PLANNING & DEVELOPMENT AND ENVIRONMENTAL SERVICES COMMITTEE MEETING
13 April 2017

AGENDA

Cr Wayne Kimberley Chairperson
Cr J Kremastos Mayor
Cr G Raleigh Division 1
Cr R Taylor Division 2
Cr M Nolan Division 4
Cr J Baines Division 5
Cr B Heath Division 6

Please find attached, agenda for the Local Government Meeting to be held in the Shire Hall - Level 2 Board Room, 70 Rankin Street, Innisfail commencing at 9.00am.

James Gott
CHIEF EXECUTIVE OFFICER
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1. RECEIPT OF MINUTES

1.1 RECEIPT OF MINUTES OF PLANNING AND DEVELOPMENT & ENVIRONMENTAL SERVICES COMMITTEE MEETING, 9 MARCH 2017

Recommendation:
“That the Minutes of the Planning and Development & Environmental Services Committee Meeting held on 9 March 2017 be received and noted.”
PLANNING & DEVELOPMENT AND ENVIRONMENTAL SERVICES COMMITTEE MEETING
09 March 2017

MINUTES

Cr Wayne Kimberley Chairperson
Cr J Kremastos Mayor
Cr G Raleigh Division 1
Cr R Taylor Division 2
Cr M Nolan Division 4
Cr J Barnes Division 5
Cr B Heath Division 6

Please find attached the minutes for the Planning & Development and Environmental Services Committee Meeting held in the Council Chambers - Board Room, 38-40 Bryant Street, Tully commencing at 9.00am.

James Gott
CHIEF EXECUTIVE OFFICER
MINUTES

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PRESENT:
Crs W Kimberley (Chairperson), J Kremastos (Mayor), R Taylor (Deputy Mayor), G Raleigh, M Nolan, J Baines and B Heath and Mr J Gott (Chief Executive Officer), Mr D Trotter (Director Works); Mr P Cochrane (Director Corporate Services), Mr G Singh (Manager of Finance), Mr G Scott-Holland (Manager Community Strategy), Mr B Jones (Senior Planner/Strategic Planner) Mr B Hortin (Graduate Planner), Ms J Lightfoot (Communications Officer) and Ms J Colesley (Minutes Clerk).

MINUTE’S SILENCE:
Mayor John Kremastos acknowledged the passing of former Johnstone Shire Council employee of 30 years, Kerry Lee who passed away recently and asked those present at the meeting to stand to observe a minute’s silence.

1. RECEIPT OF MINUTES
1.1 RECEIPT OF MINUTES OF PLANNING AND DEVELOPMENT & ENVIRONMENTAL SERVICES COMMITTEE MEETING, 09 FEBRUARY 2017

Recommendation:
“That the Minutes of the Planning and Development & Environmental Services Committee Meeting held on 09 February 2017 be received and noted.”

Moved Cr J Baines  
Seconded Cr R Taylor

Resolution Number 0046

"That the Recommendation be adopted."

FOR - Unanimous  
CARRIED

2. BUSINESS FROM PREVIOUS MINUTES

Nil
3. PLANNING & DEVELOPMENT

3.1 DEV2016/0069 - MATERIAL CHANGE OF USE FOR A TELECOMMUNICATIONS FACILITY (45M LATTICE TOWER)

Executive Summary:
Council is in receipt of an application for a Development permit for a Material Change of Use for a Telecommunications Facility (45m lattice tower). The application was prepared by Urbis Pty Ltd on behalf of Optus Mobile Pty Ltd for the establishment of a Telecommunications Facility within the Rural Zone on land described as Lot 12 on SP238640, situated at 566030 Bruce Highway, Euramo.

The application is Impact Assessable and therefore public notification was required. One properly made submission was received by Council.

While the application was originally referred to the Department of Infrastructure, Local Government and Planning due to its proximity to a State controlled road, the department determined it to be an invalid referral due to the development being an 'excluded material change of use' as defined by the Sustainable Planning Regulation 2009.

The subject site is located within the Regional Landscape and Rural Production Area as indicated in the Far North Queensland Regional Plan (FNQRP) 2009-2031.

It is submitted by the application that the proposed facility is a response to an essential community need for improved telecommunication infrastructure within the immediate and surrounding region. The intention for the new facility is to provide increased coverage and capacity to residents and businesses within the Euramo area.

The potential of co-locating the Optus equipment on an existing guyed mast containing Telstra radio equipment and located at Bruce Highway, Euramo (98SP224124) was explored. This facility is not an existing mobile telecommunications facility and does not comprise any mobile equipment. The facility includes some small, lightweight radio equipment but has no ability to add the significant weight of the Optus equipment. The potential of this site for a new tower was also explored. However, it was found that the site experiences major flooding, which is why the existing equipment on the site is elevated. Furthermore, due to the positioning of the existing facility, significant costs would be involved in upgrading the access track and connecting a new facility to power.

Alternative sites for the 45m lattice tower were also explored, including locations on Jack Evans Drive and Cargnello Road. These options were not pursued due to flooding and electricity connection issues.

Given the significant amount of tall structures in the surrounding area including street lights, power poles, and the existing guyed mast facility, it is not considered that the proposed lattice tower will significantly increase the impact on the amenity of the rural setting compared to the current situation. The subject sites, as well the surrounding areas are not mapped as visually significant areas and the adjacent area of the Bruce Highway, as well as Rockingham Road are not designated as tourist routes by the planning scheme. Furthermore, the facility is setback approximately 100 metres from the Bruce Highway and partially screened by sugar cane crop. Lastly, the Telecommunications Facility is necessary to provide service to the Euramo locality as there are no existing telecommunication facilities.
3.1 DEV2016/0069 - MATERIAL CHANGE OF USE FOR A TELECOMMUNICATIONS FACILITY (45M LATTICE TOWER) (CONT’D...)

The application is generally consistent with the provisions of the Cassowary Coast Regional Council Planning Scheme 2015 and therefore the application for Material Change of Use for a Telecommunications Facility (45m lattice tower) is recommended for approval subject to reasonable and relevant conditions.

