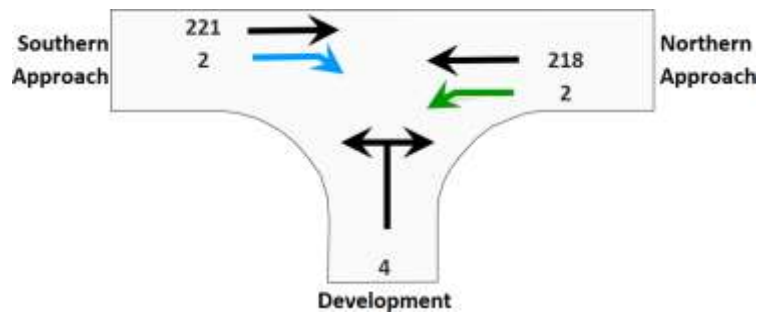


Figure 3 – Peak Hour Turn Volumes (Veh/hr)

The following assumptions have been made to generate peak hour traffic movements:

- The peak hour period for the development traffic coincides with the Tully Mission Beach Road peak hour period;
- Distribution of traffic to and from the greater road network is split 50/50(%) between north and south; and
- In the absence of peak hour traffic counts for the Tully Mission Beach Road, it has been assumed the peak hour volume is 10% of the AADT as recommended by Austroads for urban situations (Section 4.8 Austroads Guide to Road Design, Part 4A: Unsignalised and Signalised).

As a check, existing traffic volumes were surveyed for a 15min period between 9:00am and 9:15am on a Monday. The total vehicles counted during the 15 min period equated to an hourly volume of 372 vehicles. Therefore, is considered the assumption that the peak hour volume is 10% AADT (438 vehicles) is appropriate to adopt for a turn warrant assessment.

The turn warrants for the above peak hour traffic movements (Figure 3) are provided in Figure 4.

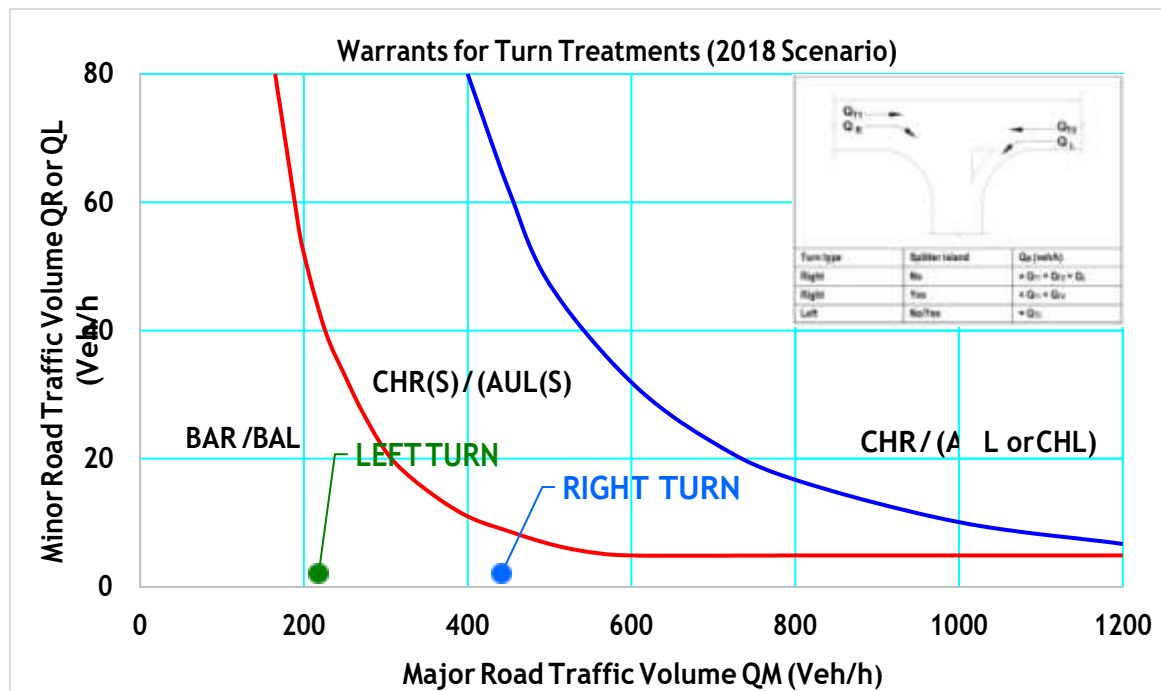


Figure 4 – Turn Treatment Warrants

Notes: Figure 4.9 Austroads Guide to Road Design - Part 4A Unsignalised and Signalised Intersections (Design Speed <100 km/hr)

The assessment indicates that the lowest form of intersection is required, and the turning traffic is relatively insignificant in terms of triggering upgrade to the CHR / AUL treatment.

The Austroads minimum turn treatment warrants are for a Basic Right Turn (BAR) and Basic Left Turn (BAL) treatments minimum required for all assessments.

It is recommended that the following turn treatments are provided:

- New basic right turn to allow northbound through vehicles to pass around to the left of turning vehicles;
- New basic left turn to assist turning vehicles to move further off the through carriageway making it easier for south through vehicles to pass.

A concept drawing of the proposed intersection arrangement is shown on Sketch 1376-002 in Appendix D.

The final arrangement and sizing of the proposed intersection will be confirmed with detailed engineering design for an operational works application.

The provided traffic survey data indicates the growth for Tully Mission Beach Road has been 1.88% over the last 5 years.

Adopting a growth factor of 2.0% and a horizon of 20 years (2040), the recommended turn treatments (BAR/BAL) do not change. That is, CHR/AUL turn treatment are not warranted for the 2040 through movements.

Calculations for the year 2040 traffic volume and assessment of turn warrants enclosed as Appendix C.

5.0 SIGHT DISTANCE

The proposed access intersects the Tully Mission Beach Road on a straight section of Road. At the access location, the longitudinal gradient (of Tully Mission Beach Road) is quite flat, less than 1%.

There are no significant changes in vertical grade through the intersection (i.e. crests/sags). Detail survey indicates there is a crest 385m to the south and a sag 80m to the north (creek crossing).

Using detail survey of the road corridor provided by the developer, an assessment of the available sight distance against the Austroads design guidelines has been undertaken (Table 3.2, Guide to Road Design Part 4A: Unsignalised and Signalised Intersection).

The sight distance assessment is shown on Sketch No. 1376-001 in Appendix E.

The sight distance for the approach achieves the safe intersection stopping site distance (SISID) of 181m recommended by Austroads when a 'comfortable' reaction time of 2.5 seconds is adopted, and the approach road grade is considered.

Removal of vegetation in the road reserve is required to achieve the Austroads recommended SISD for the northern approach. The location of vegetation removal required is shown on Sketch No. 1376-001 in Appendix E

Site observations of the available sight distance are shown in Table 3.

Table 3 – Sight Distance From access location



Notes: Photo taken from a 2013 Toyota Hilux Dual Cab which is classified as an Austroads/AS2890 B99 Vehicle

6.0 OTHER INTERSECTION CONSIDERATIONS

The following aspects of the intersection with regards to the proposed development have also been considered.

Pavement

The impact on the Tully Mission Beach Road pavement as a result of the proposed development is considered to be insignificant, due to the traffic volumes associated with the development (30 vehicles daily) relative to Tully Mission Beach Road traffic (4380 vehicles daily). That is the proposed development represents a very small percentage of traffic currently using the Tully Mission Beach Road. On this basis no pavement impact assessment of existing pavements is required.

New pavements for construction of the recommended turn treatments will need to be designed in accordance with the Austroads Pavement Design Manual.

Safety

No serious or fatal vehicle crash incidents have been recorded (at the proposed access location) in the Queensland Government Road Crash Database (<https://data.qld.gov.au>) for the period 1 January 2001 to 31 December 2018.

It is noted that numerous access driveways intersect this section of Tully Mission Beach Road and function without any known issues. These accesses have operated during this period, suggesting no inherent safety issues.

The turn treatment upgrade works recommended above will be designed as per the current safety standards.

The proposed development operation is during the day. Should night traffic be generated (for the search and rescue activity) this will be an isolated event or will not coincide with the peak through movements. It is expected street lighting is not warranted to address an isolated non-core activity event.

Environmental

As mentioned above, the proposed development may generate isolated night traffic. Notwithstanding this, the existing (rural) residential properties opposite the access point are setback 300m from Tully Mission Beach Road and therefore would not be affected by headlight glare.

The adjacent rural land uses are not considered sensitive to the noise by traffic during the day.

Other

It is noted that an existing driveway (to Lot 1 on RP747525) is relatively close to the proposed development access location on the opposite side of the road. Refer Figure 1.

The occurrence of vehicle movement between the existing driveway and development access are considered rare.

It is considered that the intersection is similar to the Rural Right-Left Staggered T arrangement shown in Austroads Figure 7.8, Guide to Road Design – Part 4A: Unsignalized and Signalised Intersections.

Detail survey of the road corridor indicates that distance between the two legs is 27m.

The Austroads Design Guidelines indicate the recommended stagger distance for a low turning volume two-lane rural road is 15m to 30m.

It is considered that the proposed development access will not impede the safety and function of the existing driveway on the basis of the leg stagger distance (27m) and very low turning volumes from both the development and existing rural residential property.

7.0 SUMMARY AND CONCLUSIONS.

Based on the available information and engineering assessment noted herein, the following conclusions can be drawn from this Traffic Impact Assessment:

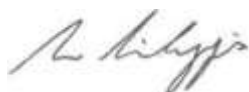
- The proposed development will likely generate an additional 14 light vehicles and 1 heavy vehicles in and same number out per day;
- To accommodate the vehicles generated by the development the following Tully Mission Beach Road Upgrades are proposed;
 - New basic right turn to allow northbound through vehicles to pass around to the left of turning vehicles;
 - New basic left turn to assist turning vehicles to move further off the through carriageway making it easier for south through vehicles to pass.
- The turn treatments recommended remain unchanged for 20-years of traffic growth, adopting a conservative growth rate;
- It is a reasonable prospect that the peak development traffic will not coincide with the Tully Mission Beach Road peak and therefore the impact (identified in this report) is further reduced.
- The sight distance achieved for the southern approach achieves the that recommended by Austroads.
- Sight distance (in accordance with the Austroads recommendations) for the northern approach can be achieved with removal of vegetation in the road reserve.
- The proposed access location represents a low risk in terms of safety and function on the basis of the road geometry (no significant horizontal and vertical changes) and low turn volumes (2 per hour).

It is concluded that the increased traffic movements from the proposed development can be addressed with mitigation measures (i.e. turn treatments) such that the function, safety and efficiency of Tully Mission Beach Road is not compromised.

It is recommended that Transport and Main Road therefore approve the Development Application for the proposed air services facility (helipad) with standard conditions attached to the approval.

Yours sincerely

TRINITY ENGINEERING AND CONSULTING

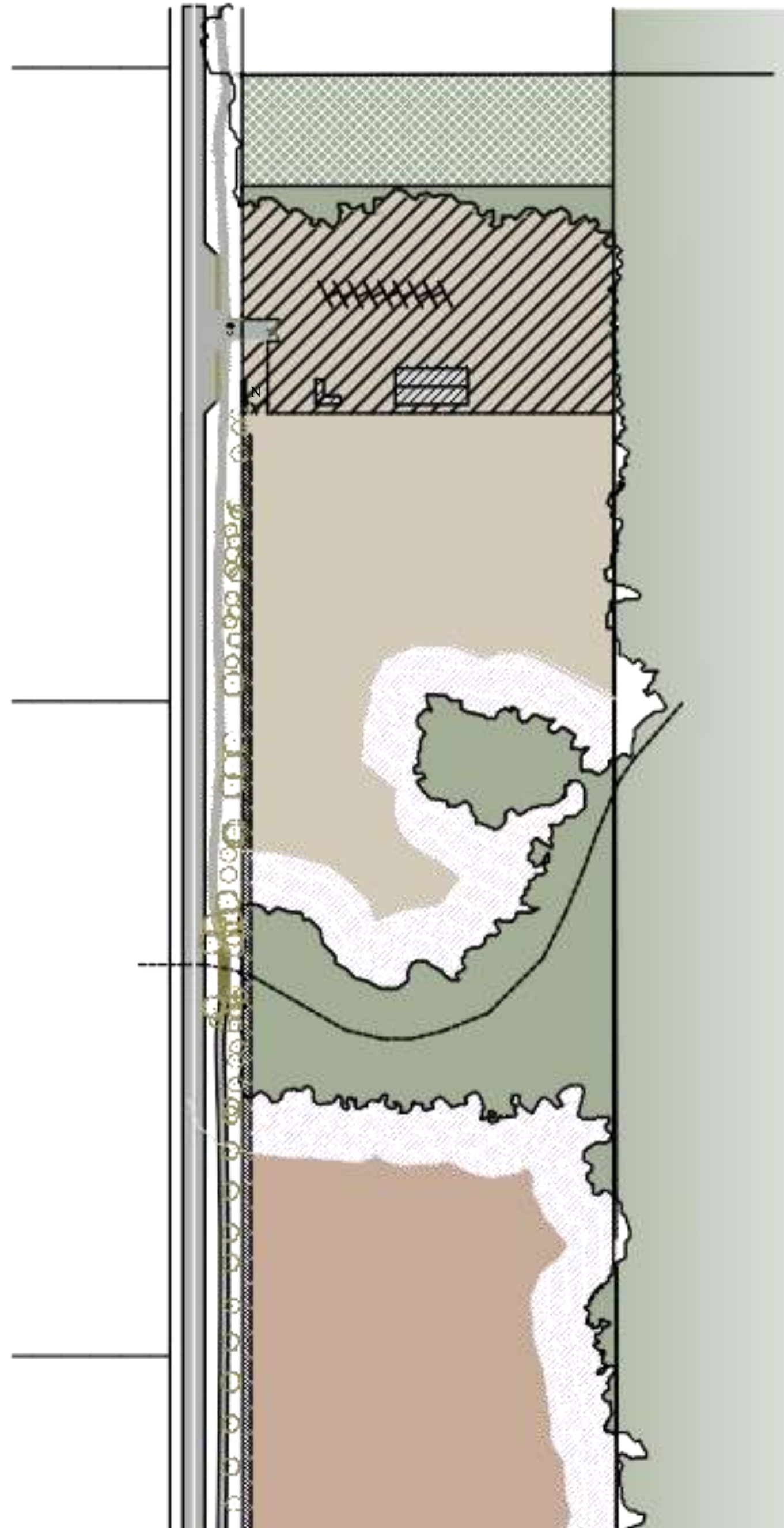


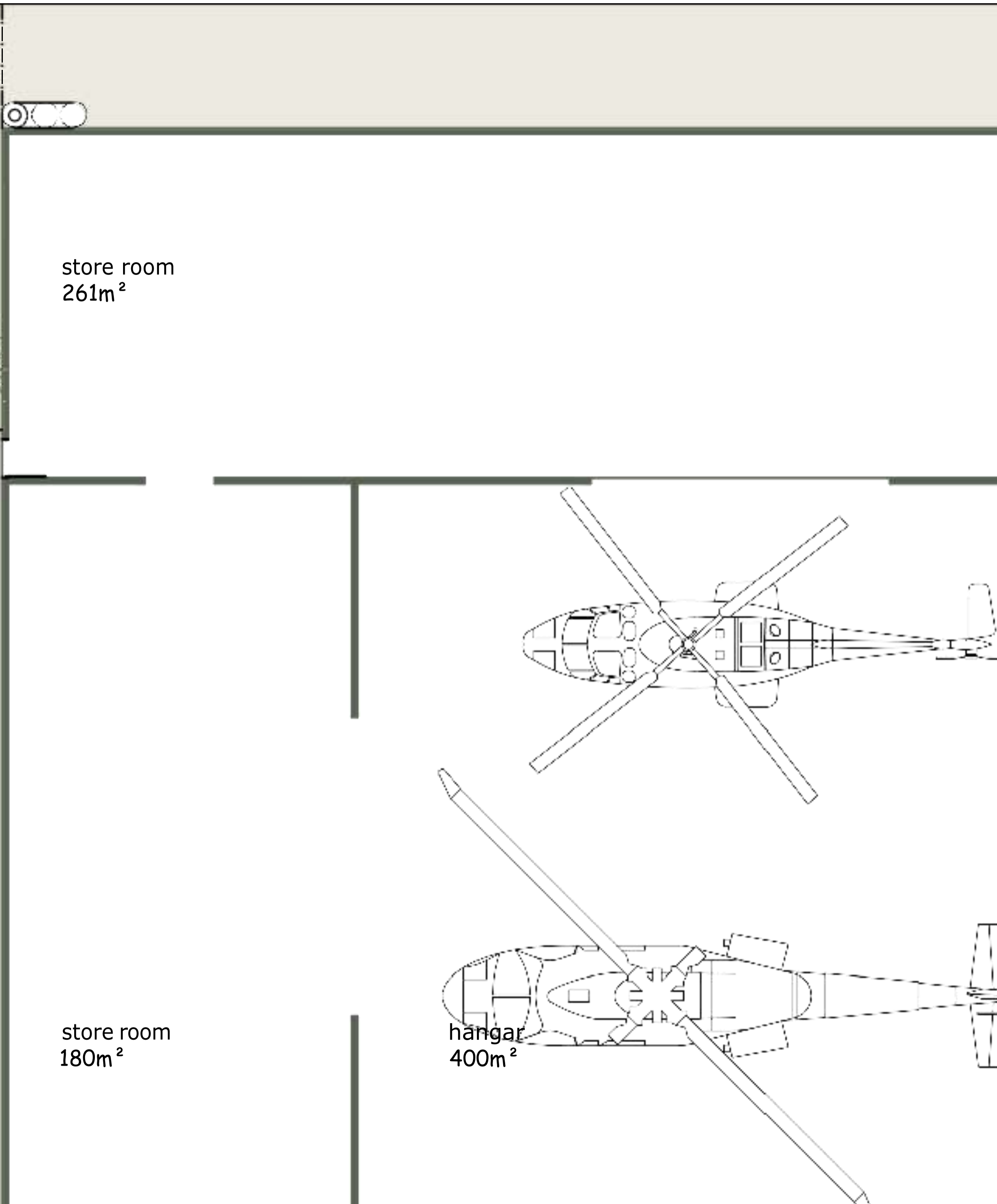
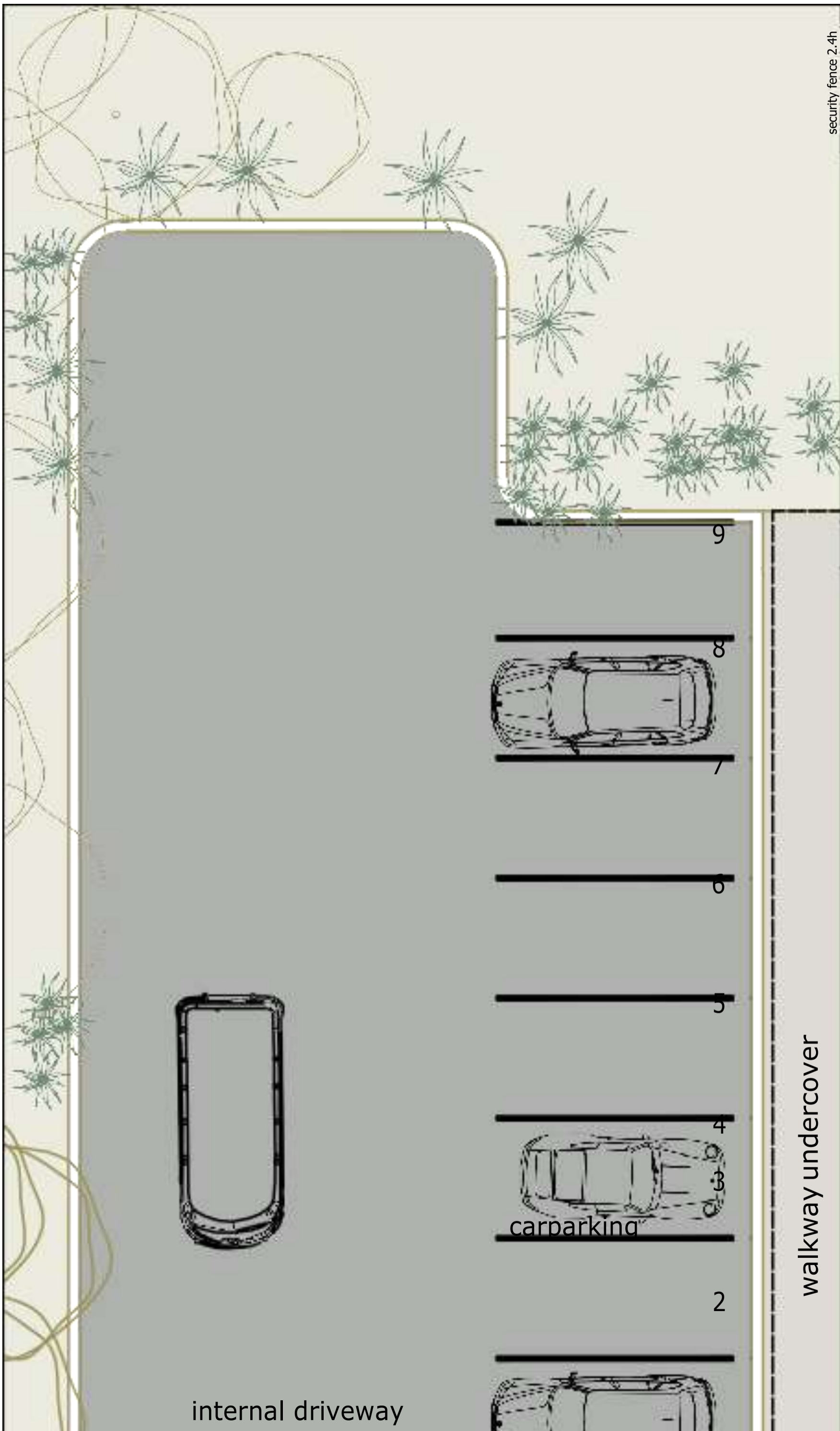
Matt Di Maggio
Senior Civil Engineer

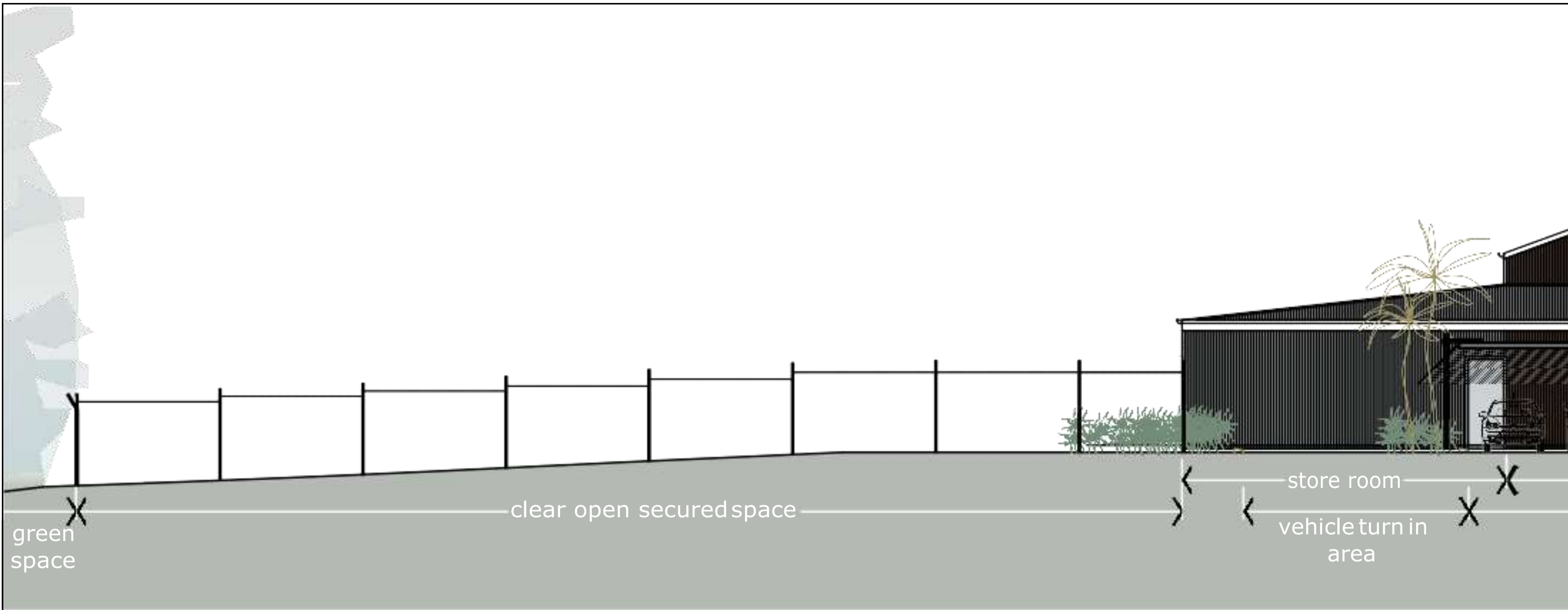
- Encl:
- Appendix A – Artek Building Design Plans
 - Appendix B – Traffic Survey Data provided by TMR
 - Appendix C – Calculations
 - Appendix D – Proposed Intersection Arrangement Concept Drawing
 - Appendix E – Sight Distance Assessment

APPENDIX A

Artek Building Design Plans







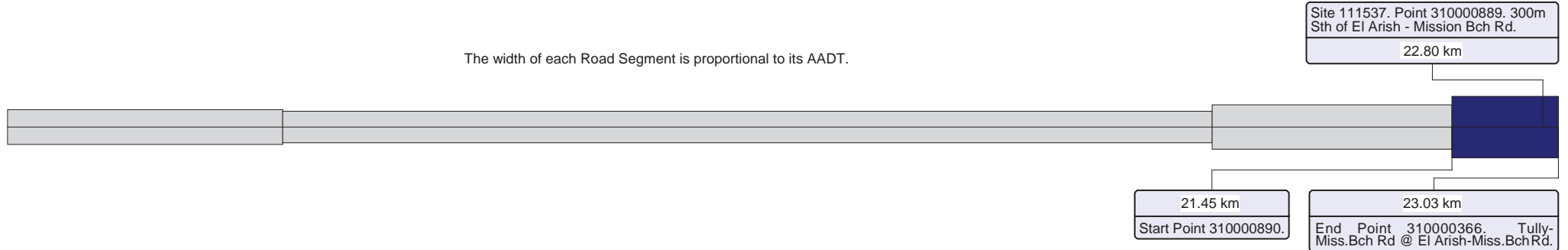
03 west elevation (tully mission beach road) - air serveces
Scale: 1:100



APPENDIX B

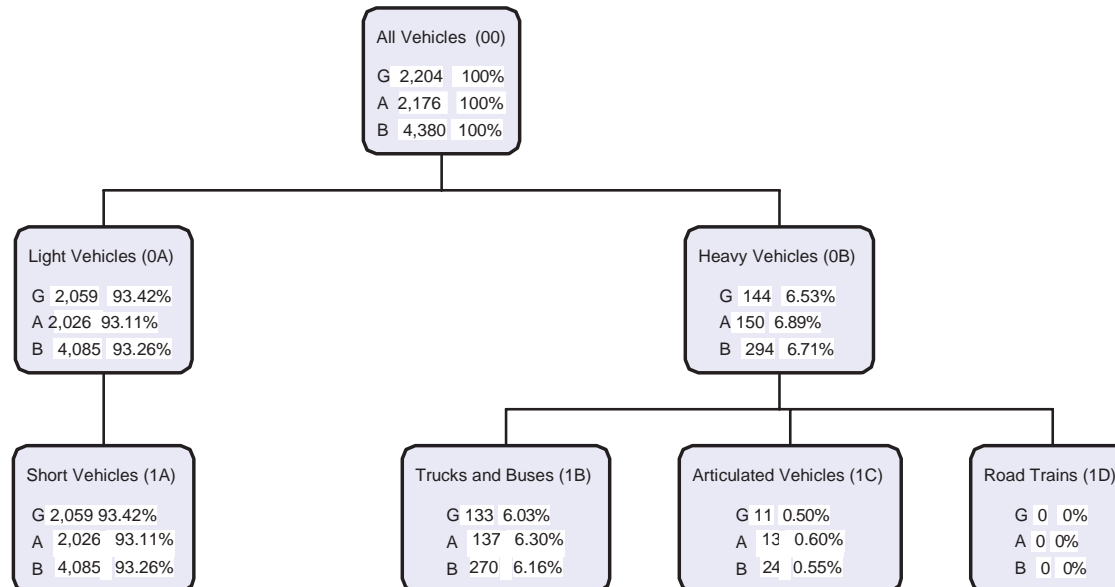
Traffic Survey Data provided by TMR

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	4.21%	1.88%	
A	0.23%	1.82%	
B	2.19%	1.85%	



APPENDIX C

Calculations

TRAFFIC GENERATION CALCULATIONS

	Vehicle Type	No. Persons Expected	Persons per Vehicle	Daily Trips	Peak Hour Trips (Arrival + Departure)	Peak Hour Period	Notes
Patrons	5.2m Car	20	2	20	2	Weekday AM/PM & Weekends	20 trips per day (10 vehs in/10 out) Assumed even distribution of traffic over 10hr operating day (8am to 6:00pm)
Employees	5.2m Car	4	1	8	4	Weekday AM/PM & Weekends	8 trips per day (4 veh in/4 out) Assumed all employees arrive/depart during peak hour period
Service	8.8m Service	1	1	2	2	Weekday AM/PM & Weekends	2 trips per day (1 veh in/1 out) Assumed service vehicle arrives and departs during peak hour period
			TOTAL	30	8		

2018 Peak Hour Scenario

Tully - Mission Beach Road Traffic

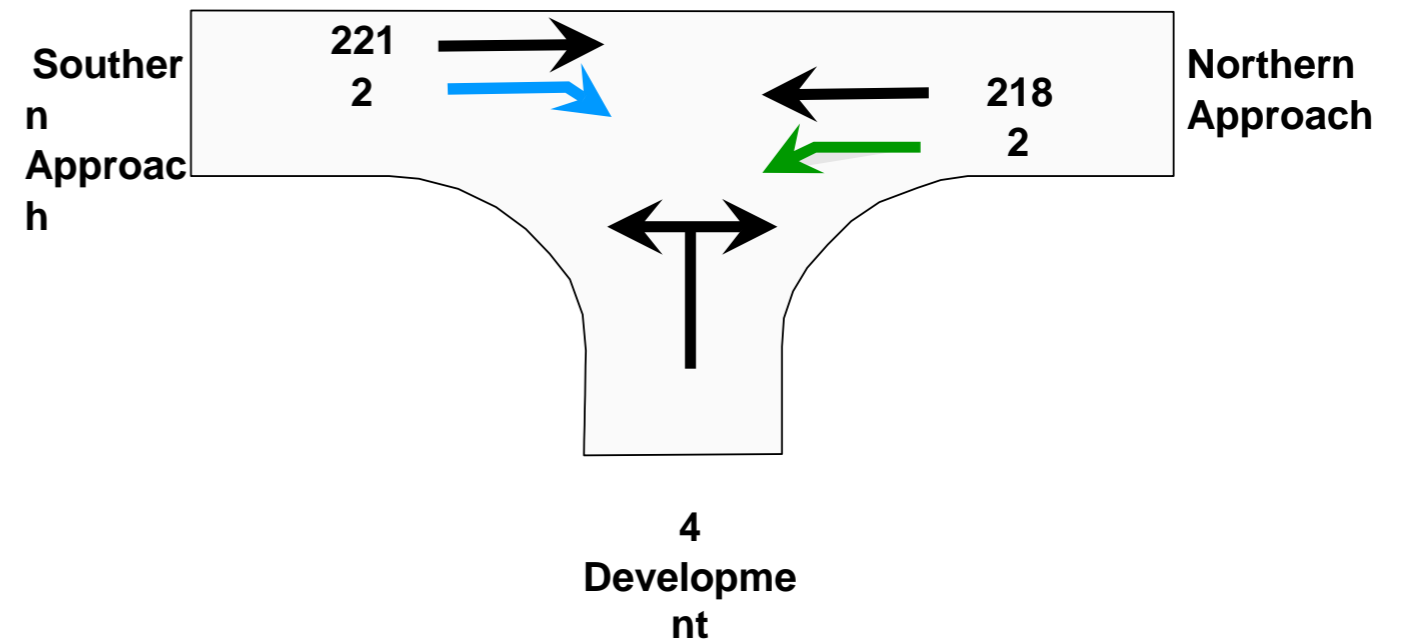
	2018		
	Average Daily veh/day	Assumed Peak % of AADT	Peak Hour veh/hr
AADT	4380	10%	438
South Approach	2204	10%	221
North Approach	2176	10%	218

Notes:
 : AADT from TMR Traffic Survey
 : Austroad recommended peak hour desing volumem equals 8% to 10% for urban situations (where surveyed percentages are unavailable) Annual Segement Growth 1.82 - 1.88% based on 5 years data (TMR Traffic Survey)

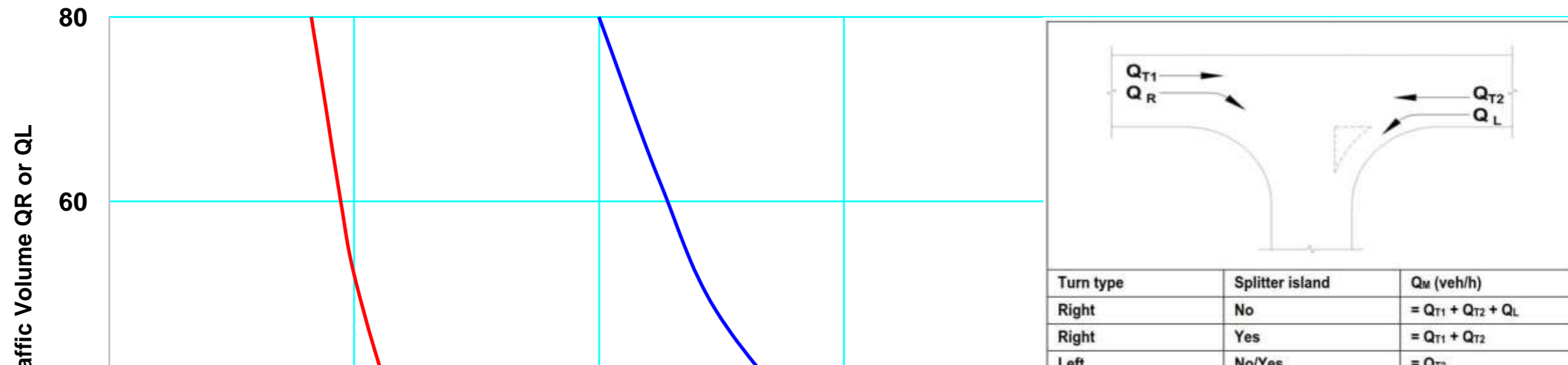
Development

Turn type	QR (veh/hr)	QL (veh/hr)	QM (veh/hr)
Right In	2		441
Left In		2	218

Notes:
 : 100% of Helipad Trips
 : Assumed 50% of development peak hour trips are arrival and 50% depatures Asummed trips generated by development 50-50% split between north and south



Warrants for Turn Treatments (2018)



2040 Peak Hour Scenario

Tully - Mission Beach Road Traffic

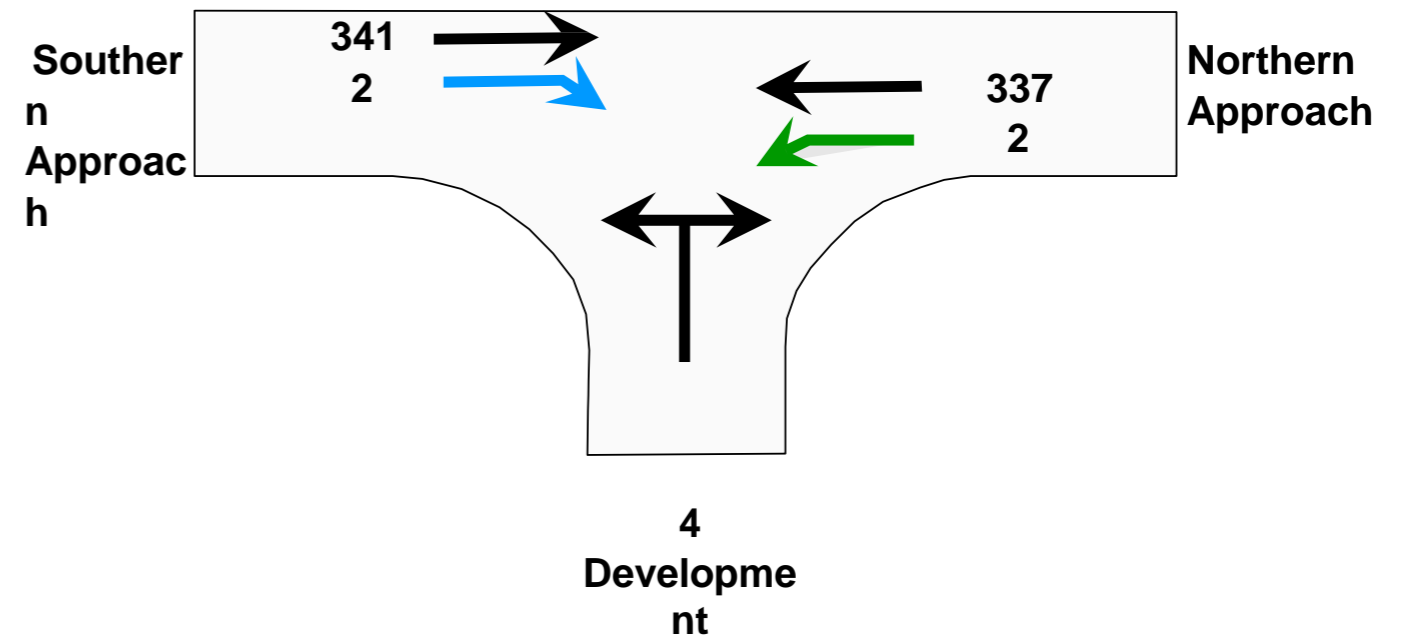
	2018			2040			
	Average Daily veh/day	Assumed Peak % of AADT	Peak Hour veh/hr	Annual Growth	Average Daily veh/day	Assumed Peak % of AADT	Peak Hour veh/hr
AADT	4380	10%	438	2%	6772	10%	678
South Approach	2204	10%	221	2%	3408	10%	341
North Approach	2176	10%	218	2%	3365	10%	337