Recommendation:
“That a Development Permit be issued for a Material Change of Use for a Telecommunications Facility (45m lattice tower) on land described as Lot 12 on SP234640, and situated at 58603 Bruce Highway, Euramo”, subject to the following conditions:

Assessment Manager’s Conditions

1. Proposal: That the development be undertaken generally in accordance with the application, documentation and plans listed in the table below, accepted by Council on 28 September 2016, 13 October 2016, and 5 January 2017, all relating to Development Application – DEV2016/0069, except where varied by the following conditions.

<table>
<thead>
<tr>
<th>Plan Number</th>
<th>Plan Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drawing No. B1434-P1</td>
<td>Draft Site Layout</td>
<td>02.06.16 Received by Council on 28 September 2016</td>
</tr>
<tr>
<td>Rev 01</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drawing No. B1434-P2</td>
<td>Draft Site Elevation</td>
<td>02.06.16 Received by Council on 28 September 2016</td>
</tr>
<tr>
<td>Rev 01</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The development may proceed subject to:

(e) The plans, specifications, facts and circumstances as set out in the application submitted to Council;

(b) Ensuring that the development complies in all respects with the following conditions of approval and the requirements of Council’s Planning Scheme and the FNQROC Development Manual; and

(c) Any alterations found necessary by the Chief Executive Officer or his delegate at the time of examination of the Engineering Plans or during construction of the development because of a particular requirement; except where modified by these conditions of approval.

2. Timing of Effect: The conditions of the Development Permit must be complied with prior to the commencement of use, except where specified otherwise in these conditions of approval.

3. Colour: The applicant/owner is to ensure that the lattice tower is of a non-reflective colour and does not comprise any white or bright coloured components. The exterior finishes and colours of the facility must be maintained in suitable conditions for the life of the structure, to the satisfaction of the Director Planning & Environmental Services.
3.1 DEV2016/0069 - MATERIAL CHANGE OF USE FOR A TELECOMMUNICATIONS FACILITY (45M LATTICE TOWER) (CONT'D...)

4. **Flood Level:** The applicant/owner is to ensure that the equipment shelter associated with the facility is situated greater than or equal to 0.2% annual exceedance probability level in accordance with the Cassowary Coast Regional Council Planning Scheme 2015 Flood Hazard Code, to the satisfaction of the Direction Planning & Environmental Services.

5. **Fencing:** The applicant/owner is to provide a minimum two (2) metre high chainwire security fence around the proposed lease area, as shown on Draft Site Layout Plan (B1434-P1 REV 01), prior to the commencement of the use, to the satisfaction of the Director Planning & Environmental Services.

6. **Warning signs:** The applicant/owner must ensure that warning or information signs are erected at the site where necessary to do so to ensure public safety, to the satisfaction of the Director Planning & Environmental Services.

7. **Erosion and Sediment Control:** Effective sediment and erosion control must be maintained at all times during and after construction work until there is adequate vegetation cover, paved areas or other controls to prevent any silt run-off from the site to the satisfaction of the Director Planning & Environmental Services.

8. **Rehabilitation:** The applicant/owner is to ensure that, in the event that the facility is abandoned or decommissioned, the site is rehabilitated to the standard of the site prior to the development.

9. **Access Agreement:** The applicant/owner must provide a copy of the access agreement between parties for Council records prior to the commencement of the use.

10. **Copy of Approval to Consultants:** The applicant/owner is to provide a copy of this Decision Notice including the development approval conditions, approved plans and documents to all consultants, private certifiers and contractors involved in the construction phase of this development.

**Assessment Managers Advice:**

a) **Relevant Period:** The relevant period for the development approval (Material Change of Use) shall be four (4) years starting the day the approval is granted or takes effect. In accordance with Section 341 of SPA, the development approval for Material Change of Use lapses if the building work under the approval is not complete within the abovementioned relevant period. However, if there are one or more related approvals for the development approval for Material Change of Use, the relevant period is taken to have started on the day the latest related approval takes effect. (Please refer to Section 341(7) of SPA for the meaning of related approval).

An applicant may request Council to extend the relevant period provided that such request is made in accordance with Section 383 of SPA and before the development approval lapses under Section 341 of SPA.
3.1 DEV2016/0069 - MATERIAL CHANGE OF USE FOR A TELECOMMUNICATIONS FACILITY (45M LATTICE TOWER) (CONT'D...)

b) **Notice of Intention to Commence Use:** The owner must return to Council the attached Notice of Intention to Commence Use after acceptance of and compliance with these or negotiated conditions (or court determined conditions) and prior to the commencement of the use. This will allow a check for compliance with conditions to be carried out by Council officers.

c) **Required Approvals:** A Development approval for Building Works will be required, with a permit for these works issued prior to any works commencing.

d) **Cultural Heritage:** The applicant/owner is to ensure compliance with the requirements of the Aboriginal Cultural Heritage Act and in particular ‘the duty of care’ that it imposes all landowners, developers and the alike.

e) **Engineering Works:** The applicant/owner is to ensure that the engineering works involved in the proposed development are designed and constructed in accordance with the FNQROC Development Manual.

f) **Environmental Nuisance:** The Environmental Protection Act 1964 states that a person must not carry out any activity that causes, or is likely to cause, environmental harm unless the person takes all reasonable and practicable measures to prevent or minimise the harm. Environmental harm includes environmental nuisance. In this regard persons and entities, involved in the civil, earthworks and construction phases of this development, are to adhere to their “general environmental duty” to minimise the risk of causing environmental harm.

Environmental harm is defined by the Act as any adverse affect, or potential adverse affect whether temporary or permanent and of whatever magnitude, duration or frequency on an environmental value and includes environmental nuisance. Therefore, no person should cause any interference with the environment or amenity of the area by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, sediment, oil or otherwise, or cause hazards likely in the opinion of the Council to cause undue disturbance or annoyance to persons or affect property not connected with the use.

Moved Cr J Baines
Seconded Cr G Raleigh

Resolution Number 0047

"That the Recommendation be adopted."

FOR - Unanimous

CARRIED
3.2 DEV2016/0065 - MATERIAL CHANGE OF USE FOR A TELECOMMUNICATIONS FACILITY (30M MONOPOLE AND ANCILLARY EQUIPMENT)

Executive Summary:
Council is in receipt of an application for a Development permit for a Material Change of Use for a Telecommunications Facility (30m monopole and ancillary equipment). The application was prepared by Urbis Pty Ltd on behalf of Optus Mobile Pty Ltd for the establishment of a Telecommunications Facility within the Rural Zone on land described as Lot 187 on CWL3294, situated at 19 Appleyard Road, Bilyana.

The application is Impact Assessable and therefore public notification was required. There were no submissions received by Council.

The application triggered referral to the Department of Infrastructure, Local Government and Planning due to its proximity to a railway. The concurrence response is shown as Attachment 4 (SDA-1016-034567).

The subject site is located within the Regional Landscape and Rural Production Area as indicated in the Far North Queensland Regional Plan (FNQRP) 2009-2031.

The possibility of co-locating the Optus equipment on an existing facility was explored; however, it was found that there are currently no existing telecommunications facilities in Bilyana, with the nearest facility being located 10km to the north in Murrigal. This facility services a different area, and given its significant separation from Bilyana, is not suitable as a co-location opportunity. Alternative sites for the new facility were also explored, including locations along the Bruce Highway, Old Cardwell Road, and 59 Appleyard Road. However, it was determined that 19 Appleyard Road was the most appropriate location due to issues surrounding the other sites including access and power source difficulties as well as flooding.

The application is generally consistent with the provisions of the Cassowary Coast Regional Council Planning Scheme 2015 and therefore the application for Material Change of Use for a Telecommunications Facility (30m monopole and ancillary equipment) is recommended for approval subject to reasonable and relevant conditions.
3.2 DEV2016/0065 - MATERIAL CHANGE OF USE FOR A TELECOMMUNICATIONS FACILITY (30M MONOPOLE AND ANCILLARY EQUIPMENT) (CONT’D…)

Recommendation:
“That a Development Permit be issued for a Material Change of Use for a Telecommunications Facility (30m monopole and ancillary equipment) on land described as Lot 187 on CWL3294, situated at 19 Appleyard Road, Bilyana”, subject to the following conditions:

Assessment Manager’s Conditions

1. **Proposal:** That the development be undertaken generally in accordance with the application, documentation and plans listed in the table below, accepted by Council on 13 October 2016, 25 October 2017 and 14 November 2016, all relating to Development Application – DEV2016/0065, except where varied by the following conditions.

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<thead>
<tr>
<th>Plan Number</th>
<th>Plan Name</th>
<th>Date</th>
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<tbody>
<tr>
<td>Drawing No. B1433-P1</td>
<td>Draft Site Layout</td>
<td>25.10.16</td>
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<tr>
<td>Rev 04</td>
<td></td>
<td>Received by Council on 25 October 2016</td>
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<tr>
<td>Drawing No. B1433-P2</td>
<td>Draft Site Elevation</td>
<td>25.10.16</td>
</tr>
<tr>
<td>Rev 04</td>
<td></td>
<td>Received by Council on 25 October 2016</td>
</tr>
</tbody>
</table>

The development may proceed subject to:
(a) The plans, specifications, facts and circumstances as set out in the application submitted to Council;
(b) Ensuring that the development complies in all respects with the following conditions of approval and the requirements of Council’s Planning Scheme and the FNQROC Development Manual; and
(c) Any alterations found necessary by the Chief Executive Officer or his delegate at the time of examination of the Engineering Plans or during construction of the development because of a particular requirement; except where modified by these conditions of approval.

2. **Timing of Effect:** The conditions of the Development Permit must be complied with prior to the commencement of use, except where specified otherwise in these conditions of approval.

3. **Aviation Hazard Lighting:** The applicant/owner is to ensure that aviation hazard lighting is installed on the facility in accordance with the specifications of the Civil Aviation Safety Authority.

4. **Colour:** The applicant/owner is to ensure that the Telecommunications Facility is of a natural colour, with a matt finish to blend with the natural colours of the surrounding environment. The exterior finishes and colours of the facility must be maintained in suitable conditions for the life of structure, to the satisfaction of the Director Planning & Environmental Services.
3.2 DEV2016/0065 - MATERIAL CHANGE OF USE FOR A TELECOMMUNICATIONS FACILITY (30M MONOPOLE AND ANCILLARY EQUIPMENT) (CONT'D...)

5. **Fencing:** The applicant/owner is to provide a minimum two (2) metre high chainwire security fence around the proposed lease area, as shown on Draft Site Layout Plan (B1433-P1 REV 04), prior to the commencement of the use, to the satisfaction of the Director Planning & Environmental Services.

6. **Warning signs:** The applicant/owner must ensure that warning or information signs are erected at the site where necessary to do so to ensure public safety, to the satisfaction of the Director Planning & Environmental Services.

7. **Erosion and Sediment Control:** Effective sediment and erosion control must be maintained at all times during and after construction work until there is adequate vegetation cover, paved areas or other controls to prevent any silt run-off from the site to the satisfaction of the Director Planning & Environmental Services.

8. **Rehabilitation:** The applicant/owner is to ensure that, in the event that the facility is abandoned or decommissioned, the site is rehabilitated to the standard of the site prior to the development.

9. **Access Agreement:** The applicant/owner must provide a copy of the access agreement between parties for Council records prior to the commencement of the use.

10. **Copy of Approval to Consultants:** The applicant/owner is to provide a copy of this Decision Notice including the development approval conditions, approved plans and documents to all consultants, private certifiers and contractors involved in the construction phase of this development.