Notes:
 : AADT from TMR Traffic Survey
 : Austroad recommended peak hour desing volumemen equals 8% to 10% for urban situations (where surveyed percentages are unavailable) Annual Segement Growth 1.82 - 1.88% based on 5 years data (TMR Traffic Survey)

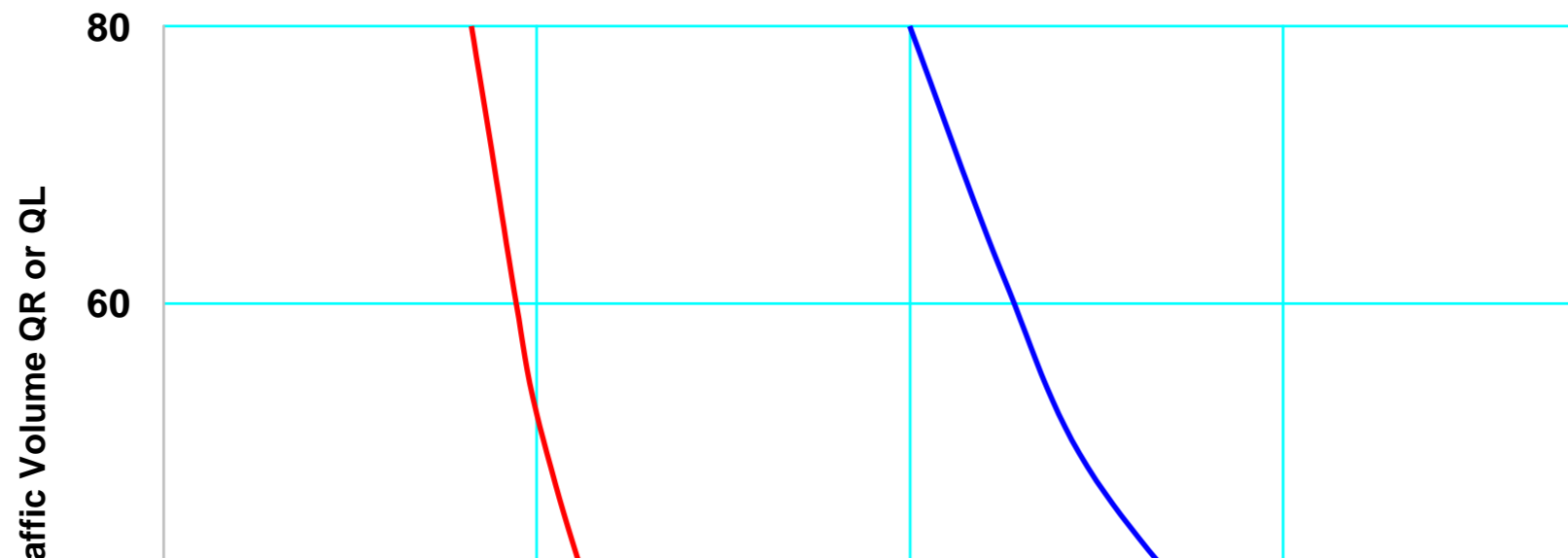
Development

Turn type	QR (veh/hr)	QL (veh/hr)	QM (veh/hr)
Right In	2		680
Left In		2	337

Notes:
 : 100% of Helipad Trips
 : Assumed 50% of development peak hour trips are arrival and 50% depatures Asummed trips generated by development 50-50% split between north and south



Warrants for Turn Treatments (2040)

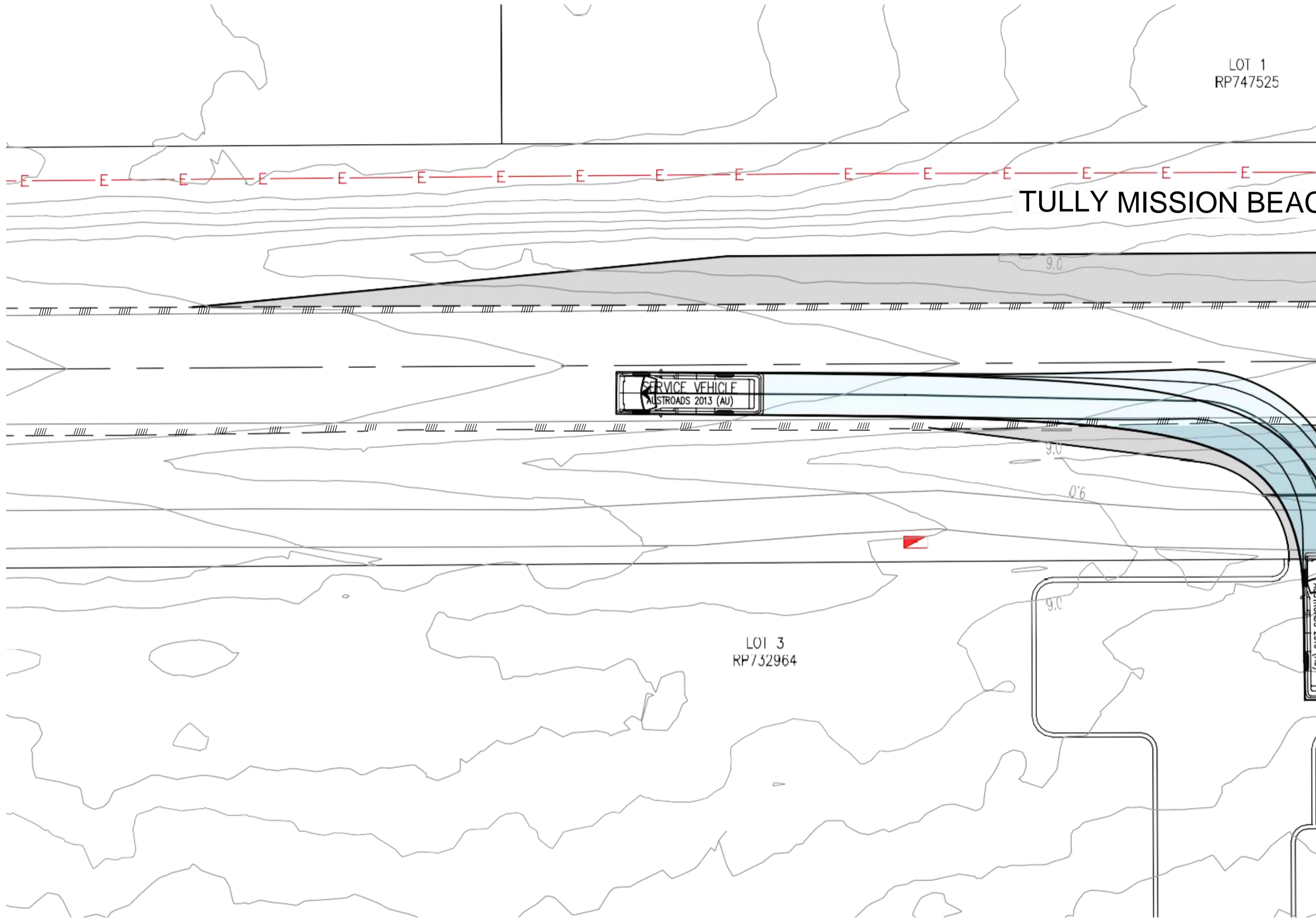


Turn type	Splitter island	QM (veh/h)
Right	No	= $Q_{T1} + Q_{T2} + Q_L$
Right	Yes	= $Q_{T1} + Q_{T2}$
Left	No/Yes	= Q_{T2}

APPENDIX D

Proposed Intersection Arrangement Concept Drawing

LOT 1
RP747525



TULLY MISSION BEACH

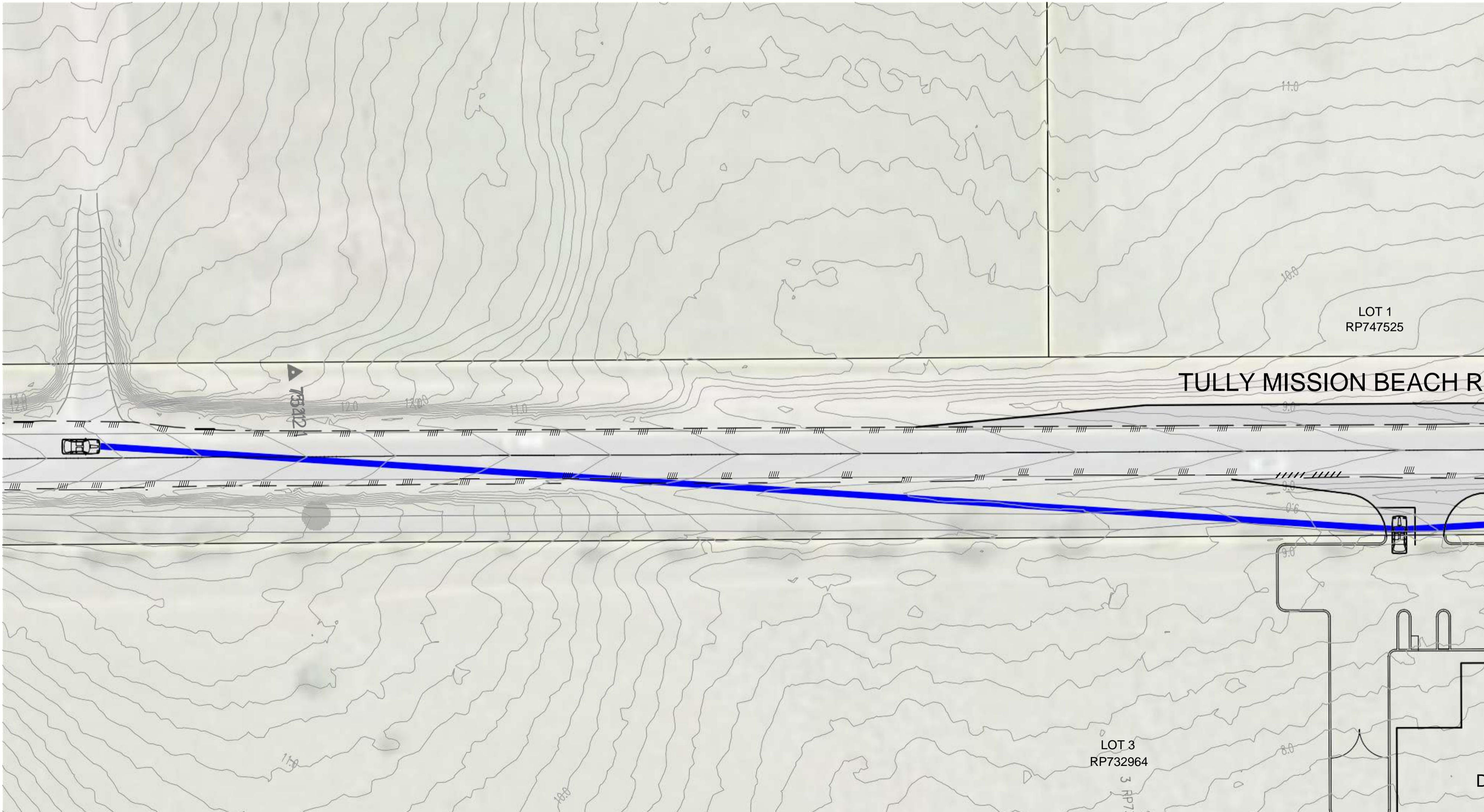
LOT 3
RP732964

SERVICE VEH
SCALE 1:250

LOT 1
RP747525

APPENDIX E

Sight Distance Assessment



LOT 1
RP747525

TULLY MISSION BEACH R

LOT 3
RP732964

3 RP7

6. 2. 4 RURAL ZONE CODE

Table 6.2.4.3—Criteria for Self- assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
PO1 Buildings and other structures do not have a detrimental impact on the amenity of the locality.	AO1.1 Buildings and other structures do not exceed: (a) a maximum height of 9.5 metres; (b) a maximum of 2 storeys.	Complies with AO1.1 The maximum height of the proposed development is 9.0m comprising a single storey building.
	AO1.2 Buildings and other structures are set back at least: (a) 6 metres from the street frontage where fronting a private road; (b) where the lot is 4,000m ² or less in area, 10 metres from the street frontage when fronting a public road; or (c) where the lot is greater than 4,000m ² in area, 20 metres from the street frontage when fronting a public road.	Complies with PO1 The proposed development is setback 24m from the Tully-Mission Beach Road frontage.
	AO1.3 Buildings and other structures are set back at least 10 metres from any side and rear boundaries.	Complies with PO1 The proposed development has a rear setback of 81m and a side setback of 300m to the north and 460m to the south
	AO1.4 Buildings used for residential activities must be located: (a) at least 20 metres from a cane railway line;	Not applicable The proposed development is not for a residential purpose.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	(b) at least 40 metres from a cane railway siding or cane bin loading point.	
	AO1.5 Buildings not used for residential activities must be located: (a) at least 10 metres from a cane railway line; (b) at least 20 metres from a cane railway siding or cane bin loading point.	Not applicable The proposed development is not for a residential purpose.
	AO1.6 Residential activities are designed to incorporate architectural / design elements detailed in Planning Scheme Policy SC6.2 Building design.	Not applicable The proposed development is not for a residential purpose.
PO2 Sensitive land uses are appropriately separated from agricultural activities to minimise adverse impacts such as chemical spray drift, odour, noise, dust, fire, smoke and ash.	AO2.1 Where a sensitive land use, other than a dwelling house, is proposed on land that adjoins or is within 400 metres of an agricultural activity: (a) the sensitive land use must be located at least 300 metres from any agricultural activity, if the land between the activities is cleared, cropped or improved pasture; (b) the sensitive land use must be located at least 40 metres from any agricultural activity, if the land between the activities is vegetated; (c) where the buffer specified in (a) or (b) above is located within the lot containing the sensitive land use, a building	Not applicable. The proposed development is not for a sensitive land use.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	footprint must be nominated that is not located within that buffer.	
PO3 Sensitive land uses are appropriately separated from industrial activities to prevent exposure to industrial air, noise and odour emissions that impact on human health, wellbeing or amenity.	A03.1 A site used for a sensitive land use is not located within 250 metres of a site used for medium impact industry.	Not applicable. The proposed development is not for a sensitive land use.
	A03.2 A site used for a sensitive land use is not located within 500 metres of a site used for high impact industry.	Not applicable. The proposed development is not for a sensitive land use.
	A03.3 A site used for a sensitive land use is not located within 1.5 kilometres of a site used for special industry.	Not applicable. The proposed development is not for a sensitive land use.
PO4 Development is not exposed to potential impacts from special industry that will affect human health, wellbeing, human safety or amenity.	No acceptable outcome prescribed.	Complies with PO4. The subject site is not located adjacent a special industry.
PO5 Development must not result in a sensitive land use being exposed to industrial air, noise and odour emissions that impact on human health, wellbeing and amenity.	A05.1 The use is designed to ensure that: (a) the indoor noise objectives set out in the Environmental Protection (Noise) Policy 2008 are met; (b) the air quality objectives in the Environmental Protection (Air) Policy 2008 are met.	Complies with A05.1 The nearest sensitive land use, being a residential dwelling, is located approximately 300m to the south-south east of the subject site. The sensitive land use is buffered from the proposed development by remnant vegetation. No disturbance of or impacts to the remnant vegetation are proposed.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
		<p>All aerial operations (helicopter flights) will undertaken such that helicopters take-off and land from the subject site via a directly eastern flight path.</p> <p>This approach will prevent helicopters flying directly over existing sensitive land uses and therefore, the provisions of the <i>Environmental Protection Policies</i> for Noise and Air will be met.</p>
	<p>A05.2 Noxious and offensive odours are not experienced at the location of sensitive land uses.</p>	<p>Complies with A05.2. As noted, aerial operations will be undertaken in such a way that helicopter flights will occur directly over the existing sensitive land uses in proximity to the site. Therefore, noxious and or offensive odours will not be experienced.</p>
<p>PO6 Development for a sensitive land use must incorporate measures to protect that development from the impacts of agricultural activities such as chemical spray drift, odour, noise, dust, fire, smoke and ash.</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable. The proposed development is not for a sensitive land use.</p>
<p>PO7 Sensitive land uses are sufficiently separated from major electricity infrastructure or substations to minimise the likelihood of nuisance or complaint.</p>	<p>A07.1 Sensitive land uses maintain the following separation distances from a substation or easement for major electricity infrastructure: (a) 20 metres for transmission lines up to 132 kilovolts;</p>	<p>Not applicable. The proposed development is not for a sensitive land use.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
	(b) 30 metres for transmission lines between 133 kilovolts and 275 kilovolts; (c) 40 metres for transmission lines exceeding 275 kilovolts.	
PO8 Development that is not for an agricultural activity does not interfere with the ongoing use of land for agricultural activities and ensures the ongoing viability of agricultural activities in the locality.	AO8.1 A material change of use that is not an agricultural activity occurs in an existing building or on land not identified as ALC Class A and B land on Agricultural Land Overlay Map (OM-002).	Complies with PO8 The subject site is long and narrow with various intrusions to the geographical form by remnant vegetation. The site is not currently used for agricultural production and has not been used for this purpose for several years. Whilst the subject site is mapped as agricultural land, it is noted that there are no adjoining areas of land used for agricultural production. The subject site is, therefore, isolated. Given the size of the subject site, and its isolation from other major areas of agricultural production, it is highly unlikely that the site will be used for future agricultural land uses. Development of the subject site, whilst not for an agricultural purpose, will not impact the ongoing viability of agricultural activities in the area.
PO9 Clearing of vegetation is avoided to the extent practicable, having regard to the purpose of the code, and the	No acceptable outcome prescribed.	Complies with PO9. The proposed development does not involve the clearing of vegetation.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
disturbance of areas of environmental significance is minimised.		
<p>PO10</p> <p>Vehicular traffic generated by the development does not conflict with local or through traffic and will not have a detrimental impact on the safety and amenity of the locality.</p>	No acceptable outcome prescribed.	<p>Complies with PO10</p> <p>The subject site fronts a State Controlled Road (The Tully-Mission Beach Road). The access point from the State Controlled Road will be updated as per the attached engineering plans to mitigate potential conflicts and ensure road user safety.</p>
<p>PO11</p> <p>Development mitigates the impact of rail and road traffic noise to provide for an acceptable level of amenity.</p>	No acceptable outcome prescribed.	<p>Complies with PO11</p> <p>The nearest residential property is approximately 300m south-south east of the access point which is via a State Controlled Road (The Tully-Mission Beach Road).</p> <p>The State Controlled Road is heavily frequented by vehicles and therefore, the proposed development, which will generate minor levels of increased traffic, will not impact on the existing level of amenity.</p>
<p>PO12</p> <p>The Innisfail, Tully and Cardwell future bypass corridors are protected from further development.</p>	<p>AO12.1</p> <p>Development other than for an agricultural activity does not occur within a future bypass corridor as shown on Zoning Maps (ZM-001 to ZM-021).</p>	<p>Complies with AO12.1</p> <p>The subject site is not within a future bypass corridor.</p>
<p>PO13</p>	<p>AO13.1</p> <p>The development site does not contain:</p>	<p>Complies with AO13.1</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
The development site must be kept free of pest plants and animals.	(a) class 1 or 2 pests identified in the Land Protection (Pest and Stock Route Management) Act 2002; (b) local pests identified in Planning Scheme Policy SC6.4 Landscaping.	The subject site is not known to contain pest plants and animals.