**Concurrence Agency Conditions:**
Department of Infrastructure, Local Government and Planning provided Concurrence Agency Conditions, relating to the state trigger for proximity to a railway or future railway land dated 22 December 2016 Reference SDA-1016-034567 (see attachment 4).

**Assessment Managers Advice:**

a) **Relevant Period:** The relevant period for the development approval (Material Change of Use) shall be four (4) years starting the day the approval is granted or takes effect. In accordance with Section 341 of SPA, the development approval for Material Change of Use lapses if the building work under the approval is not complete within the abovementioned relevant period. However, if there are one or more related approvals for the development approval for Material Change of Use, the relevant period is taken to have started on the day the latest related approval takes effect. (Please refer to Section 341(7) of SPA for the meaning of related approval).

An applicant may request Council to extend the relevant period provided that such request is made in accordance with Section 383 of SPA and before the development approval lapses under Section 341 of SPA.
3.2 DEV2016/0065 - MATERIAL CHANGE OF USE FOR A TELECOMMUNICATIONS FACILITY (30M MONOPOLE AND ANCILLARY EQUIPMENT) (CONT'D...)

b) Notice of Intention to Commence Use: The owner must return to Council the attached Notice of Intention to Commence Use after acceptance of and compliance with these or negotiated conditions (or court determined conditions) and prior to the commencement of the use. This will allow a check for compliance with conditions to be carried out by Council officers.

c) Required Approvals: A Development approval for Building Works will be required, with a permit for these works issued prior to any works commencing.

d) Cultural Heritage: The applicant/owner is to ensure compliance with the requirements of the Aboriginal Cultural Heritage Act and in particular ‘the duty of care’ that it imposes all landowners, developers and the alike.

e) Engineering Works: The applicant/owner is to ensure that the engineering works involved in the proposed development are designed and constructed in accordance with the FNQROC Development Manual.

f) Environmental Nuisance: The Environmental Protection Act 1994 states that a person must not carry out any activity that causes, or is likely to cause, environmental harm unless the person takes all reasonable and practicable measures to prevent or minimise the harm. Environmental harm includes environmental nuisance. In this regard persons and entities, involved in the civil, earthworks and construction phases of this development, are to adhere to their “general environmental duty” to minimise the risk of causing environmental harm.

   Environmental harm is defined by the Act as any adverse affect, or potential adverse affect whether temporary or permanent and of whatever magnitude, duration or frequency on an environmental value and includes environmental nuisance. Therefore, no person should cause any interference with the environment or amenity of the area by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, sediment, oil or otherwise, or cause hazards likely in the opinion of the Council to cause undue disturbance or annoyance to persons or affect property not connected with the use.

Moved Cr G Raleigh Seconded Cr J Baines

Resolution Number 0048

"That the Recommendation be adopted."

FOR - Unanimous CARRIED
Concurrence agency response—with conditions
Proposed material change of use for a telecommunications facility on land described as Lot 187 on CWL3294 situated at 19 Appleyard Road Bilyana
(Given under section 265 of the Sustainable Planning Act 2009)

The referral agency material for the development application described below was received by the Department of Infrastructure, Local Government and Planning under section 272 of the Sustainable Planning Act 2009 on 23 November 2016.

Applicant details
Applicant name: Optus Mobile Pty Ltd
C/- Ubis Pty Ltd
Applicant contact details: 19 Appleyard Road, Bilyana 4854
pmilton@ubis.com.au

Site details
Street address: 19 Appleyard Road Bilyana 4854
Lot on plan: Lot 187 on CWL3294
Local government area: Cassowary Coast Regional Council

Application details
Proposed development: Development permit for material change of use for telecommunications tower
## Conditions to be imposed

<table>
<thead>
<tr>
<th>No.</th>
<th>Conditions</th>
<th>Condition timing</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Material change of use</strong></td>
<td></td>
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</tr>
</tbody>
</table>
| 1. | The development must be carried out generally in accordance with the following plans:  
   - Draft Site Layout, prepared by Huawei Technologies (AU) Pty Ltd, dated 10/03/2016, drawing number 1433-P1 and revision 0;  
   - Draft Site Elevation, prepared by Huawei Technologies (AU) Pty Ltd, dated 18/05/2016, drawing number 1433-P2 and revision 0. | At all times |

**Earthworks and retaining structures**

2. Any excavation, filling/backfilling/compression, retaining structures, building foundation structures and other works involving ground disturbance must not de-stabilise the railway, including rail transport infrastructure or the land supporting this infrastructure, or cause similar adverse impact.  
   | At all times |

**Stormwater and drainage**

3. (a) Stormwater management of the development must ensure no worsening or actionable nuisance to the railway.  
   (b) Any works on the land must not:  
      (i) create any new discharge points for stormwater runoff onto the railway;  
      (ii) interfere with and/or cause damage to the existing stormwater drainage on the railway;  
      (iii) surcharge any existing culvert or drain on the railway;  
      (iv) reduce the quality of stormwater discharge onto the railway.  
   | (a) All times  
   | (b) All times |
Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are:

* To ensure the development is carried out generally in accordance with the plans of development submitted with the application.
* To ensure that the impacts of stormwater events associated with development are minimised and managed to avoid creating any adverse impacts on the state-transport corridor.
Further development permits, compliance permits or compliance certificates

1. Under the Transport Infrastructure (Rail) Regulation 2006, permission from the Railway Manager (Queensland Rail) is required to take overdimensional road loads across Queensland Rail infrastructure (e.g., rail level crossings and rail bridges). Further information can be obtained from Queensland Rail's website at: http://www.queenslandrail.com.au/for-business/overdimensionalloads.
3.3 DELEGATIONS REPORT AND CURRENT APPLICATIONS

Recommendation:
“That the Delegations report listing Approvals issued by Planning Services for the Month of February 2017 and current applications be noted and received”

Moved Cr J Kremastos                                      Seconded Cr B Heath

Resolution Number 0049

"That the Recommendation be adopted."