8. 2. 5 ENVIRONMENTAL SIGNIFICANCE CODE

Table 8.2.5.3—Assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
Areas of environmental significance		
<p>PO1</p> <p>Outside the urban footprint, development does not occur within an area of HES unless it can be demonstrated that the mapped area of high environmental significance does not possess the environmental and biodiversity values and attributes to warrant its classification as an area of high environmental significance.</p>	<p>AO1.1</p> <p>Development outside the urban footprint is:</p> <ul style="list-style-type: none"> (a) not located within an area of HES; or (b) associated with a port, an airport or an aerodrome; or (c) for minor public marine development and associated access facilities; or (d) for an extractive industry within a resource/processing area as shown on Extractive Resources Overlay Map (OM- 008); or (e) for essential community infrastructure; or (f) for nature-based tourism; or (g) for an agricultural activity. 	<p>Complies with AO1.1.</p> <p>A small portion of the subject site is mapped as containing HES.</p> <p>The proposed development has been designed and located to be entirely outside of the identified HES areas. Therefore, the proposed development is not located within an area of HES.</p>
<p>PO2</p> <p>Development within or adjacent to an area of HES is located, designed and operated to:</p> <ul style="list-style-type: none"> (a) avoid adverse impacts on ecological values; or (b) where avoidance is not practicable, minimise any adverse impacts on ecological values. 	<p>AO2.1</p> <p>Development is not located within an area of HES.</p>	<p>Complies with AO2.1.</p> <p>A small portion of the subject site is mapped as containing HES.</p> <p>The proposed development has been designed and located to be entirely outside of the identified HES areas. Therefore, the proposed development is not located within an area of HES.</p>

PER F O R M A N C E O U T C O M E S

ACCEP T A B L E O U T C O M E S

APPL I C A N T R E S P O N S E

AO2.2

Development is setback at least 100 metres from the area of HES.

Complies with PO2.

The geospatial form of the subject site is a long, skinny rectangle with mapped HES values located along the eastern property boundary. The distance between the mapped HES values and the Tully-Mission Beach Road is approximately 104m.

As per PO1 of the Rural Zone Code, the proposed development is required to be set-back at least 20m from the Tully-Mission Beach Road.

Therefore, the site is unable to foster any future development in accordance with AO2.2.

The proposed development has been set-back 24m from the frontage of the Tully-Mission Beach Road and located on a portion of the site that is significantly disturbed.

The proposed development is therefore located as far as possible from the mapped HES values. Given the highly disturbed nature of the subject site and the minor scale of development, the proposed development is unlikely to impact on the mapped HES values.

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
<p>PO3</p> <p>Development within or adjacent to an area of GES is located, designed and operated to:</p> <ul style="list-style-type: none"> (a) avoid adverse impacts on ecological values; or (b) where avoidance is not practicable, minimise any adverse impacts on ecological values. 	<p>AO3.1</p> <p>Development is not located within an area of GES.</p>	<p>Complies with AO3.1.</p> <p>The proposed development is not within an area of GES.</p>
	<p>AO3.2</p> <p>Development adjacent to an area of GES is setback at least 100 metres from the area of GES.</p>	<p>Complies with AO3.2.</p> <p>The proposed development is not located within 100m of an area of GES.</p>
Strategic rehabilitation areas		
<p>PO4</p> <p>Development within a strategic rehabilitation area maintains or enhances ecological connectivity and/or habitat extent within the subject lot by:</p> <ul style="list-style-type: none"> (a) providing for the retention, regeneration, expansion or rehabilitation of areas of native vegetation; (b) minimising impacts on native fauna feeding, nesting, breeding and roosting sites; (c) minimising impacts on native fauna movements and movement corridors. 	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p> <p>The subject site is not within a mapped Strategic Rehabilitation Area.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
Cassowary corridors and mahogany glider corridors		
<p>PO5</p> <p>Development within a cassowary corridor maintains or enhances ecological connectivity and/or habitat extent within the subject lot by:</p> <ul style="list-style-type: none"> (a) providing for the retention, regeneration, expansion or rehabilitation of areas of native vegetation; (b) minimising impacts on native fauna feeding, nesting, breeding and roosting sites; (c) minimising impacts on native fauna movements and movement corridors. (d) 	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO5.</p> <p>The proposed development has been designed to be located as far as possible from remnant vegetation bounding the site to the north, east and south. The area where the proposed development will occur is significantly disturbed and has been historically cleared.</p> <p>No disturbance to or impacts to remnant vegetation are proposed.</p> <p>The proposed development has been designed to minimise impacts on Cassowary habitat including mitigating potential impacts on nesting, breeding and roosting sites by locating the proposed development on already disturbed land and preventing the further loss of remnant vegetation.</p> <p>All aerial operations (helicopter flights) will be undertaken such that helicopters take-off and land from the subject site via a directly eastern flight path.</p> <p>This approach will prevent helicopters flying directly over other mapped areas of Cassowary Habitat adjacent to the subject site.</p>
<p>PO6</p> <p>Development within a mahogany glider corridor maintains or enhances ecological connectivity and/or habitat extent within the subject lot by:</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p> <p>The subject site is not within a mapped Mahogany Glider Corridor.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
<ul style="list-style-type: none"> (a) providing for the retention, regeneration, expansion or rehabilitation of areas of native vegetation; (b) minimising impacts on native fauna feeding, nesting, breeding and roosting sites; (c) minimising impacts on native fauna movements and movement corridors. 		

8. 2. 10 SCENIC AMENITY CODE

Table 8.2.10.3—Assessable development comply with the purpose and overall outcomes of this code.

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
General		
<p>PO1</p> <p>Before development proceeds:</p> <ul style="list-style-type: none"> (a) the scenic values of the development site must be identified; (b) it must be demonstrated that the development is consistent with and will maintain or enhance those identified scenic values. 	No acceptable outcome prescribed.	<p>Complies with PO1.</p> <p>The subject site is mapped as being a Tourist Route. The scenic value of the subject site has therefore been identified.</p> <p>The frontage of the proposed development contains landscaping with physical structures being architecturally designed to be visually pleasing to the eye.</p> <p>The frontage of the subject site also contains mature remnant vegetation which will not be impacted by the proposed development.</p> <p>In addition, the development is relatively low-scale in terms of built form, with landscape screening capable of ensuring an appropriate visual finish.</p>
<p>PO2</p> <p>Significant popular views are protected from development that diminishes scenic values.</p>	No acceptable outcome prescribed.	<p>Complies with PO2.</p> <p>The views across the site to the east are toward vegetation; there is no 'other' significant view from or across this site, given the heights of that vegetation when viewed from a vehicle on the adjacent road.</p> <p>It is considered that popular views in this area will be largely unaffected by the proposed development.</p>
<p>PO3</p>	A03.1	Complies with A03.1.

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
Development is designed, located and constructed to ensure built form does not detract from the integrity of or dominate the natural landscape.	Buildings and other structures are of a height generally less than the height of the existing mature vegetation canopy, where such a canopy exists.	The proposed development has a maximum height of 9m. The remnant vegetation surrounding the subject site varies in height (drone mapping indicates vegetation height is between 10m and 27.5m) however is taller than the proposed structure. Therefore, the proposed development is less than the height of the mature vegetation canopy.
<p>PO4</p> <p>Buildings and other structures are not visually obtrusive:</p> <ul style="list-style-type: none"> (a) where located on a hill slope; (b) when viewed from a tourist route or the State and major road network; (c) when viewed from a beach, scenic esplanade/foreshore and offshore. (d) where located in the rural landscape. 	No acceptable outcome prescribed.	<p>Complies with PO4.</p> <p>As per the response to PO1.</p>
<p>PO5</p> <p>Significant vegetation is retained to the maximum extent practicable.</p>	No acceptable outcome prescribed.	<p>Complies with PO5.</p> <p>No disturbance to or impacts to remnant vegetation are proposed.</p>
Visually significant areas		
<p>PO6</p> <p>Development in a visually significant area:</p>	No acceptable outcome prescribed.	<p>Not applicable.</p> <p>The subject site is not within a mapped Visually Significant Area.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
<ul style="list-style-type: none"> (a) does not detract from the scenic amenity of the area; (b) results in the revegetation of degraded natural areas and riparian corridors. 		
<p>PO7</p> <p>Development in a visually significant area is designed and constructed in a way that ensures it does not detract from the integrity of or dominate the natural landscape.</p>	<p>A07.1</p> <p>Buildings and other structures have external surfaces finished with the following natural colours:</p> <ul style="list-style-type: none"> (a) dark blues, dark greens, dark greys, ochres, olives; or natural or stained timber. 	<p>Not applicable.</p> <p>The subject site is not within a mapped Visually Significant Area.</p>
	<p>A07.2</p> <p>Buildings and other structures have external surface finishes that do not include the following reflective surfaces:</p> <ul style="list-style-type: none"> (a) white or silver roof cladding; or (b) white or light wall finishes; or (c) reflective glass. 	<p>Not applicable.</p> <p>The subject site is not within a mapped Visually Significant Area.</p>
	<p>A07.3</p> <p>Access ways and driveways are:</p> <ul style="list-style-type: none"> (a) constructed with surface materials that blend into the surrounding environment; (b) landscaped with dense planting; 	<p>Not applicable.</p> <p>The subject site is not within a mapped Visually Significant Area.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
	(c) provided with erosion control measures immediately after construction to minimise the visual impact of the construction.	
	<p>A07.4</p> <p>The clearing or disturbance of vegetation is limited to clearing or disturbance that:</p> <ul style="list-style-type: none"> (a) is necessary for the construction of a necessary proposed road reserve, access road, access ways (including footpaths) or driveways; (b) minimises canopy clearing or disturbance; (c) minimises riparian clearing or disturbance. 	<p>Not applicable.</p> <p>The subject site is not within a mapped Visually Significant Area.</p>
	<p>A07.5</p> <p>Development does not alter the skyline.</p>	<p>Not applicable.</p> <p>The subject site is not within a mapped Visually Significant Area.</p>
<p>PO8</p> <p>Development in a visually significant area is designed, located and constructed to ensure excavating and filling is minimised.</p>	<p>A08.1</p> <p>Excavating and filling does not result in a total change in level of more than 1.5 metres relative to ground level</p>	<p>Not applicable.</p> <p>The subject site is not within a mapped Visually Significant Area.</p>
	<p>A08.2</p> <p>Excavating and filling does not occur within 1.5 metres of any site boundary.</p>	<p>Not applicable.</p> <p>The subject site is not within a mapped Visually Significant Area.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
PO9 Development adjacent to a tourist route does not obscure or detract from views of visually significant areas.	A09.1 Buildings and other structures including advertising devices are positioned to ensure views are maintained.	Not applicable. The subject site is not within a mapped Visually Significant Area.
Coastal development		
PO10 The dominance of the natural character of the coast is maintained or enhanced when viewed from the foreshore.	No acceptable outcome prescribed.	Not applicable. The proposed development is not Coastal Development.
PO11 Development maximises opportunities to maintain or enhance natural scenic values through the maintenance and restoration of vegetated buffers between development and coastal waters.	No acceptable outcome prescribed.	Not applicable. The proposed development is not Coastal Development.
Hill slope development		
PO12 In the urban footprint and rural residential zone, development avoids slopes greater than 1:4 or upwards to and including the ridgeline unless there is an overriding need for essential community infrastructure.	A012.1 Development does not occur on slopes greater than 1:4 or upwards to and including the ridgeline.	Not applicable. The subject site is not in an area mapped as containing slopes greater than 1:4.
PO13	A013.1 Development does not occur on slopes greater than 1:6 or upwards to and including the ridgeline.	Not applicable. The subject site is not in an area mapped as containing slopes greater than 1:6.

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
Outside the urban footprint and rural residential zone, development avoids slopes greater than 1:6 or upwards to and including the ridgeline.		
Public access		
<p>PO14</p> <p>Public access to a place which affords a significant view of the landscape is retained.</p>	No acceptable outcome prescribed.	<p>Not applicable.</p> <p>The subject site is not a public place.</p>
State and major road network and tourist routes		
<p>PO15</p> <p>Development adjacent to the State and major road network or a tourist route must be designed, located and constructed to maintain a pleasing visual appearance for passing motorists and pedestrians.</p>	No acceptable outcome prescribed.	<p>Complies with PO15.</p> <p>The frontage of the proposed development contains landscaping with the physical structures being architecturally designed to be visually pleasing to the eye.</p> <p>The frontage of the subject site contains mature remnant vegetation which will not be impacted by the proposed development. The vegetation acts as a buffer to the Tully-Mission Beach Road.</p> <p>The proposed development has been designed to be visually appealing to users of the Tully-Mission Beach Road and therefore, the proposed development is consistent with the scenic value of the subject site.</p>

8.2.11 WATERWAY CORRIDORS AND WETLANDS CODE

Table 8.2.11.3—Accepted development subject to requirements and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
Development within or adjacent to waterways and wetlands		
<p>PO1</p> <p>Development is set back from waterways and wetlands to maintain water quality and the ecological functions and services of waterways and wetlands unless:</p> <ol style="list-style-type: none"> 1. (a) the development is for essential community infrastructure; or 2. (b) the development is for transport infrastructure such as bridges, pedestrian paths and bicycle paths; or 3. (c) it is not feasible to locate the development outside of the relevant waterway or wetland set back area. 	<p>AO1.1 ▼</p> <p>Development (excluding animal husbandry and cropping) does not occur within:</p> <ol style="list-style-type: none"> (a) 50 metres from the high bank of a waterway with a stream order 5 or greater; (b) 25 metres of the high bank of a waterway with a stream order 2 to 5. 	<p>Complies with AO1.1.</p> <p>A mapped stream order 2 waterway traverses part of the subject site. The proposed development is 53m from the mapped waterway.</p>
	<p>AO1.2 ▼</p> <p>Development (excluding animal husbandry and cropping) does not occur within:</p> <ol style="list-style-type: none"> (a) 200 metres of a HES wetland outside the urban footprint; (b) 100 metres of a GES wetland outside the urban footprint; (c) 50 metres of a HES wetland and GES wetland inside the urban footprint. 	<p>Complies with AO1.2.</p> <p>The proposed development is setback at least 200m from the nearest mapped HES Wetland and 100m from the nearest GES Wetland.</p>
	<p>AO1.3 ▼</p> <p>For animal husbandry and cropping, a 25-metre-wide vegetated buffer is provided between the development and:</p> <ol style="list-style-type: none"> (a) the high bank of a waterway; 	<p>Not applicable.</p> <p>The proposed development is for Air Services.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
	<ul style="list-style-type: none"> (b) a HES wetland; (c) a GES wetland. 	
<p>PO2</p> <p>The setback areas specified in AO1.1, AO1.2 and AO1.3 are revegetated with endemic vegetation.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO2.</p> <p>The subject site contains significant remnant vegetation between the mapped GES Wetland to the east and the proposed development.</p>
<p>PO3</p> <p>Development within a setback area specified in AO1.1, AO1.2 and AO1.3 is located, designed and operated to:</p> <ul style="list-style-type: none"> (a) avoid adverse impacts on ecological values, water quality and the ecological functions and services of the waterway or wetland; or (b) where avoidance is not practicable, minimise any adverse impacts on ecological values. 	<p>AO3.1 ▼</p> <p>Development is not located within a setback area specified in AO1.1, AO1.2 or AO1.3.</p>	<p>Complies with AO3.1.</p> <p>The proposed development is outside the setback area specified in AO1.1 and AO1.2.</p>
<p>HES wetlands</p>		
<p>PO4</p> <p>Outside the urban footprint, development does not occur within a HES wetland unless it can be demonstrated that an alternative mapped boundary of the HES wetland should apply and the development is located outside this alternative mapped boundary.</p>	<p>AO4.1 ▼</p> <p>Development is:</p> <ul style="list-style-type: none"> (a) not located within a HES wetland; or (b) associated with a port, an airport or an aerodrome; or (c) for minor public marine development and associated access facilities; or (d) for an extractive industry within a resource/processing area as shown on Extractive Resources Overlay Map (OM-008); or 	<p>Complies with AO4.1.</p> <p>The proposed development is not located within a mapped HES Wetland.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
	(e) for essential community infrastructure; or (f) for transport infrastructure such as bridges, pedestrian paths and bicycle paths.	
PO5 Development within a HES wetland is located, designed and operated to: <ul style="list-style-type: none"> (a) avoid adverse impacts on ecological values, water quality and the ecological functions and services of the wetland; or (b) where avoidance is not practicable, minimise any adverse impacts on ecological values and offset any residual impacts. 	A05.1 ▼ Development is not located within a HES wetland.	Complies with A05.1. The proposed development is not located within a mapped HES Wetland.
PO6 The existing surface water hydrological regime of a HES wetland is enhanced or maintained.	A06.1 Development does not change the existing surface water hydrological regime of a HES wetland, including through channelization, redirection or interruption of flows.	Complies with A06.1. The proposed development is located approximately 250m west of a mapped HES Wetland. The proposed development will not change the existing surface water hydrological regime of the mapped HES Wetland located to the east of the subject site.
PO7 The existing groundwater hydrological regime of a HES wetland is enhanced or protected.	A07.1 The water table and hydrostatic pressure within the HES wetland is not lowered or raised outside the bounds of variability under existing pre-development conditions.	Complies with A07.1. The proposed development is located approximately 250m west of a mapped HES Wetland. The proposed development will not change the existing hydrostatic pressure of the mapped HES Wetland located to the east of the subject site.

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
	<p>A07.2</p> <p>Development does not result in the ingress of saline water into freshwater aquifers.</p>	<p>Complies with A07.2.</p> <p>The proposed development will not result in the ingress of saline water into a freshwater aquifer.</p>
<p>PO8</p> <p>Development involving the clearing of vegetation protects the biodiversity, ecological values and processes and hydrological functioning of a HES wetland, including:</p> <ul style="list-style-type: none"> (a) water quality values; (b) aquatic habitat values; (c) terrestrial habitat values; (d) usage of the site by native wetland fauna species or communities. 	<p>A08.1 ▼</p> <p>Vegetation clearing undertaken as a consequence of development does not occur in a HES wetland or within:</p> <ul style="list-style-type: none"> (a) 200 metres of a HES wetland outside the urban footprint; or (b) 50 metres of a HES wetland inside the urban footprint. 	<p>Complies with A081.</p> <p>No disturbance to or impacts to remnant vegetation are proposed.</p>
<p>PO9</p> <p>Development does not result in the introduction of non-native pest plants or animals that pose a risk to the ecological values and processes of a HES wetland.</p>	<p>A09.1</p> <p>The development site does not contain:</p> <ul style="list-style-type: none"> (a) class 1 or 2 pests identified in the Land Protection (Pest and Stock Route Management) Act 2002; (b) local pests identified in Planning Scheme Policy SC6.4 Landscaping. <p>A09.2</p> <p>Development does not result in the introduction of:</p> <ul style="list-style-type: none"> (a) class 1 or 2 pests identified in the Land Protection (Pest and Stock Route Management) Act 2002; 	<p>Complies with A09.1.</p> <p>The subject site is not known to contain a Class 1 or 2 Pest, or a Local Pest as identified in Policy SC6.4</p> <p>Complies with A09.2.</p> <p>The proposed development is not expected to result in the introduction of a Class 1 or 2 Pest or Local Pests as identified in Policy SC6.4</p>

PER F O R M A N C E O U T C O M E S	ACCEP T A B L E O U T C O M E S	APPL I C A N T R E S P O N S E
	(b) local pests identified in Planning Scheme Policy SC6.4 Landscaping.	Compliance with the requirements of AO9.2 can be ensured through the imposition of a condition within the Development Permit.
GES wetlands		
<p>PO10</p> <p>Development within a GES wetland is located, designed and operated to:</p> <ul style="list-style-type: none"> (a) avoid adverse impacts on ecological values, water quality and the ecological functions and services of the wetland; or (b) where avoidance is not practicable, minimise any adverse impacts on ecological values and offset any residual impacts. 	<p>AO10.1 ▼</p> <p>Development is not located within a GES wetland.</p>	<p>Complies with AO10.1</p> <p>The proposed development is not within a mapped GES Wetland.</p>
Waterway envelopes		
<p>PO11</p> <p>Urban development in greenfield areas is set back from waterways through the adoption of appropriate waterway envelopes to allow natural hydrologic and hydraulic processes to occur and to maintain water quality and the ecological functions and services of the waterways, unless the development:</p> <ul style="list-style-type: none"> (a) is for essential community infrastructure; or (b) is for transport infrastructure such as bridges, pedestrian paths and bicycle paths; or 	<p>AO11.1 ▼</p> <p>Urban development does not occur within a waterway envelope.</p> <p>AO11.2</p> <p>Stormwater treatment infrastructure is located on the development site and not in the waterway envelope.</p>	<p>Complies with AO11.1.</p> <p>The proposed development is not within a mapped Waterway Envelope.</p> <p>Not applicable.</p> <p>The proposed development does not contain stormwater treatment infrastructure.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
<p>(c) it is not feasible to locate the development outside of the waterway envelope.</p>		
<p>PO12</p> <p>Development for essential community infrastructure or transport infrastructure such as bridges, pedestrian paths and bicycle paths is:</p> <ul style="list-style-type: none"> (a) co-located with other essential community infrastructure or transport infrastructure where feasible; (b) set back as far as practicable from the waterway or wetland; (c) planned, designed, constructed and managed to: <ul style="list-style-type: none"> (i) allow natural physical stream processes to occur within waterway envelopes; (ii) protect and maintain the biodiversity conservation values including the terrestrial and aquatic habitat and corridor values 	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p> <p>The proposed development is not for essential community infrastructure.</p>

9. 4. 6 PARKING AND ACCESS CODE

Table 9.4.6.3—Accepted development subject to requirements and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMPLIANCE
Car parking numbers		
<p>PO1</p> <p>Sufficient car parking spaces must be provided to accommodate the demand likely to be generated by the use.</p>	<p>AO1.1</p> <p>Car parking spaces are provided for the uses listed in Table 9.4.6.4, in accordance with Table 9.4.6.4.</p>	<p>Complies with AO1.1.</p> <p>Table 9.4.6.4 does not contain a minimum number of car parks required for air services. The proposed development includes 9 car parks which is considered sufficient for expected demand.</p> <p>It is anticipated that any more significant passenger numbers attending the site will be delivered via bus; and there is sufficient room on site to accommodate the required set down / pick up as and if required.</p>
<p>PO2</p> <p>The number of car parking spaces required in accordance with AO1.1 may be varied where it can be demonstrated that less car parking spaces are required having regard to:</p> <ul style="list-style-type: none"> (a) the particular circumstances of the development and the site; (b) any existing lawful use of the site; (c) whether the requirements in AO1.1 are impractical or unreasonable. 	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p> <p>Sufficient car parks are provided.</p>
<p>PO3</p> <p>Sufficient car parking spaces must be provided for disabled drivers or passengers to accommodate the demand likely to be generated by the use.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO3.</p> <p>A single disabled car park is provided.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMPLIANCE
Design		
<p>PO4</p> <p>Car parking spaces must have acceptable dimensions to meet user requirements.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO4.</p> <p>Car parks have been designed in accordance with FNQROC Standards.</p>
<p>PO5</p> <p>Car parking spaces must be designed and used for their intended purpose.</p>	<p>AO5.1</p> <p>Car parking spaces are kept and used exclusively for parking and maintained in a useable condition for parking.</p>	<p>Complies with AO5.1.</p> <p>Car parks will be used exclusively for the proposed development and will be maintained to a high standard.</p> <p>The requirements of AO5.1 can be ensured through the imposition of a condition within the Development Permit.</p>
	<p>AO5.2</p> <p>Visitor car parking spaces are accessible and available for parking at all times.</p>	<p>Not applicable.</p> <p>The proposed development does not include visitor parks.</p>
<p>PO6</p> <p>Adequate shading must be provided for car parking areas containing more than 10 spaces.</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p> <p>The proposed development incorporates 9 car parks.</p>
<p>PO7</p> <p>Car parking is designed to prevent visual monotony and streetscape domination of car parking areas.</p>	<p>AO7.1</p> <p>The visual monotony of parking areas containing more than 10 spaces, with the exception of parking provided underneath or above the building, must be broken up by vegetation. Vegetation consisting of shade trees or shrubs must be provided throughout a car park and represent 10% of the area of the car park.</p> <p>Note—The required 10% of landscaping provided within car parks is not included in the calculation of other landscaping requirements for various forms of development.</p>	<p>Not applicable.</p> <p>The proposed development incorporates 9 car parks.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMPLIANCE
	<p>AO7.2</p> <p>In a business precinct, off-street parking is provided at the rear, underneath or above buildings.</p>	<p>Not applicable.</p> <p>The proposed development is not within the Business Precinct.</p>
<p>PO8</p> <p>Car parking areas do not adversely impact on adjacent sites or uses with regard to light, noise, emissions, dust and stormwater run-off.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO8.</p> <p>The proposed car park will not impact on adjacent sites as the subject site is buffered from neighbour uses by remnant vegetation.</p>
<p>PO9</p> <p>Acoustic barriers or other attenuation measures are installed where adjoining noise sensitive activities are likely to be affected by noise nuisance.</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p> <p>Acoustic barriers are not proposed.</p>
<p>Accessibility and vehicle movement</p>		
<p>PO10</p> <p>Sufficient area or appropriate circulation arrangements must be provided to enable:</p> <ul style="list-style-type: none"> (a) safe and practical access to all parking, loading/unloading and manoeuvring areas; (b) all vehicles using the site to enter and exit the site in forward gear. 	<p>AO10.1</p> <p>Circulation and turning areas comply with the provisions of Australian Standards AS2890.1 - Parking facilities (off-street car parking) and AS2890.2 - Parking Facilities (off street commercial vehicle facilities).</p>	<p>Complies with AO10.1.</p> <p>The proposed car park complies with the relevant standard. The requirements of AO10.1 can be ensured through the imposition of a condition within the Development Permit.</p>
<p>PO11</p> <p>Where vehicle queuing, set down/pick up or special vehicle parking is required, sufficient queuing or parking area must be provided to enable vehicles to stand without obstructing the free flow of moving traffic or pedestrian movement.</p>	<p>AO11.1</p> <p>Queuing and set down areas comply with Australian Standards AS2890.1 - Parking facilities (off-street car parking).</p>	<p>Not applicable.</p> <p>The proposed development does not include queuing or set down areas.</p>
	<p>AO11.2</p>	<p>Not applicable.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMPLIANCE
	All vehicle queuing occurs on the site and is not allowed to occur across public walkways.	The proposed development does not include queuing or set down areas.
<p>PO12</p> <p>The layout and design of parking bays, manoeuvring areas, queuing areas, set down/pickup areas and driveways ensures that on-site parking and servicing areas are clearly defined, safe, easily accessible and meet user requirements, including people with disabilities, pedestrians, cyclists and public transport services, where relevant.</p>	<p>AO12.1</p> <p>Parking bays, manoeuvring areas, queuing areas, set down/pickup areas and driveways are designed in accordance with Australian Standards AS2890.1 - Parking facilities (off-street car parking) and AS2890.2 - Parking Facilities (off street commercial vehicle facilities).</p>	<p>Complies with AO12.1.</p> <p>The proposed car park complies with the relevant standard. The requirements of AO12.1 can be ensured through the imposition of a condition within the Development Permit.</p>
Vehicle loading and unloading		
<p>PO13</p> <p>Vehicle loading and unloading bays must have acceptable dimensions to accommodate the vehicles expected to use the site.</p>	<p>AO13.1</p> <p>Vehicle loading and unloading bays must meet the design requirements of Australian Standards AS2890.1 - Parking facilities (off-street car parking) and AS2890.2 - Parking Facilities (off street commercial vehicle facilities).</p>	<p>Complies with AO13.1.</p> <p>All vehicle loading and unloading will occur entirely within the subject site.</p>
<p>PO14</p> <p>The design and location of vehicle loading and unloading areas prevents such areas from having a negative impact on the streetscape.</p>	<p>AO14.1</p> <p>In a business precinct, vehicle loading and unloading areas are designed and/or located so they cannot be seen from the street by locating such areas to the rear of buildings or applying landscaping and fencing treatments to visually screen such areas.</p>	<p>Not applicable.</p> <p>The subject site is not within the business precinct.</p>
	<p>AO14.2</p> <p>In all other zones/precincts, no acceptable outcome prescribed.</p>	<p>Complies with AO14.2 / PO14.</p> <p>All loading and unloading will occur entirely within the subject site with vehicles using the single access point.</p>
Construction		

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	COMPLIANCE
<p>PO15</p> <p>All car parking spaces, loading bays and accesses must be useable and functional in all weather conditions, considering the amount of usage of the site.</p>	<p>AO15.1</p> <p>Car parking spaces, loading bays and accesses must be constructed, paved (bitumen sealed gravel, concrete, asphalt or paving blocks), drained to a lawful point of discharge and maintained at all times.</p>	<p>Complies with AO15.1.</p> <p>The proposed car park will be sealed with stormwater directed to the rear of the site.</p>
Service vehicles		
<p>PO16</p> <p>Sufficient on-site parking is provided to accommodate the number and type of service vehicles likely to be generated by the development.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO16.</p> <p>The proposed development is sufficiently sized to accommodate all service vehicles entirely on the subject site.</p>
Cyclist facilities and bicycle parking		
<p>PO17</p> <p>Sufficient on-site cyclist facilities (including shower cubicles and ancillary change rooms) and bicycle parking spaces are provided, having particular regard to the nature of the development, its specific characteristics and scale.</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p> <p>The proposed development does not include cyclist facilities.</p>

9. 4. 5 LANDSCAPING CODE

Table 9.4.5.3—Accepted development subject to requirements and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
General		
<p>PO1</p> <p>Development incorporates landscaping to:</p> <ul style="list-style-type: none"> (a) soften the built form of development and enhance its appearance; (b) visually enhance the streetscape; (c) screen undesirable features and incompatible uses; (d) ensure privacy of habitable rooms and private outdoor recreation areas; (e) contribute to a comfortable living environment and improved energy efficiency, by: <ul style="list-style-type: none"> (i) providing shade to reduce glare and heat absorption and re-radiation from buildings, parking areas and other hard surfaces; (ii) reducing the impacts of noise, fumes and car headlights; (f) ensure private outdoor recreation space is useable; (g) provide long term soil erosion protection; (h) enhance the environmental values of the area, where appropriate; (i) provide shade trees, where appropriate. 	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO1.</p> <p>The proposed development incorporates landscaping into the design. Plants and shrubs will be planted to the front and side of the proposed building. The majority of the site will remain grassed with mature remnant vegetation across the site maintained.</p>
Design		
<p>PO2</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO2.</p>

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
Landscaping strips (such as along a front boundary and around car parking areas) enhance the appearance of the site from the street and complement the site and building/s in terms of height of plants, without affecting the line of sight for road users.		The proposed development includes landscaping along the building frontage which is visible from the Tully-Mission Beach Road.
<p>PO3</p> <p>Landscaping buffers along a boundary with an adjoining residential activity must:</p> <ul style="list-style-type: none"> (a) maximise visual privacy of the adjoining residence; (b) minimise light spill and acoustic impacts; (c) screen visually obtrusive activities (such as service and storage areas); (d) soften the appearance of buildings. 	<p>A03.1 ▼</p> <p>Landscaping buffers incorporate shrubs, clumping palms and/or compact trees that:</p> <ul style="list-style-type: none"> (a) are planted at a maximum spacing of 1 metre; (b) will grow to a height of at least 2 metres; (c) will grow to form a dense screen of no less than 2 metres in height. 	<p>Not applicable.</p> <p>The boundary between the subject site and the residential dwelling to the south is bounded by dense and mature remnant vegetation. No further landscaping is required.</p>
	<p>A03.2</p> <p>Landscaping buffers incorporate trees or palms that will grow to be similar in height to the building.</p>	<p>Not applicable.</p> <p>The boundary between the subject site and the residential dwelling to the south is bounded by dense and mature remnant vegetation. No further landscaping is required.</p>
<p>PO4</p> <p>On-street landscaping contributes to an attractive streetscape.</p>	<p>A04.1</p> <p>On-street landscaping is designed in accordance with Planning Scheme Policy SC6.4 Landscaping.</p>	<p>Not applicable.</p> <p>On-street landscaping is not proposed.</p>
<p>PO5</p> <p>Landscaping is designed and carried out to ensure ease of maintenance and to ensure the landscaping thrives.</p>	<p>A05.1</p> <p>Landscaped areas incorporate automatic, reticulated irrigation systems to water all plants.</p>	<p>Complies with A05.1.</p> <p>Landscaped areas will be connected to a dedicated and suitable irrigation system.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
		The requirements of A05.1 can be ensured through the imposition of a condition within the Development Permit.
	A05.2 ▼ Grassed and lawn areas are accessible externally by standard lawn maintenance equipment.	Complies with A05.2. Grassed areas are easily accessible for mowing. The requirements of A05.2 can be ensured through the imposition of a condition within the Development Permit.
	A05.3 ▼ Planted areas incorporate a 100-millimetre-thick layer of organic mulch.	Complies with A05.3. Landscaped areas will be mulched with a layer of 100mm organic mulch. The requirements of A05.3 can be ensured through the imposition of a condition within the Development Permit.
	A05.4 ▼ Trees are planted in gardens with minimum widths of 1 metre.	Complies with A05.4. Landscaping areas will have a minimum width of 1m. The requirements of A05.4 can be ensured through the imposition of a condition within the Development Permit.
	A05.5 ▼ Landscaping areas adjacent to car parking areas or driveways are protected from motor vehicles by 100 millimetres concrete wheel stops or garden bed edges.	Complies with A05.5. Parking areas will employ wheel-stops to protect plants.

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
		The requirements of A05.5 can be ensured through the imposition of a condition within the Development Permit.
<p>PO6</p> <p>Landscaping must retain any vegetation of environmental or aesthetic significance where not affected by the operational works approved for the development.</p>	<p>A06.1 ▼</p> <p>Existing trees greater than 5 metres in height must be retained where located:</p> <ol style="list-style-type: none"> 1. (a) at least 5 metres from the building footprint; 2. (b) clear of driveway, car parking areas, storage or service areas. 	<p>Complies with A06.1.</p> <p>Mature, remnant vegetation will be retained on-site.</p> <p>The requirements of A06.1 can be ensured through the imposition of a condition within the Development Permit.</p>
Species selection		
<p>PO7</p> <p>Development contributes to the amenity and environmental values of the locality by the inclusion of native species within landscaping treatments.</p>	<p>A07.1 ▼</p> <p>Development incorporates species from Planning Scheme Policy SC6.4 Landscaping.</p>	<p>Complies with A07.1.</p> <p>The requirements of A07.1 can be ensured through the imposition of a condition within the Development Permit.</p>
<p>PO8</p> <p>Plant species selected for landscaping must not include declared or potential pest species.</p>	<p>A08.1 ▼</p> <p>Plant species selected do not include:</p> <ol style="list-style-type: none"> (a) class 1, 2 or 3 pests identified in the Land Protection (Pest and Stock Route Management) Act 2002; or (b) local pests identified in Planning Scheme Policy SC6.4 Landscaping 	<p>Complies with A08.1.</p> <p>The requirements of A08.1 can be ensured through the imposition of a condition within the Development Permit.</p>

9. 4. 4 INFRASTRUCTURE WORKS CODE

Table 9.4.4.3—Accepted development subject to requirements and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSE
General		
PO1	A01.1 ▼	Complies with AO1.1.
Operational works is carried out with minimal disturbance to soils and with careful management of any run off or dust to prevent off-site impacts during and after construction.	Development is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Compliance with the requirements of AO1.1 can be ensured through the imposition of a condition within the Development Permit.
PO2	A02.1 ▼	Complies with AO2.1.
Operational works must not affect the efficient functioning of any public infrastructure.	Public infrastructure is altered or repaired to ensure its continued efficient functioning in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Compliance with the requirements of AO1.2 can be ensured through the imposition of a condition within the Development Permit.
PO3	No acceptable outcome prescribed.	Complies with PO3.
To the extent practicable, infrastructure is designed and constructed: (a) to withstand natural disasters; (b) remain operational during and after natural disasters.		Site infrastructure will be designed and constructed to FNQROC standards.
Road design and construction		
PO4	A04.1 ▼	Not applicable.
Any road frontages adjacent to the site must be constructed to provide for the safe and efficient movement of:	There is existing kerb and channel for the full road frontage of the site or kerb and channel is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	The Tully-Mission Beach Road is a formed State controlled road. Minor works to facilitate access will be undertaken as per the attached engineering designs.

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
(a) vehicles on the road adjacent to the site; (b) vehicles to and from the site; (c) pedestrians and cyclists adjacent to the site; (d) pedestrians and cyclists to and from the site.	AO4.2 ▼ There is an existing vehicular crossover/s to provide access to the site or a vehicular crossover is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with AO4.2. The Tully-Mission Beach Road is a formed State controlled road. Minor works to facilitate access will be undertaken as per the attached engineering designs.
PO5 Roads are designed and constructed to be efficient and safe for the intended usage of the road.	AO5.1 Roads are designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Not applicable. The proposed development does not include the construction of a road.
Street lights		
PO6 Development involving the opening and/or construction of a new road must provide street lights for the safety of the community.	AO6.1 Streetlights are installed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Not applicable. The proposed development does not include the installation of streetlights.
Water supply		
PO7 In areas serviced by a reticulated water supply, development must connect to that supply system.	AO7.1 ▼ The site is connected to Council's reticulated water supply system in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with AO7.1. The proposed development will be connected to Councils water infrastructure via connection from infrastructure on the Tully-Mission Beach Road. Compliance with the requirements of AO7.1 can be ensured through the imposition of a condition within the Development Permit.
	AO7.2 ▼	Complies with AO7.2.