FOR - Unanimous                                       CARRIED

4. ENVIRONMENTAL SERVICES

Nil

9.30am Mr M Allpress (Manager Environmental Services) and Mr P Valente (Coordinator Fleet and Depot) entered the meeting.

9.35am Mr V O’Brien (Avi Director Community Services) entered the meeting.
5. COMMUNITY SERVICES

5.1 PROPOSED RUGBY LEAGUE WORLD CUP EVENT - CASSOWARY COAST TO HOST

Executive Summary:
As the Cassowary Coast region has produced a number of international rugby league players over the years, including Lionel Williamson, Trevor McDonald, Kerry Boustead and Bill Slater from Innisfail, and Danny Clifford and Angelo Crema from Tully, the region holds the values and significance of the Rugby League World Cup in high regard. To capitalise on this cultural sentiment and the esteemed occasion of the 2017 Rugby League World Cup which is to be held in Cairns, and to help celebrate 100 years of Rugby League in the region, the Cassowary Coast community has been presented with a unique opportunity to host both the Tongan and Italian representative sides over a 4 day period between 18 - 22 October 2017.

By hosting both sides and assisting with their World Cup training needs, the opportunity to stage 'meet and greet' and Junior Rugby League clinic-type events would form part of a host of activities, and culminate in an Exhibition Game the evening before the Innisfail Annual Race Carnival between both sides at Innisfail’s Callencar Park on Friday, 20 October 2017.

The objective is to create a carnival-styled week of sporting entertainment to help promote the region's assets and investment value to a wide FNQ audience. It’s estimated that the event would boost industrial and consumption effects resulting in a rise in output of $200,240 for the local economy.

It is hoped that the event will also provide the Council and the local community with the following additional benefits:

- Promotion of the Cassowary Coast’s attributes to help grow tourism and investment;
- Assist in the objective of consolidating the Cassowary Coast’s reputation as a region which features sport and recreation as a significant part of its cultural character and appeal;
- To brow the game of Rugby League in Innisfail and the Far North Queensland region;
- Assist in building upon Council’s and associated Cassowary Coast business and community organisations’ reputation, both locally and across the FNQ region, as a successful event organiser;
- To building upon Council’s Community Services team capacity to monitor and evaluate the outcome of community events to help quantify their value; and
- To enhance social and community pride.

To mitigate potential financial risks that could impact on the quality of the event, a Project Feasibility Study and Risk Action Management Plan have been developed. It’s been identified that a $35,078 investment budget would be needed as contingency cover to counter a worst-case scenario from eventuating in which Council would need to underwrite both team’s expenses during their stay at full market value. This investment from Council is the cost to help ensure that the event will be remembered for returning positive cultural and economic multiplier benefits for the region’s social and business community.
Recommendation:

"That Council:

1. approve Council’s operations in taking a lead role in association with its community group partners in hosting the 2017 Rugby League World Cup Tongan and Italian representative teams on the Cassowary Coast for four (4) days by providing project team resources; and

2. allocate an amount of $35,000 in the 2017/18 budget for consideration by Council to cover associated costs in staging the event."

Moved Cr J Baines
Seconded Cr R Taylor
Resolution Number 0050

“That the Recommendation be adopted.”

FOR - Unanimous
CARRIED

6. NOTICE OF MOTION
     Nil

7. GENERAL BUSINESS

7.1 STATE REDISTRIBUTION - DECISION ON PROPOSED NEW ELECTORATE - HILL
Cr Wayne Kimberley raised his concerns in relation to the recent ECQ state redistribution and the proposed establishment of a new Electorate - Hill.

Cr Kimberley is concerned that the new electorate will see some residents of the Cassowary Coast Region, eg. those living south of Dean Road, Tully through to Cardwell remaining in the electorate of Hinchinbrook, whilst the remainder of residents will become part of the proposed new Electorate of Hill.

The forced amalgamation of Queensland local governments in 2008 was considered to be a major step forward to aligning Councils within new formalised boundaries, and in the case of Cardwell and Johnstone Shires, to address conflicts such as inconsistencies within planning schemes, local laws and overlapping local government representation within boundaries such as Mission Beach.

Cr Kimberley asked the Councillors for their comments in relation to lodging a formal submission outlining the issues which could impact negatively on the region as a result of the proposed boundary realignment.
7.1 STATE REDISTRIBUTION - DECISION ON PROPOSED NEW ELECTORATE - HILL (CONT'D...)
The general consensus was that residents living in areas within the Cassowary Coast region who might be impacted by the proposed boundary realignment should be consulted where possible, and a workshop convened by the Council to discuss feedback from the community and the potential impacts on the region, prior to Council lodging any formal submission.

The CEO informed the Council that the closing date for public objections to the proposal is Monday, 27 March 2017 so timeframes are tight and any resolution of Council would need to be considered at the Local Government Meeting on 23 March 2017.

It is understood that the stated reason for the boundary realignment is the declining enrolment in the west and the current and continuing growth in the coastal areas of Far North Queensland.

8. CONFIDENTIAL

Nil

10.05am There being no further business, the Chairman declared the meeting closed.


________________________________________
Chairman
2. BUSINESS FROM PREVIOUS MINUTES
   Nil

3. PLANNING & DEVELOPMENT
3.1 DELEGATIONS REPORT AND CURRENT APPLICATIONS

   Author & Officer's Title: Daniel Horton - Manager Planning Services
   Meeting Date: 13 April 2017

   Attachment 1: Planning
   Attachment 2: Current Applications (Stage of IDAS process)
   Attachment 3: Building

   Summary:
   The Planning Services Delegations report detailing approvals issued under Delegated Authority during the month of March 2017 and current applications (Stage of the IDAS process) is presented for Councillors Information.

   Recommendation:
   “That the Delegations report listing Approvals issued by Planning Services for the Month of March 2017 and current applications be noted and received”

   Commentary:
   The monthly operations report for the Planning Services Section for applications approved under Delegated Authority for Councils Information. The report contains information relating to the approvals issued during March 2017.