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
	The extension and/or connection to the water supply system is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	The connection will be designed and constructed to the relevant standards. Compliance with the requirements of A07.2 can be ensured through the imposition of a condition within the Development Permit.
<p>PO8</p> <p>In areas not serviced by a reticulated water supply, development must be provided with sufficient quantity and quality of water supply for the proposed use and for firefighting purposes.</p>	No acceptable outcome prescribed.	<p>Not applicable.</p> <p>The subject site will be connected to mains water.</p>
<p>PO9</p> <p>Water supply infrastructure is designed and constructed to an appropriate standard.</p>	<p>AO9.1 ▼</p> <p>Water supply infrastructure is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.</p>	<p>Complies with AO9.1.</p> <p>The connection will be designed and constructed to the relevant standards.</p> <p>Compliance with the requirements of A07.2 can be ensured through the imposition of a condition within the Development Permit.</p>
Waste water treatment and disposal		
<p>PO10</p> <p>In areas serviced by a reticulated sewerage system, development must connect to that system.</p>	<p>AO10.1 ▼</p> <p>The site is connected to Council's reticulated sewerage system.</p>	<p>Complies with PO10</p> <p>The proposed development will not be connected to Council's mains sewerage infrastructure. Whilst there is a sewerage rising main in proximity to the site, advice from Council is that connection to this infrastructure is complicated and likely to be costly.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
		<p>Given the minor volume of sewage expected to be generated by the proposed development, a conventional septic system with soakage trench will be utilised.</p>
	<p>AO10.2 ▼</p> <p>The extension and/or connection to the sewerage system is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.</p>	<p>Not applicable.</p> <p>Connection to sewerage infrastructure is not proposed.</p>
<p>PO11</p> <p>In areas not serviced by a reticulated sewerage system, an effluent disposal system is provided to service the proposed use and the development site must allow for the disposal of effluent without any adverse impacts on public health and safety, the amenity or the environment values of the area.</p>	<p>AO11.1 ▼</p> <p>The on-site wastewater disposal system is located on the site in accordance with the Plumbing and Drainage Act (Qld) 2002.</p>	<p>Complies with PO11.</p> <p>The proposed development will be connected to a conventional septic system.</p>
<p>PO12</p> <p>Waste water treatment and disposal infrastructure is designed and constructed to an appropriate standard.</p>	<p>AO12.1 ▼</p> <p>The on-site waste water disposal system is designed and constructed in accordance with the Queensland Plumbing and Wastewater Code.</p>	<p>Not applicable.</p> <p>The subject site will be connected to mains sewerage.</p>
<p>PO13</p>	<p>AO13.1</p>	<p>Not applicable.</p> <p>The subject site will be connected to mains sewerage.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
<p>Development does not result in the discharge of waste water to a waterway or external to the site unless it can be demonstrated that this represents best practice environmental management for the site.</p>	<p>A waste water management plan is prepared for the development which:</p> <p>(a) considers:</p> <ul style="list-style-type: none"> (i) waste water type; (ii) climatic conditions; (iii) water quality objectives; (iv) impacts on ecosystem health or receiving waters; (v) best practice environmental management; <p>(b) provides that waste water is managed in accordance with a waste management hierarchy that:</p> <ul style="list-style-type: none"> (vi) avoids waste water discharge to waterways; or (vii) if waste water discharge to waterways cannot practicably be avoided, minimises waste water discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwaters. 	
Stormwater management		
<p>PO14</p> <p>Development includes sufficient stormwater management infrastructure that suitably manages stormwater runoff in terms of:</p> <p>(a) maintaining natural drainage systems;</p>	<p>AO14.1 ▼</p> <p>Stormwater management infrastructure is designed and constructed in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.</p>	<p>Complies with AO14.1.</p> <p>Compliance with the requirements of AO14.1 can be ensured through the imposition of a condition within the Development Permit.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
<ul style="list-style-type: none"> (b) protecting water quality; (c) avoiding off-site impacts; (d) minimising erosion potential; (e) avoiding the risk of landslip and subsidence. 		
<p>PO15</p> <p>Development is designed to optimise the interception, retention and removal of waterborne pollutants, prior to the discharge to receiving waters.</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p> <p>The proposed development will not result in the release of contaminants from the site.</p>
<p>PO16</p> <p>The stormwater drainage system connects to a lawful point of discharge.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO16.</p> <p>In the first instance, rainwater will be captured into on-site storage tanks for reuse. Excess stormwater will be discharged to the open grassed areas at the rear of the site which eventually flow the adjacent waterway.</p>
<p>PO17</p> <p>Development does not obstruct the free passage of stormwater through a property.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO17.</p> <p>The proposed development will not obstruct stormwater passage.</p>
<p>PO18</p> <p>The pre-existing water regime in any natural waterway or wetland system within, adjacent, upstream or downstream of a development site is maintained and protected.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO18.</p> <p>The proposed development will not alter the flow of natural waterways or wetlands.</p>
<p>PO19</p> <p>Storage areas for stormwater detention and retention:</p>	<p>No acceptable outcome prescribed.</p>	<p>Not applicable.</p> <p>A storage area for stormwater is not proposed.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
<ul style="list-style-type: none"> (a) protect or enhance the environmental values of receiving waters; (b) achieve specified water quality objectives; (c) where practicable, provide for recreational use. 		
Electricity and telecommunication services		
<p>PO20</p> <p>Development is provided with electricity supply and telecommunication services.</p>	<p>AO20.1 ▼</p> <p>The site is connected to the transmission grid.</p>	<p>Complies with PO20.</p> <p>The proposed development will be connected to the electricity network via infrastructure along the Tully-Mission Beach Road. A connection from the Tully-Mission Beach Road to the subject site exists to service a disused pump-shed in proximity to the proposed development. The connection will be re-routed on the subject site to service the proposed development.</p>
	<p>AO20.2 ▼</p> <p>Electricity supply and telecommunication services are provided in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.</p>	<p>Complies with AO20.2.</p> <p>Upgrades to the existing connection will be designed and constructed to the relevant standards.</p> <p>Compliance with the requirements of AO20.2 can be ensured through the imposition of a condition within the Development Permit.</p>
Pedestrian and bikeway facilities		
<p>PO21</p>	<p>AO21.1 ▼</p> <p>For development in a business precinct, a footpath is constructed for the full street frontage/s of the site, designed to be safe for the intended usage and for the full width of the verge.</p>	<p>Not applicable.</p> <p>The subject site is not within a business precinct.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
Development must contribute to achieving a pedestrian oriented environment by the provision of pedestrian and bikeway facilities.	AO21.2 ▼ For development in all other precincts and zones, where development is adjacent to the pedestrian/cycle network as identified on Zoning Maps 1 to 21 (ZM-001 to ZM-021) or a Local Plan Map (LPM-001 to LPM-027), pedestrian and bikeway facilities must be constructed to be safe for the intended usage and for the full frontage of the site.	Not applicable. The proposed development does not warrant pedestrian / cycle infrastructure.
PO22 Bike paths are well connected and are constructed to be convenient, efficient and safe for the intended usage.	AO22.1 ▼ Bike paths are designed and constructed in accordance with the requirements of Planning Scheme Policy SC6.3 FNQROC Development Manual.	Not applicable. The proposed development does not warrant pedestrian / cycle infrastructure.
PO23 Pedestrian paths are well connected and are constructed to be convenient, efficient and safe for the intended usage.	AO23.1 ▼ Pedestrian paths are designed and constructed in accordance with the requirements of Planning Scheme Policy SC6.3 FNQROC Development Manual.	Not applicable. The proposed development does not warrant pedestrian / cycle infrastructure.
Erosion and sediment control		
PO24 Construction works include appropriate erosion and sediment control devices to ensure that erosion and sedimentation does not have an adverse impact on the environment.	AO24.1 Erosion and sediment control devices are implemented in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with AO24.1. Compliance with the requirements of AO24.1 can be ensured through the imposition of a condition within the Development Permit.
Concrete works		
PO25 Concrete is supplied, placed, compacted and finished to an appropriate standard to ensure its durability.	AO25.1 Concreting works are carried out in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with AO25.1. Compliance with the requirements of AO25.1 can be ensured through the imposition of a condition within the Development

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
		Permit.
Streetscape		
PO26 Development contributes towards an attractive streetscape by incorporating the requirements of any relevant streetscape or townscape master plan.	No acceptable outcome prescribed.	Not applicable. Streetscape plantings are not required.
Pest management		
PO27 Operational and construction works incorporate measures, such as vehicle wash down bays, to prevent the spread of weed seed from the site.	No acceptable outcome prescribed.	Complies with PO27. Compliance with the requirements of PO27 can be ensured through the imposition of a condition within the Development Permit.

9. 4. 3 EXCAVATING AND FILLING CODE

Table 9.4.3.3—Accepted development subject to requirements and assessable development

PERFORMANCE OUTCOMES	ACCEPTABLE OUTCOMES	APPLICANT RESPONSIBILITY
Stability		
PO1 Excavating and filling does not cause land instability.	AO1.1 ▼ Excavating and filling is carried out in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.	Complies with AO1.1. All excavation and filling activities will be undertaken in accordance with Policy SC6.3. Compliance with the requirements of AO1.1 can be ensured through the imposition of a condition within the Development Permit.
	AO1.2 ▼ No excavating and filling are carried out within 2 metres of the site boundary.	Complies with AO1.2. No excavation or filling works will be undertaken within 2m of a property boundary.
	AO1.3 ▼ Where the level of excavation or filling at the rear or sides of the lot differs from the level of adjoining lots by more than 100 millimetres, either: (a) a retaining wall entirely within the development site is provided with at least a 50-millimetre parapet above the finished ground level; or (b) a batter with a slope not exceeding 1 in 5 is provided with the bottom of the batter at least 1 metre from the lot boundary.	Not applicable. Minor levelling work will be undertaken to facilitate the proposed development. Levelling works will not be taken near the property boundaries and therefore, there will be no change to the current level of adjoining Lots.

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
	AO1.4 ▼ The construction of any retaining structure is completed in a single stage.	Not applicable. The proposed development does not include a retaining structure.
	AO1.5 ▼ Excavating and filling is undertaken on land with a slope not exceeding 1 in 5, with at least 50% of the site having a slope not exceeding 1 in 6.	Complies with AO1.5. Minor levelling work will be undertaken to facilitate the proposed development. The site does not exceed a 1:5 slope.
	AO1.6 ▼ All earthworks batter's steeper than 1 in 2 and higher than 1.8 metres require geotechnical certification.	Not applicable. The proposed development does not include an earthwork batter with a 1:2 steepness and a height of 1.8m or higher.
	AO1.7 ▼ Excavating and filling must not occur over an area in excess of 40% of the site area or 500m ² , whichever is the lesser.	Complies with AO1.7. Minor levelling work will be undertaken to facilitate the proposed development. Works will not exceed 40% of the site or 500m ² .
Flooding and drainage		
PO2 Excavating and filling does not result in a change to the runoff characteristics of a site that will have a detrimental effect on the site, surrounding land and ground water.	AO2.1 ▼ Excavating and filling does not result in the ponding of water on the site, surrounding land and/or infrastructure.	Complies with AO2.1. Minor levelling work will be undertaken to facilitate the proposed development. Works will not result in the ponding or water on the site, surrounding land or infrastructure.
	AO2.2 ▼ Excavating and filling does not result in an increase in the flow of water across a site, surrounding land and/or infrastructure.	Complies with AO2.2. The proposed development will largely comprise non-impervious areas and will not result in an increase in the flow of water across the site, surrounding land or infrastructure.

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
	<p>A02.3 ▼</p> <p>Excavating and filling does not result in an increase in the volume of water or concentration of water in a waterway or overland flow paths.</p>	<p>Complies with A02.3.</p> <p>The proposed development will not result in an increase in volume or concentration of water in a waterway or overland path.</p>
Environmental values		
<p>PO3</p> <p>Excavating and filling includes appropriate erosion and sediment control devices to ensure that erosion and sedimentation does not have an adverse impact on the environment.</p>	<p>A03.1 ▼</p> <p>Erosion and sediment control devices are implemented in accordance with Planning Scheme Policy SC6.3 FNQROC Development Manual.</p>	<p>Complies with A03.1.</p> <p>Erosion and sediment control devices will be used as per Policy SC6.3.</p> <p>Compliance with the requirements of A03.1 can be ensured through the imposition of a condition within the Development Permit.</p>
<p>PO4</p> <p>Excavating and filling does not result in a reduction of the water quality of receiving waters.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO4.</p> <p>The quality of stormwater from the site will not contain contaminants and therefore, will not diminish the quality of receiving waters.</p>
<p>PO5</p> <p>A sediment erosion control plan is developed and implemented for all excavating and filling.</p>	<p>No acceptable outcome prescribed.</p>	<p>Complies with PO5.</p> <p>Compliance with the requirements of PO5 can be ensured through the imposition of a condition within the Development Permit.</p>
<p>PO6</p> <p>Excavating and filling does not adversely impact on an area of environmental significance.</p>	<p>A06.1 ▼</p> <p>Excavating and filling is not undertaken within an area of environmental significance.</p>	<p>Complies with A06.1. The subject site is not within a mapped area of Environmental Significance.</p>

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
PO7 Excavating and filling does not cause land contamination.	A07.1 ▼ The subject site is not on the contaminated land register.	Complies with A07.1. The subject site is not on the contaminated land register.
	A07.2 ▼ Contaminated material is not used for fill.	Not applicable. Fill is not required to be brought to site.
	A07.3 ▼ Material used for fill does not contain plants or the seeds of plants that are: (a) class 1 or 2 pests identified in the Land Protection (Pest and Stock Route Management) Act 2002; or (b) local pests identified in Planning Scheme Policy SC6.4 Landscaping.	Not applicable. Fill is not required to be brought to site.
Visual amenity		
PO8 Excavating and filling must be undertaken to ensure that the visual amenity of adjoining lots and the area is not compromised.	A08.1 ▼ Excavating and filling is no greater than 2 metres in height or depth.	Complies with A08.1. Excavation and filling works will not exceed 2m in height or depth.
	A08.2 ▼ Soil used or produced by excavating and filling is not stockpiled in locations that are visible from a road or an adjoining lot for a period exceeding 1 month.	Complies with A08.2. Compliance with the requirements of A08.2 can be ensured through the imposition of a condition within the Development Permit.
	A08.3 ▼ Finished surfaces, slopes and batters are graded to smooth contours, seeded and turfed.	Complies with A08.3.

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
		The proposed development will have smoothed, seeded and turfed surfaces.
	A08.4 ▼ Any retaining structures exceeding 1.8 metres in height are stepped or terraced to an equivalent slope no steeper than 4 to 1.	Not applicable. The proposed development does not include a retaining structure.
	A08.5 ▼ Retaining structures are constructed of material which is sympathetic to the locality in respect of colour, texture and design.	Not applicable. The proposed development does not include a retaining structure.
Infrastructure		
PO9 Excavating and filling does not cause adverse impacts on infrastructure and services.	A09.1 ▼ Excavating and filling: <ul style="list-style-type: none"> (a) does not occur on land where infrastructure (such as electricity, telecommunications, water, sewerage and drainage) is buried; or (b) is carried out so that infrastructure that may be affected by the excavation or filling is properly relocated or physically protected from possible damage or disturbance. 	Complies with A09.1. Works will be limited to the proposed development area and will not impact on infrastructure or services.
Traffic, air quality and noise		
PO10 The haulage of material to and from sites does not adversely impact on amenity, having regard to:	No acceptable outcome prescribed.	Complies with PO10. The subject site is sufficiently sized to allow truck parking for the delivery of materials during the construction phase.

PER F O R M A N C E O U T C O M E S	A C C E P T A B L E O U T C O M E S	A P P L I C A N T R E S P O N S E
(a) truck queuing; (b) use of the road network to access the site.		
PO11 The environmental impact of air emissions (particularly dust and odours) associated with excavation or filling is within acceptable limits.	AO11.1 ▼ Dust and odour emissions are limited to within the boundaries of the site.	Complies with AO11.1. Standard dust mitigation practices such as water carts will be employed.
Access		
PO12 Access to the premises (including driveways and paths) must not have an adverse impact on safety, drainage and visual amenity.	AO12.1 ▼ Access to the site (including all works associated with the access): (a) must follow as close as possible to the existing contours; (b) must be contained within the premises and not the road reserves.	Complies with AO12.1. The subject site is largely flat and can accommodate safe access using existing contours.