   Details are listed in the Attachments 1, 2 and 3.

   Link to Corporate Plan:
   1.1 Strong Governance and Risk Awareness
      a) Provide leadership that promotes the interests and views of the community.
      b) Manage and govern the organisation according to our stated values, ensuring principles of good governance are applied to achieve the best value outcome for the community.
      c) Pursue and nurture an environment of honesty and integrity in which elected members, managers and staff work together in a spirit of trust and teamwork.
      d) Ensure the administration of the region is governed through open and transparent decision-making and reporting processes.
      e) Develop and implement proactive risk-management strategies to reduce risk to Council and the community.
      f) Develop frameworks and undertake corporate projects that effectively implement corporate and operational plans.
      g) Establish a lobbying and advocacy strategy to capitalise on the opportunities for a new region.
Consultation:
Planning Services Staff

Legal Implications (Statutory basis, legal risks):
Nil

Policy Implications:
Nil

Risk Implications (Corporate, Operational, Project risks):
Nil

Financial & Resource Implications:
Nil

Report prepared by:
Daniel Horton - Manager Planning Services

Report authorised by:
Daniel Horton - Manager Planning Services

Report created date:
5 April 2017
## Attachment 1: Planning

<table>
<thead>
<tr>
<th>DATE OF ACTION</th>
<th>Applicant</th>
<th>Property Owners</th>
<th>PROPOSAL</th>
<th>PLANNING SCHEME</th>
<th>ACTION TAKEN</th>
</tr>
</thead>
<tbody>
<tr>
<td>01/03/2017</td>
<td>Beare Building Pty Ltd</td>
<td>Lesley Hamilton A Hamilton</td>
<td>DEY2017/0008 - Building Work Assessable Against a Planning Scheme for an Oversize Class 10a Shed on land described as Lot 5 on RP706468, situated at 86 Victoria Street, SILKWOOD QLD 4856</td>
<td>CCRC P.S.</td>
<td>Approved With Conditions</td>
</tr>
<tr>
<td>01/03/2017</td>
<td>(Aca) All Construction Approvals</td>
<td>Vico Pty Ltd</td>
<td>CAA2017/0009 - Concurrence Agency Assessment against the Queensland Development Code for a Secondary Frontage (Robert Johnstone Parade) and Side Boundary Setback Dispensation (Dwelling - Class 1a) on land described as Lot 6 on K7687, situated at 59 Jacobs Road, KURRIMINE BEACH QLD 4871</td>
<td>QDC</td>
<td>Approved With Conditions</td>
</tr>
<tr>
<td>02/03/2017</td>
<td>Joseph Bugeja</td>
<td>Giuseppe S Coco &amp; Jennifer A Coco</td>
<td>CAA2017/0010 - Concurrence Agency Assessment against Alternative Provisions within the Rural Zone of the Cassowary Coast Regional Council Planning Scheme 2015 for a Boundary Setback Dispensation (Shed - Class 10a) on land described as Lot 3 on RP881695, situated at 100 Coco Road, NEW HARBOURLINE QLD 4838</td>
<td>CCRC P.S.</td>
<td>Approved With Conditions</td>
</tr>
<tr>
<td>02/03/2017</td>
<td>Wes QLD Pty Ltd T/A Benchmark Survey &amp; Design</td>
<td>Esther M Angelini, Sr Giuneti Holdings Pty Ltd and Others</td>
<td>DEY2016/0068 - Operational works (Road works, stormwater, water infrastructure and earthworks) on land described as Part A Lot 338 on NR7055, situated at Goondi Mill Road, GOONDI BEND QLD 4860</td>
<td>CCRC P.S.</td>
<td>Approved With Conditions</td>
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<tr>
<td>Date</td>
<td>Name 1</td>
<td>Name 2</td>
<td>Description</td>
<td>Approved Status</td>
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<tr>
<td>03/03/2017</td>
<td>Shed Innisfail</td>
<td>Barbara C Kremastos &amp; John Kremastos</td>
<td>CAA2017/0012 - Concurrence Agency Assessment against the Queensland Development Code for a Side and Rear Boundary Setback Dispensation (Shed - Class 10a) on land described as Lot 18 on SP166155, situated at 4 Penna Close, INNISFAIL ESTATE QLD 4860</td>
<td>Approved With Conditions</td>
<td></td>
</tr>
<tr>
<td>03/03/2017</td>
<td>Paul B O’Kane</td>
<td>Fiona E O’Kane &amp; Paul B O’Kane</td>
<td>DEY2017/0012 - Material Change of Use for Caretaker’s Accommodation on land described as Lot 4 on SP131221, situated at 155 East Feluga Road, EAST FELUGA QLD 4854</td>
<td>CCRC P.S. Approved With Conditions</td>
<td></td>
</tr>
<tr>
<td>16/03/2017</td>
<td>Peter Forrest Superannuation Fund</td>
<td>Dodd Corporation Superannuation Fund &amp; Peter Forrest Superannuation Fund</td>
<td>MCU 213/3 - Request to change an existing approval (Extend the Relevant Period) - Development Permit for Material Change of Use for Multiple Residential (115 Units, Tourist Accommodation and Ancillary Uses including Restaurant/Bar, Kitchen, Day Spa, Reception, Office and Central Facilities) on land described as Lot 103 on SP177186, situated at Nonda Street, Mission Beach</td>
<td>JSC P.S. 1997 Relevant Period extended to 12 May 2019</td>
<td></td>
</tr>
<tr>
<td>16/03/2017</td>
<td>Plumb Building Pty Ltd</td>
<td>Darelle L Horsford &amp; Maurice W Horsford</td>
<td>CAA2017/0013 - Concurrence Agency Assessment against the Queensland Development Code for a Front Boundary Setback Dispensation (Patio - Class 10a) on land described as Lot 46 on RP705576, situated at 11 Agnes Street, EAST INNISFAIL QLD 4860</td>
<td>CCRC P.S. Approved With Conditions</td>
<td></td>
</tr>
<tr>
<td>21/03/2017</td>
<td>Jeffrey H Stephens</td>
<td>Jeffrey H Stephens</td>
<td>DEY2017/0015 - Building Work Assessable against a Planning Scheme for a Shed</td>
<td>CCRC P.S. Approved With Conditions</td>
<td></td>
</tr>
</tbody>
</table>
### Agenda

**CCRC Local Government Meeting**  
**13 April 2017**

<table>
<thead>
<tr>
<th>Date</th>
<th>Applicant</th>
<th>Applicant</th>
<th>Description</th>
<th>CCRC P.S.</th>
<th>Decision</th>
</tr>
</thead>
<tbody>
<tr>
<td>21/03/2017</td>
<td>Diana Micale</td>
<td>Diana Micale</td>
<td>DEY2017/0013 - Reconfiguring a Lot (Boundary Realignment - 4 Lots into 4 Lots) on land described as Lot 6 on RP720404, situated at 3 Eslick Street, MICHELL QLD 4660</td>
<td>Approved</td>
<td>With Conditions</td>
</tr>
<tr>
<td>21/03/2017</td>
<td>Building And Asset Services (Department Of Housing And Public Works)</td>
<td>The State of Queensland Represented by the Department of Police</td>
<td>DEY2017/0007 - Building Work Assessable against a Planning Scheme for Building Work on a Local Heritage Place on land described as Lot 293 on NR808519, situated at 1A Silkwood-Japoon Road, SILKWOOD QLD 4836</td>
<td>Approved</td>
<td>With Conditions</td>
</tr>
<tr>
<td>22/03/2017</td>
<td>Wayne C Dullaway</td>
<td>Roshni Dullaway &amp; Wayne C Dullaway</td>
<td>DEY2017/0017 - Building Work Assessable against a Planning Scheme for a Shed (Class 10e) Built Prior to a Dwelling on land described as Lot 113 on SP222735, situated at 'THE RISE' - 24 Rice Crescent, MISSION BEACH QLD 4852</td>
<td>Approved</td>
<td>With Conditions</td>
</tr>
</tbody>
</table>
### Attachment 2: Current Applications (Stage of IDAS process)

<table>
<thead>
<tr>
<th>Application ID</th>
<th>Stage/Decision</th>
<th>Full Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAA2017/0016</td>
<td>Application Stage</td>
<td>Concurrence Agency Assessment against alternative provisions of the CCRC planning scheme 2015 for a Boundary setback dispensation for a patio (class 1a) in the Rural zone</td>
</tr>
<tr>
<td>CAA2017/0017</td>
<td>Application Stage</td>
<td>Concurrence Agency Assessment against Queensland Development Code for a Boundary Setback Dispensation (Open Carport &amp; Verandah - Class 10a)</td>
</tr>
<tr>
<td>DEV2016/0046</td>
<td>Information and Referral Stage</td>
<td>Operational Work (Road works &amp; Stormwater) for 11 allotment residential subdivision</td>
</tr>
<tr>
<td>DEV2016/0048</td>
<td>Further Info Required</td>
<td>Preliminary Approval for an MCU (s242 of SPA 2009) to facilitate use rights in accordance with Jackey Jackey Street Plan of Development and a Development Permit for an RoL (Stage 1 - 2 Lots into 13 Lots)</td>
</tr>
<tr>
<td>DEV2016/0057</td>
<td>Information Requested, Y</td>
<td>Reconfiguring a Lot (1 Lot into 2 Lots)</td>
</tr>
<tr>
<td>DEV2016/0071</td>
<td>Further Information Requested</td>
<td>Operational Work for Prescribed Tidal Works (modification &amp; replacement of pre-existing wharf and deck and roof line extension)</td>
</tr>
<tr>
<td>DEV2016/0036</td>
<td>Further Info Required</td>
<td>Material Change of Use for a Quarry (Extraction involving Blasting, Screening, Crushing with production to 250 000t/annum) assessed under a Superseded Planning Scheme - Johnstone Shire Council Planning Scheme 2005, with associated Environmentally Relevant Activity</td>
</tr>
<tr>
<td>DEV2016/0087</td>
<td>Further Information Requested</td>
<td>Reconfiguring a Lot (Stage 1 - 1 Lot into 4 Lots and Balance) assessed under a Superseded Planning Scheme - Cardwell Shire Council Planning Scheme 2007</td>
</tr>
<tr>
<td>DEV2016/0088</td>
<td>Further Information Requested</td>
<td>Reconfiguring a Lot (Balance Stage/s - 1 Lot into 18 Lots) assessed under a Superseded Planning Scheme (Cardwell Shire Council Planning Scheme 2007)</td>
</tr>
<tr>
<td>DEV2016/0095</td>
<td>Further Information Requested</td>
<td>Material Change of Use for a Retirement facility</td>
</tr>
<tr>
<td>DEV2017/0005</td>
<td>Information and Referral Stage</td>
<td>Material Change of Use for Accommodation Buildings (Backpackers &amp; Tourist Resort) &amp; Multiple Dwelling and Reconfiguring a Lot (1 Lot into 2 Lots)</td>
</tr>
<tr>
<td>DEV2017/0014</td>
<td>Further Information Requested</td>
<td>Reconfiguring a Lot (1 Lot into 4 Lots + Balance Lot)</td>
</tr>
<tr>
<td>DEV2017/0016</td>
<td>Further Information Requested</td>
<td>Reconfiguring a Lot (2 Lots into 2 Lots - Boundary Realignment)</td>
</tr>
<tr>
<td>DEV2017/0018</td>
<td>Information and Referral Stage</td>
<td>Building Work Assessable against a Planning Scheme for a Class 10a Shed Built Prior to a Dwelling</td>
</tr>
<tr>
<td>DEV2017/0019</td>
<td>Information and Referral Stage</td>
<td>Material Change of Use for Caretaker’s Accommodation</td>
</tr>
<tr>
<td>Reference</td>
<td>Status</td>
<td>Description</td>
</tr>
<tr>
<td>-----------------</td>
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</tr>
<tr>
<td>DEV2017/0020</td>
<td>Information and Referral Stage</td>
<td>Building Work Assessable against a Planning Scheme for a Class 10a Shed Built Prior to a Dwelling</td>
</tr>
<tr>
<td>DEV2017/0021</td>
<td>Further Information Requested</td>
<td>Reconfiguring a Lot (Boundary realignment - 2 lots into 2 lots)</td>
</tr>
<tr>
<td>DEV2017/0022</td>
<td>Information and Referral Stage</td>
<td>Building Work Assessable against a Planning Scheme (Environmental Management &amp; Conservation Zone Code) for a Class 10a Shed</td>
</tr>
<tr>
<td>DEV2016/0008</td>
<td>Notification Stage</td>
<td>Preliminary Approval for an MCU (s242 of SPA 2009) to facilitate use rights in accordance with The Madden Creek Plan of Development and a Development Permit for an RoL (2 Lots into 8 Lots)</td>
</tr>
<tr>
<td>DEV2016/0096</td>
<td>Notification Stage</td>
<td>Material change of use for a Caravan Park (Short term motor home and caravan parking) assessed under a Superseded planning scheme (Johnstone Shire Council planning scheme 2005)</td>
</tr>
<tr>
<td>DEV2016/0062</td>
<td>Acknowledge Submitters</td>
<td>Preliminary Approval for a Material Change of Use (Section 242 of the Sustainable Planning Act 2009) to override the Planning Scheme to facilitate use rights in accordance with the Cassowary Rise Eco-Residential Estate - Precinct Plan, Assessment Tables &amp; Code and Plan of Development, and a Development Permit for Reconfiguring a Lot (1 Lot into 10 Lots + Balance Lot)</td>
</tr>
<tr>
<td>DEV2016/0080</td>
<td>Decision Stage</td>
<td>Reconfiguring a Lot (1 Lot into 3 Lots) assessed under a Superseded Planning Scheme - Cardwell Shire Planning Scheme 2007</td>
</tr>
<tr>
<td>DEV2017/0010</td>
<td>Decision Stage</td>
<td>Material Change of Use for Medium impact Industry (Fabrication and Repairs Workshop)</td>
</tr>
<tr>
<td>DEV2014/0058</td>
<td>Negotiated Decision Stage</td>
<td>Material Change of Use for Extraction (Extraction including Screening and Storage)</td>
</tr>
</tbody>
</table>
**Agenda – CCRC Local Government Meeting**