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		
<p>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.</p>	<p>A01.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road.</p> <p>AND</p>	<p>Complies with A01.1.</p> <p>The proposed development will be located entirely within the subject site. No buildings, structures, infrastructure, services or utilities will be located in the Tully-Mission Beach Road.</p>
	<p>A01.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.</p>	<p>Complies with A01.2.</p> <p>The subject site is of a sufficient size to accommodate all required maintenance activities without the use of the Tully-Mission Beach Road.</p>
<p>PO2 The design and construction of buildings and structures does not create a safety hazard by distracting users of a state-controlled road.</p>	<p>A02.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials.</p> <p>OR</p>	<p>Complies with A02.1.</p> <p>The proposed development will be constructed using non-reflective building materials and non-reflective paint colours. The proposed development will use a colour scheme which is consistent with the surrounding area. The cladding materials proposed for the building are Colorbond Spandek vertical cladding in ‘Windspray and Terrain’ colours.</p>
	<p>A02.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road.</p> <p>AND</p>	<p>Complies with A02.2.</p> <p>The proposed development does not include light sources aimed directly at the Tully-Mission Beach Road and therefore, will not emit light into the face of oncoming traffic.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>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.</p> <p>AND</p>	<p>Complies with AO2.3.</p> <p>The proposed development does not include light sources aimed directly at the Tully-Mission Beach Road and therefore, will not emit light into the face of oncoming traffic. The nature of external lighting does not include laser lights or flashing lights.</p>
	<p>AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising Guide, 2nd Edition, Department of Transport and Main Roads, 2017.</p>	<p>Complies with AO2.4.</p> <p>Advertising devices for the proposed development will be limited to a single banner like sign fixed to the frontage of the building.</p> <p>The advertising device will be constructed to the relevant standard specified in AO2.4.</p> <p>Compliance with the requirements of AO2.4 can be ensured through the imposition of a condition within the Development Permit.</p>
<p>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.</p>	<p>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, 2018.</p>	<p>Not applicable.</p> <p>A bridge over the state-controlled road is not proposed.</p>
<p>Filling, excavation and retaining structures</p>		
<p>PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.</p> <p>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.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO4.</p> <p>Minor levelling works will be undertaken to facilitate the proposed development.</p> <p>The proposed development is located approximately</p>

Performance outcomes	Acceptable outcomes	Response
<p>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.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>		<p>25m from the state-controlled road. Therefore, the works will not impact the state-controlled road or associated infrastructure and services.</p>
<p>PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO5.</p> <p>Minor levelling works will be undertaken to facilitate the proposed development.</p> <p>The proposed development is located approximately 25m from the state-controlled road. Therefore, the works will not impact the state-controlled road.</p>
<p>PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO5.</p> <p>Minor levelling works will be undertaken to facilitate the proposed development.</p> <p>The proposed development is located approximately 25m from the state-controlled road. Therefore, the works will not impact the state-controlled road.</p>

Performance outcomes	Acceptable outcomes	Response
<p>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.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO7.</p> <p>The only excavations that will be undertaken during the construction of the proposed development are those associated with the installation of footings.</p> <p>Minor levelling works will be undertaken to facilitate the proposed development.</p> <p>The proposed development is located approximately 25m from the state-controlled road. Therefore, the works will not impact on the state-controlled road.</p>
<p>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.</p> <p>Note: It is recommended a pavement impact assessment is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, and the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a pavement impact assessment.</p>	<p>AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	<p>Complies with AO8.1.</p> <p>The proposed development does not require the import or removal of fill material from the subject site.</p>
<p>PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO9.</p> <p>Construction of the proposed access point will be undertaken as per the attached engineering plans.</p>

Performance outcomes	Acceptable outcomes	Response
<p>existing drainage infrastructure for a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>		<p>The works will not impact existing drainage infrastructure.</p>
<p>PO10 Fill material used on a development site does not result in contamination of a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO10.1 Fill material is free of contaminants including acid sulfate content.</p> <p>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.</p> <p>AND</p>	<p>Not applicable.</p> <p>The proposed development does not require the import or removal of fill material from the subject site.</p>
	<p>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.</p>	<p>Not applicable.</p> <p>The proposed development does not require the import or removal of fill material from the subject site.</p>
<p>PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>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.</p> <p>AND</p>	<p>Not applicable.</p> <p>The proposed development does not require the import or removal of fill material from the subject site.</p>
	<p>AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.</p>	<p>Not applicable.</p> <p>The proposed development does not require the import or removal of fill material from the subject site.</p>

Performance outcomes	Acceptable outcomes	Response
Stormwater and drainage		
<p>PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies with PO12.</p> <p>The proposed development will include water tanks for the collection of rainwater from roofed areas.</p> <p>Additional stormwater will be directed to the rear of the site which will be grassed. No stormwater from the proposed development will be directed to the Tully-Mission Beach Road.</p>
<p>PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO13.1 Development does not create any new points of discharge to a state-controlled road.</p> <p>AND</p>	<p>Complies with AO13.1.</p> <p>The proposed development will include water tanks for the collection of rainwater from roofed areas.</p> <p>Additional stormwater will be directed to the rear of the site which will be grassed. No stormwater from the proposed development will be directed to the Tully-Mission Beach Road.</p>
	<p>AO13.2 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge.</p> <p>AND</p>	<p>Complies with AO13.2.</p> <p>Stormwater will be discharged to the mapped waterway at the rear of the property which is a lawful point of discharge.</p>
	<p>AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>	<p>Not applicable.</p> <p>Stormwater from the proposed development will not be discharged to the Tully-Mission Beach Road.</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.</p>	<p>Complies with AO14.1</p> <p>Standard environmental controls including sediment fencing and bunding will be used during the construction phase.</p> <p>Compliance with the requirements of AO14.1 can be ensured through the imposition of a condition within the Development Permit.</p>
Vehicular access to a state-controlled road		
<p>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.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO15.1 Development does not require new or changed access to a limited access road.</p> <p>Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system.</p> <p>OR</p>	<p>Complies with AO15.1.</p> <p>A new access point is proposed from Tully-Mission Beach Road. The access point will be upgraded as per the attached engineering Plans.</p>
	<p>AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.</p> <p>Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	<p>Complies with AO15.2.</p> <p>The access point will be upgraded as per the attached engineering Plans and is consistent with the Policy.</p>
	<p>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.</p>	<p>Not applicable.</p> <p>The new access will service the proposed development only.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>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.</p>	
<p>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.</p> <p>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 <i>Transport Infrastructure Act 1994</i> issued.</p> <p>Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>A016.1 Vehicular access is provided from a local road.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>A016.2 Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p> <p>A016.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> 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.</p> <p>AND</p> <p>A016.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>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.</p> <p>AND</p>	<p>Complies with PO16.</p> <p>A new access point is proposed from Tully-Mission Beach Road. The access point will be upgraded as per the attached engineering Plans.</p> <p>Access from the State controlled road is required as the subject site only fronts the Tully-Mission Beach Road.</p> <p>The proposed development is designed to provide sufficient space to cater for on-site demand and to prevent short-stacking issues when entering and existing the subject site.</p>

Performance outcomes	Acceptable outcomes	Response
	AO16.5 On-site 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.	
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
PO17 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. Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO17.1 Vehicular access is located as far as possible from the state-controlled road intersection. AND	Not applicable. The subject site is not within 100m of an intersection with a State controlled road.
	AO17.2 Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2 nd Edition: Volume 3, Department of Transport and Main Roads, 2016. AND	Not applicable. The subject site is not within 100m of an intersection with a State controlled road.
	AO17.3 On-site 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. The subject site is not within 100m of an intersection with a State controlled road.
Public passenger transport infrastructure on state-controlled roads		
PO18 Development does 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. Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO18.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND	Not applicable. The subject site does not front mapped public passenger transport infrastructure.
	AO18.2 Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	Not applicable. The subject site does not front mapped public passenger transport infrastructure.
	AO18.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct	Not applicable.

Performance outcomes	Acceptable outcomes	Response
	<p>public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p> <p>AND</p>	<p>The subject site does not front mapped public passenger transport infrastructure.</p>
	<p>AO18.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.</p>	<p>Not applicable.</p> <p>The subject site does not front mapped public passenger transport infrastructure.</p>
Planned upgrades		
<p>PO19 Development does not impede delivery of planned upgrades of state-controlled roads.</p>	<p>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.</p> <p>Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system.</p> <p>OR</p> <p>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.</p> <p>OR all of the following acceptable outcomes apply:</p> <p>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.</p>	<p>Complies with AO19.1.</p> <p>The subject site does not front mapped a planned upgrade area.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road.</p> <p>AND</p> <p>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.</p> <p>AND</p> <p>AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.</p>	
Network impacts		
<p>PO20 Development does not result in a worsening of operating conditions on the state-controlled road network.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided. Please refer to the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	<p>Complies with PO20.</p> <p>The proposed development will be constructed with a new access point to the subject site from the Tully-Mission Beach Road. The access point will be constructed as per the attached engineering plans which will ensure the proposed development does not create a worsening of operating conditions.</p>
<p>PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.</p>	<p>AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.</p>	<p>Not applicable.</p> <p>Access from the State controlled road is required as the subject site only fronts the Tully-Mission Beach Road.</p>

Performance outcomes	Acceptable outcomes	Response
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	<p>AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the <i>Road Planning and Design Manual</i>, 2nd edition, Department of Transport and Main Roads, 2016.</p> <p>Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.</p>	<p>Complies with AO22.1.</p> <p>The proposed development will be constructed with a new access point to the subject site from the Tully-Mission Beach Road. The access point will be constructed as per the attached engineering plans.</p>

Table 1.2.2: Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with table 2.2.2: Environmental emissions in State code 2: Development in a railway environment.

Refer to the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcomes in Table 1.2.2.

Performance outcomes	Acceptable outcomes	
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.	<p>AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> 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) 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. 	<p>Not applicable.</p> <p>The proposed development does not involve accommodation activities.</p>

Performance outcomes	Acceptable outcomes	
	<p>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 SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017.</p> <p>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.</p> <p>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.</p>	
	<p>OR all of the following acceptable outcomes apply:</p> <p>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.</p> <p>AND</p>	
	<p>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.</p> <p>AND</p>	<p>Not applicable.</p> <p>The proposed development does not involve accommodation activities.</p>

Performance outcomes	Acceptable outcomes	
	<p>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:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours). <p>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.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p>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 State Planning Policy interactive mapping system.</p>	<p>Not applicable.</p> <p>The proposed development does not involve accommodation activities.</p>
<p>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.</p>	<p>AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in outdoor spaces for passive recreation: <ol style="list-style-type: none"> 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. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is</p>	<p>Not applicable.</p> <p>The proposed development does not involve accommodation activities.</p>

Performance outcomes	Acceptable outcomes	
	<p>provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017</p> <p>OR</p>	
	<p>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.</p> <p>AND</p>	<p>Not applicable.</p> <p>The proposed development does not involve accommodation activities.</p>
	<p>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).</p>	<p>Not applicable.</p> <p>The proposed development does not involve accommodation activities.</p>
Childcare centres and educational establishments		
<p>PO25 Development involving a:</p> <ol style="list-style-type: none"> 1. childcare centre; or 2. educational establishment <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.</p>	<p>AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> a. ≤ 58 dB(A) L₁₀ (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. <p>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 SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p>	<p>Not applicable.</p> <p>The proposed development does not involve childcare or education activities.</p>

Performance outcomes	Acceptable outcomes	
	<p>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.</p>	
	<p>OR all of the following acceptable outcomes apply:</p> <p>A025.2 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.</p> <p>AND</p>	<p>Not applicable.</p> <p>The proposed development does not involve childcare or education activities.</p>
	<p>A025.3 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.</p> <p>AND</p>	<p>Not applicable.</p> <p>The proposed development does not involve childcare or education activities.</p>
	<p>A025.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <p>1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p>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.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p>	<p>Not applicable.</p> <p>The proposed development does not involve childcare or education activities.</p>
<p>PO26 Development involving a:</p> <p>1. childcare centre; or</p>	<p>A026.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p>	<p>Not applicable.</p> <p>The proposed development does not involve childcare or education activities.</p>

Performance outcomes	Acceptable outcomes	
<p>2. educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor playareas.</p>	<p>1. to meet the following external noise criteria in each outdoor education area or outdoor play area:</p> <ol style="list-style-type: none"> a. ≤ 63 dB(A) L_{10} (12 hour) free field (between 6am and 6pm) <p>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.</p> <p>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 SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p>OR</p> <p>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.</p>	<p>Not applicable. The proposed development does not involve childcare or education activities.</p>
Hospitals		
<p>PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.</p>	<p>AO27.1 Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). <p>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.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p>	<p>Not applicable. The proposed development is not for a hospital.</p>
Vibration		

Performance outcomes	Acceptable outcomes	
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 $0.1\text{m/s}^{1.75}$. AND	Not applicable. The proposed development is not for a hospital.
	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 $0.4\text{m/s}^{1.75}$. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.	Not applicable. The proposed development is not for a hospital.
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 proposed development does not involve accommodation activities.
PO30 Development involving a: <ol style="list-style-type: none"> 1. childcare 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. The proposed development does not involve childcare or education activities.
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. The proposed development is not for a hospital.

Performance outcomes	Acceptable outcomes
	<p>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.</p>
	<p>Not applicable. The proposed development is not for a hospital.</p>

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

Performance outcomes	Acceptable outcomes	
PO32 Development does not impede delivery of a future state-controlled road.	<p>AO32.1 Development is not located in a future state-controlled road. OR</p>	<p>Not applicable. The subject site is not within a mapped future State controlled road environment.</p>
	<p>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.</p>	<p>Not applicable. The subject site is not within a mapped future State controlled road environment.</p>
	<p>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</p>	<p>Not applicable. The subject site is not within a mapped future State controlled road environment.</p>
	<p>AO32.4 Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND</p>	<p>Not applicable. The subject site is not within a mapped future State controlled road environment.</p>
	<p>AO32.5 Land is able to be reinstated to the pre-development condition at the completion of the use.</p>	
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.	<p>AO33.1 Development does not require new or changed access between the premises and a future state-controlled road. AND</p>	<p>Not applicable. The subject site is not within a mapped future State controlled road environment.</p>






Performance outcomes	Acceptable outcomes	
<p>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 <i>Transport Infrastructure Act 1994</i> issued.</p>	<p>AO33.2 Vehicular access for the development is consistent with the function and design of the future state-controlled road.</p>	<p>Not applicable. The subject site is not within a mapped future State controlled road environment.</p>
<p>PO34 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with the Road Planning and Design Manual, 2nd edition: Volume 3, Department of Transport and Main Roads, 2016.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable. The subject site is not within a mapped future State controlled road environment.</p>
<p>PO35 Fill material from a development site does not result in contamination of land for a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>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.</p> <p>AND</p> <p>AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 - Methods of testing soils for engineering purposes.</p>	<p>Not applicable. The subject site is not within a mapped future State controlled road environment.</p>
<p>PO36 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable. The subject site is not within a mapped future State controlled road environment.</p>

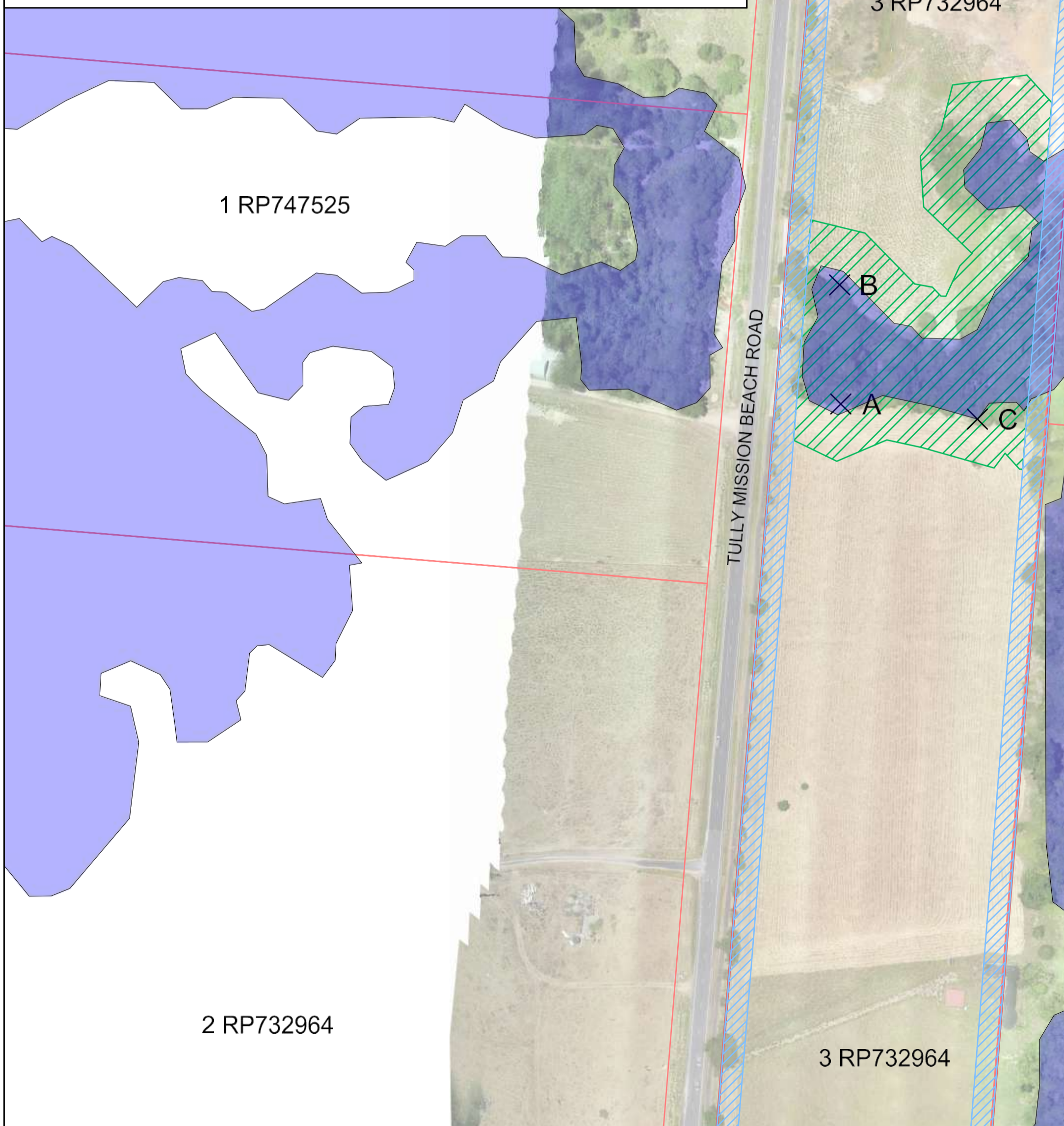
Performance outcomes	Acceptable outcomes	
Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.		
<p>PO37 Run-off from the development site is not unlawfully discharged to a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO37.1 Development does not create any new points of discharge to a future state-controlled road.</p> <p>AND</p>	<p>Not applicable. The subject site is not within a mapped future State controlled road environment.</p>
	<p>AO37.2 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division), Fourth Edition, 2016, provides further information on lawful points of discharge.</p> <p>AND</p>	<p>Not applicable. The subject site is not within a mapped future State controlled road environment.</p>
	<p>AO37.3 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>	<p>Not applicable. The subject site is not within a mapped future State controlled road environment.</p>

DISCLAIMER:

- Information contained herein is true as per date of survey
- Vegetation Management data extracted from the Queensland Spatial Catalogue - Qspatial (Regulated_vegetation_management_map) 10/12/2019.
- Cadastral Boundaries shown on this plan have not been re-established as part of this survey.

LEGEND

	DIGITAL CADASTRE 'CALCULATED'
	CATEGORY B AREA (REGULATED VEGETATION-MSES)
	EXISTING DEVELOPMENT
	10MTR LOT BOUNDARY BUFFER
	20MTR CATEGORY 'B' BUFFER
	'A' VEGETATION HEIGHT = 10MTRS
	'B' VEGETATION HEIGHT = 6MTRS
	'C' VEGETATION HEIGHT = 12.5MTRS



3.4.2 Element - Natural Environment

3.4.2.1 Specific outcomes

(1)	Development is designed to take into account the Region's biodiversity and environmental values and seeks to protect the Region's biodiversity and environmental values.	The proposed development has been designed with consideration of the remnant vegetation and associated environmental values. The proposed building will be located in an area of existing disturbance with no further clearing proposed.
(2)	Urban development is located within the township zone, except where this is not feasible due to the size and specific locational requirements of the development. However, development must avoid environmentally significant areas. Nature-based tourism may be located in environmentally significant areas, provided the activity: (a) is low key and low impact; (b) is reliant upon, consistent with and does not degrade the ecological values of the area; (c) maintains ecological connectivity or habitat extent.	The proposed development being for Air Services is not suitable for the Township Zone. As noted, the proposed development has been designed with consideration of environmental values applicable to the site.
(3)	Development within an SRA results in improved ecological connectivity or habitat extent. Revegetation within an SRA results in the establishment of an appropriate mix of locally endemic native species that enhances the area's ecological values.	The subject site is not within a SRA.
(4)	Development results in the removal of pest plants and animals from the development site and is undertaken in a way that prevents the spread of weed seed from the site.	The subject site is not known to contain and pest plants or animals. The site will be maintained to ensure pest plants are removed.

3.4 Natural Environment

3.4.1 Strategic outcomes

(1)	The Cassowary Coast Region is rich in terrestrial and aquatic natural assets that are pristine and of the highest integrity.	The proposed development responds to environmental site constraints and is located on an area of the subject site which has previously been cleared. No further clearing is proposed.
(2)	The Region is home to national parks and the Wet Tropics and Great Barrier Reef World Heritage Areas. Given the extent of these areas within the Cassowary Coast Region, they are important to the identity of the Region. The Region's national parks and World Heritage Areas are rich in natural habitat and serve important ecological functions. Both residents and visitors frequent these areas to enjoy their natural ambience and natural attractions and the associated recreational opportunities.	The subject site is not within a National Park or World Heritage Area.
(3)	Development allows for the Region's natural assets to be resilient to the impacts of climate change.	The proposed development will not impact on the region's natural assets.
(4)	The ecological values of the Region are protected from the potential adverse impacts of urban development and urban development will only occur within the township zone, unless the locational requirements of the development necessitate its location outside the urban footprint.	The proposed development has been designed with consideration of the remnant vegetation and associated environmental values. The proposed building will be located in an area of existing disturbance with no further clearing proposed.
(5)	Maintaining connectivity of the Region's important regional scale habitat links is essential. Broadly, these habitat links run east-west across the Region, and north-south along the western part of the Region and along the Region's coastline (see strategic framework map SFM-02). There is also connectivity between the mainland coast and the Region's islands, and through the Region's waterways and wetlands. Degraded or missing links within this habitat network will be restored. A minimum width of 200 metres is optimum for local scale habitat links.	The proposed development has been designed with consideration of the remnant vegetation and associated environmental values. The proposed building will be located in an area of existing disturbance with no further clearing proposed.
(6)	The cassowary is recognised as an iconic symbol of the Region. Ensuring that conditions exist for its survival, for example through the preservation of cassowary habitat and habitat corridors and reducing/minimising conflicts with urban development and associated impacts such as traffic, is extremely important.	The proposed development has been designed with consideration of the remnant vegetation and associated environmental values. The proposed building will be located in an area of existing disturbance with no further clearing proposed.
(7)	Development is carried out in a way that is sensitive to and protective of the Region's endangered and threatened species, including the cassowary and the mahogany glider. This means that urban impacts, such as fencing, traffic and the introduction of pest plants and animals do not impact on the future viability of these species.	The proposed development has been designed with consideration of the remnant vegetation and associated environmental values. The proposed building will be located in an area of existing disturbance with no further clearing proposed.

3.4 Natural Environment

3.4.1 Strategic outcomes

(8)	The Region's coast, including its beaches, native plants and animals, littoral rainforest, coastal wetlands, coastal woodlands and the Great Barrier Reef is an important part of the Region's identity, the lifestyle of its residents and the economic viability of its tourism industry. Development in the Region will ensure the protection of the biodiversity values of coastal ecosystems. The coastal zone should be conserved in its natural or non-urban state outside of existing urban areas.	Not applicable as the subject site is not a coastal site.
(9)	Development in coastal areas will avoid areas at risk of coastal hazards, including storm tide inundation, coastal erosion and projected sea level rise. Where avoidance is not practicable, there should be no intensification of existing levels of development. Affected land, such as that in the erosion prone area, should be surrendered to the State. Where coastal development does proceed in an area at risk of coastal hazards, it will need to be carried out so that it mitigates those risks to people, property, coastal resources and the environment.	Not applicable as the subject site is not a coastal site.
(10)	The ecological values and biodiversity of the Region's islands remain largely intact.	Not applicable as the subject site is not a coastal site.
(11)	Given the predominance of flood plains and coastal lowlands throughout the Cassowary Coast Region, there is a high probability that acid sulphate soils will be present in many locations. Therefore, it is accepted that avoidance of acid sulphate soils may not be practicable. Instead, development will need to avoid and/or effectively manage the potential adverse effects of acid sulphate soils on the natural environment, built structures, infrastructure and human health.	The subject site is not mapped as having ASS or PASS.
(12)	Pest plants and animals pose a significant threat to the Region's biodiversity. The failure to control pest plants and animals also has economic and social impacts across the Region. Development will assist in achieving positive pest management outcomes for the Region by removing pest plants and animals from the development site and preventing the spread of weed seed from the site.	The subject site is not known to contain pest plants or animals. The site will be maintained to ensure pest plants are removed.

3. 6 Natural resources and Landscape

3.6.1 Strategic outcomes

(1)	The Region's landscape predominately consists of shades of green, comprising open space, vegetated areas, waterways, cropping land and improved pastures, framed by mountain ranges. The scenic values of the Region's landscape are maintained, protected and enhanced. The features that comprise this landscape are protected from incompatible development, so they remain the dominant visual elements of the Region.	The proposed development has been designed with a maximum height that does not exceed the surrounding remnant vegetation. The proposed development will be landscaped and finished with earthen colours used to manage scenic amenity impacts (potential).
(2)	The importance of the natural environment in contributing to tourism, scenic amenity and recreational activities is recognised in the design of development. Maintenance of the scenic values of the coastline is particularly important.	The subject site is not a coastal site.
(3)	Land classified as important agricultural land is prevalent in the Region (see strategic framework maps SFM-03a, SFM-03b and SFM-03c). This land is important in maintaining the viability of the Region's agricultural industries. ALC Class A and B land must be protected from development that may lead to its alienation or diminished productivity.	Whilst the land is mapped as being agricultural land, it is noted that it is not currently used for this purpose and is isolated from other areas of agricultural production. The proposed development will not diminish the productivity of the regional area.
(4)	Rural zoned land is acknowledged as being important in supporting rural and agricultural activities and development must ensure that its ability to do this is not compromised. Agricultural activities that do not require ALC Class A and B land should avoid establishing on land with this Agricultural Land Classification.	Whilst the land is mapped as being agricultural land, it is noted that it is not currently used for this purpose and is isolated from other areas of agricultural production. The proposed development will not diminish the productivity of the regional area.
(5)	The multiple values of agricultural land are recognised, including the ecosystem services it can provide and its ability to contribute to the Region's scenic amenity. Development that negatively impacts on these values is not supported.	The proposed development has been designed to prevent impacts on mapped environmental values.
(6)	Development will not negatively impact on the Region's fishery resources and fish habitats. The ability for the Region to support aquaculture development has been proven through the operation of barramundi and prawn farms in the Region. Further sustainable aquaculture development in the Region should be located in areas that are able to support the physical and environmental requirements of the development, and where impacts on sensitive land uses and environmental values is minimised.	The proposed development will not impact on the region's fishery resources.
(7)	Resource/processing areas contain resources of State and regional significance and are where extractive industry is appropriate, in principle. Resource/processing areas and associated transport routes are protected from development that may prevent or severely constrain current or future extraction of those resources. The resources contained in resource/processing areas, local resource areas, other extractive resources and associated transport infrastructure are protected to allow for current and future extraction.	The subject site is not influenced by resource extraction activities.

3.6 Natural Resources and Landscape

3.6.1 Strategic outcomes

(8)	The focus of development involving the exploitation of the Region's natural resources is on increasing productivity, maximising efficiency and reducing waste. Doing this will maximise yield and economic viability of these industries, while minimising off-site, environmental and social impacts.	The proposed development will not result in environmental impacts and will strengthen the regional economy through diversification.
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3.6.2 Element - Rural and Agricultural Land

3.6.2.1 Specific outcomes

(1)	ALC Class A and B land is not reconfigured into lot sizes or used for any purpose that is inconsistent with the current or potential use of the land for agriculture.	The proposed development is not for a reconfiguration.
(2)	ALC Class A and B land is not alienated by development when suitable alternative land exists for that development. Development that would have the impact of alienating ALC Class A and B land does not occur on that land unless there is an overriding need for the development in terms of public benefit and no other site is suitable.	Whilst the subject site is mapped as agricultural land, the site is isolated from areas of primary production and not currently used for that purpose. Given the sites isolation, the proposed development will not impact on the long term viability of primary production within the region.
(3)	Boundary realignments involving ALC Class A and B land do not result in the creation of new small lots for rural residential or rural lifestyle purposes.	The proposed development is not for a boundary realignment.
(4)	Where urban development occurs adjacent to land used for agricultural activities, rolling or sequential buffers are used if the land is developed in stages to allow continuing agricultural activities on the balance of the site.	The proposed development is small scale and will not be staged.
(5)	The amalgamation of existing rural zoned lots less than 30 hectares in area is supported in order to achieve improved agricultural viability.	The proposed development is not for the amalgamation of existing rural zoned lots.

3. 6. 2 ELEMENT - SCENIC AMENITY

3.6.2.1 Specific outcomes

(1)	Visually significant areas and areas that contribute to the overall scenic landscape of the Region are of paramount importance and are protected and enhanced. Development that may impact on the scenic values of these areas does not occur and is directed to a more suitable location where it will not have an impact on scenic amenity.	The proposed development does not impact on the scenic values of the regional area. The proposed development is located in an area of existing disturbance with no further vegetation clearing proposed.
(2)	Development in coastal areas does not detract or impact on the locally and regionally significant views that characterise these areas. Vegetated buffers are used to screen development and protect views from the foreshore and ocean.	The subject site is not within a coastal area.
(3)	Development along tourist routes and State controlled roads must be designed to contribute positively to the impression of the Region provided to passing motorists and tourists. The decision whether to visit or stay in the Region is formed based on the impression given by the natural environment and development adjacent to these routes and it is important that any development visible from these routes is obscured from view or achieves a high level of visual amenity.	The proposed development has been designed in consideration of the frontage to a State controlled road (the Tully-Mission Beach Road) which is a mapped Tourist Route. The proposed development has been designed to be visually pleasing to passing motorists with the frontage to be landscaped, the balance of the subject site to be grassed, no clearing of vegetation to occur and the height of the building responding to the surrounding remnant vegetation.
(4)	Opportunities for active and passive recreation in natural areas are maximised but realised in a way that does not impact on the scenic values of those areas.	The proposed development is not for recreational purposes.
(5)	Urban areas are separated from rural and natural areas by vegetated inter-urban breaks. The four distinct villages comprising Greater Mission Beach remain separated and contained by vegetated areas.	The proposed development is not for urban purposes.

3. 8 INFRASTRUCTURE AND SERVICE

3.8.1 Strategic outcomes

(1)	The Region's relatively low population is generally well serviced by extensive infrastructure networks. To minimise the need to further extend these infrastructure networks, infill and consolidation is the preferred form of development to ensure maximum efficiency and cost effectiveness.	The proposed development is effectively and practically infill development, given development in the surrounding and adjacent areas, and will be connected to mains water infrastructure.
(2)	Infrastructure will be provided to a standard that is consistent with community and industry expectations in a timely and efficient manner. The use of existing infrastructure networks is maximised in preference to constructing new infrastructure.	The proposed development will be connected to Council's mains water infrastructure via direct connection from the subject site. New infrastructure is not required.
(3)	The Region's infrastructure is designed to take into account the Region's high rainfall, susceptibility to cyclones and the exposure of some areas to other hazards such as storm tide inundation and coastal erosion.	The proposed development does not include new infrastructure.
(4)	Infrastructure is protected by buffers from incompatible land uses and constructed in a way that minimises impacts on visual amenity and environmental values.	The proposed development does not include new infrastructure.
(5)	New urban development incorporates energy efficiency principles in its design, layout and operation.	The proposed development is minor and has been designed in consideration of weather patterns to achieve energy efficiencies.
(6)	Connectivity within and outside the Region depends upon the availability of reliable, high speed telecommunication and internet services. Improvements to telecommunication and internet services in the Region are supported so that residents are able to work from home, engage in E-Learning and benefit from E-Health. The ability for residents of the Cassowary Coast Region to benefit from these technologies is particularly important given the distance of the Region's towns and villages from major centres outside the Region.	The proposed development will be connected to telecommunications infrastructure from the Tully-Mission Beach Road.
(7)	Sites and corridors for infrastructure supporting agricultural activities, such as cane railway infrastructure, are protected to allow the continued operation of that infrastructure. New infrastructure is developed as required, in a way that enhances, rather than detracts from the agricultural viability of land.	The proposed development will not impact on infrastructure associated with primary production.

3. 9 ECONOMIC DEVELOPMENT

3.9.1 Strategic development

(1)	Development in the Cassowary Coast Region seeks to create and maintain a sustainable and diversified economy. In 2014, the Region's economy is largely reliant on cane farming, banana farming and tourism. The goal for planning and development is to assist in diversifying this economic base to provide greater economic resilience and employment opportunities.	The proposed development will diversify the regional economy and generate jobs that will support the local area, whilst providing an additional service offer to visitors in the Mission Beach locality.
(2)	The Region's existing industries, commercial activities and employment generators must be protected from incompatible development and provided the opportunity to expand.	The proposed development will not impact the regions existing economic activities including the primary production areas.
(3)	Agricultural landholders are encouraged to generate additional income from complementary small-scale commercial activities on their rural properties. One example is the establishment of small-scale camping activities, not including facilities such as a kiosk, office, manager's residence or the like, which take advantage of natural areas that are not farmed. Such activities will not impact on the agricultural viability of the land or any ecological values present.	The proposed development is not for agricultural purposes.
(4)	Commercial activities with minimal impact on the Region's environment as well as those that develop green technologies, are desirable additions to the Region's economy. Innovative industries utilising the Region's natural features (abundance of water, biodiversity, etc) and involving research and development in areas such as tropical medicine, indigenous health and education, pharmaceuticals and alternative energies are also encouraged in appropriate locations.	<p>The proposed development is for a commercial activity which is considered unlikely to have any significant impact of the region's environment. The subject site is extensively cleared with no further clearing proposed.</p> <p>Operations will be such that flight paths will avoid environmentally and / or other sensitive areas (including residential uses), further minimising and avoiding any potential impacts.</p>
(5)	Self-containment within the Region's villages is promoted. However, the role of Innisfail as the major regional activity centre and Tully as the district regional activity centre is maintained.	The subject site is located in a rural area, albeit surrounded by a range of development. The use is not appropriate for a more urbanised or town centre setting.
(6)	The design and location of new major industries minimises undesirable social impacts on the Region's residents. New economic development does not detract from the character or environmental and scenic values of the Region's towns and villages. Economic development in the Region minimises the Region's contribution to the causes of climate change and ensures industries are resilient to its impacts.	The proposed development is not for industry.
(7)	Land located within a business and industry precinct is protected from incompatible development. Better use of the Region's business and industry precincts is encouraged by way of infill and consolidation of these areas. Development that results in job creation is encouraged in these precincts.	The subject site is not within a business or industry precinct.

3. 9 ECONOMIC DEVELOPMENT

3.9.1 Strategic development

(8)	The establishment of big box/large format retail development is supported in the Region, with Innisfail, as the major activity centre, being the suitable location for this type of development. Only big box/large format retail development can be established in the Innisfail business fringe precinct located at South Innisfail.	The proposed development is not for retail purposes.
(9)	Economic development with a direct connection to the rural or resource value of land is encouraged in the rural zone. Economic development which relies on the natural or environmental values of land may be allowed in the environmental management and conservation zone, if it is of an appropriate scale and will not detrimentally impact on the environmental values of the subject land.	The proposed development is for an Aviation Facility to support the training of helicopter pilots and associated activities. Helicopters are frequently used for aerial spraying of production areas and therefore, the proposed development has a direct link to agricultural production.
(10)	The Port of Mourilyan has the potential to play a greater role in the economic diversification of the Region. Development in and around the Port facilitates a greater role for the Port in the Region's economy and contributes to the ability of the Port to expand in the future.	The subject site is not located in proximity to the Port of Mourilyan.
(11)	There is scope for the expansion of the Region's commercial fishing and aquaculture industries. Growth of these industries will provide a greater range of employment opportunities and further diversify the Region's economic base.	The proposed development does not impact on the regions commercial fishing or aquaculture activities.
(12)	Tourism and nature-based tourism development that is easily integrated and consistent with the Region's natural and scenic values is envisaged as the dominant form of tourism development in the Region. A range of compatible tourism products throughout the Region is encouraged where their location and design are consistent with the maintenance of the Region's character and environmental and scenic values. Regardless of scale, all tourism and nature-based tourism development will only be undertaken in a way and in locations that ensures the development does not detract from the environmental values, scenic values, coastal values and town/village character that attracts visitors to the Region.	The proposed development is not for tourism or nature-based business.
(13)	The Cardstone Village site is located on Tully Gorge Road, Cardstone and has been identified as suitable for tourism and nature-based tourism related activities. The development of this site will be consistent with a master plan prepared for the site.	The subject site is not within proximity of the Cardstone Village.

3. 9 ECONOMIC DEVELOPMENT

3.9.1 Strategic development

(14)	<p>The Coordinator-General has approved the Ella Bay integrated resort development for land located at Ella Bay, north of Innisfail. This development is large scale and comprises an integrated tourism and residential community, with provision made for wildlife corridors and the retention of areas with significant biodiversity value. The development is anticipated to be delivered over the next ten to fifteen years. Some other form of 'interim' tourism development may be appropriate at the site until such time as the integrated resort development proceeds. The development of this land for the Ella Bay integrated resort development:</p> <p>(a) will not be inconsistent with the approval under the State Development and Public Works Organisation Act 1971 as outlined in 'Ella Bay Integrated Resort Coordinator-General's report on the environmental impact statement November 2012';</p> <p>(b) will occur in accordance with a local area plan and associated development codes approved in accordance with an approval granted under section 242 of the Act.</p>	The subject site is not located at Ella Bay.
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3. 10 WATER MANAGEMENT

3.10.1 Strategic outcomes

(1)	Water is a prominent feature of the Cassowary Coast Region. The Region's high rainfall and location within the Wet Tropics means that the ocean, rivers, creeks and wetlands are highly visible within the Region's landscape. These waters are integral to the lifestyle of the Region's residents and the economic viability of local industries.	The proposed development does not impact on the regions waterways and is setback from the watercourse which traverses the subject site.
(2)	Development will not interfere with the ability of the general public to access the Region's waters, including the ocean, rivers and creeks.	The proposed development is on private land and does not impact on the publics ability to access a public waterway.
(3)	The Region's waterways are protected to maintain their ecological functions, scenic value, tourism and recreational value and suitability as water sources for industry and residents	The proposed development is setback in accordance with applicable setback requirements to maintain and protect the identified waterway on the subject site.
(4)	The hydrological capacity of waterways to safely drain existing and future urban areas is protected. Waterway widening, bank erosion and meander migration are contained within waterway buffers and do not impact on buildings and infrastructure in urban areas. The ecological integrity and processes necessary for biodiversity (with particular reference to aquatic and riparian biodiversity) are resilient to climate change and other threats.	The proposed development will not impact on the hydrological capacity of waterways on or adjacent to the subject site.
(5)	Large wetland systems exist across the Region, and the wetlands located in the Ella Bay area, the Bulguru/Ninds Creek wetland system, the Moresby catchment and from Maria Creek/Mission Beach down to the northern end of Cardwell are considered particularly vulnerable to human impacts(see strategic framework map SFM-02).All of the Region's wetlands, and in the particular those wetland systems listed, are protected from loss and degradation caused by physical disturbance and contaminated run off.	The proposed development will not impact on the regional wetlands.
(6)	Development is planned and managed to ensure that the supply of water to other users of the same water system is not affected. Land for potential significant water resource development, such as dams, weirs or agricultural irrigation is protected from development or incompatible uses.	The proposed development will not impact on the regional water supply.