13 April 2017

**Attachment 3: Building - CCRC Building Statistics for March 2017**

<table>
<thead>
<tr>
<th>Application ID</th>
<th>Date Lodged</th>
<th>Proposal</th>
<th>Property Address</th>
<th>Estimated Cost</th>
<th>Date Approved</th>
</tr>
</thead>
<tbody>
<tr>
<td>DA0005/17</td>
<td>6/01/2017</td>
<td>Change of classification from shed (Class 10a) to dwelling (class 1a) - 93m²</td>
<td>Gundah Singh Road, MORESBY QLD 4871</td>
<td>40,000.00</td>
<td>22/03/2017</td>
</tr>
<tr>
<td>DA0025/17</td>
<td>27/01/2017</td>
<td>Change of Classification - from Class 10a to Class 1a including Plumbing &amp; Drainage and OSF</td>
<td>19 Kay Road, PALMERTON QLD 4860</td>
<td>10,000.00</td>
<td>15/03/2017</td>
</tr>
<tr>
<td>DA0030/17</td>
<td>31/01/2017</td>
<td>Re-roof of a Commercial Building - Class 6</td>
<td>61 Coronation Drive, EAST INNISFAIL QLD 4860</td>
<td>83,948.00</td>
<td>20/03/2017</td>
</tr>
<tr>
<td>DA0031/17</td>
<td>31/01/2017</td>
<td>Shed - Class 10a - 108m²</td>
<td>86 Victoria Street, SILKWOOD QLD 4856</td>
<td>34,907.00</td>
<td>1/03/2017</td>
</tr>
<tr>
<td>DA0042/17</td>
<td>8/02/2017</td>
<td>Dwelling (Class 1a - 259m²) with Plumbing &amp; Drainage</td>
<td>5 Edward Street, TULLY QLD 4854</td>
<td>321,840.00</td>
<td>8/03/2017</td>
</tr>
<tr>
<td>DA0056/17</td>
<td>16/02/2017</td>
<td>New Dwelling (Class 1a - 87.33m²) with Plumbing and Drainage and Onsite Sewerage Facilities</td>
<td>Barretts Lagoon Road, ROCKINGHAM QLD 4834</td>
<td>81,000.00</td>
<td>14/03/2017</td>
</tr>
<tr>
<td>DA0060/17</td>
<td>21/02/2017</td>
<td>Deck - Class 10a - 22.68m²</td>
<td>11 Agnes Street, EAST INNISFAIL QLD 4860</td>
<td>19,000.00</td>
<td>20/03/2017</td>
</tr>
<tr>
<td>DA0068/17</td>
<td>23/02/2017</td>
<td>Dwelling - Class 1a - 334.83m² including Plumbing &amp; Drainage and OSF</td>
<td>Formosa Road, SILKWOOD QLD 4856</td>
<td>431,597.00</td>
<td>14/03/2017</td>
</tr>
<tr>
<td>DA0069/17</td>
<td>23/02/2017</td>
<td>Shed - Class 10a - 49m²</td>
<td>Enid Street, FLYING FISH POINT QLD 4860</td>
<td>26,190.00</td>
<td>22/03/2017</td>
</tr>
<tr>
<td>DA0071/17</td>
<td>27/02/2017</td>
<td>Patio - Class 10a - 19.5m²</td>
<td>24 Bulguru Drive, ETTY BAY QLD 4858</td>
<td>24,640.00</td>
<td>13/03/2017</td>
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<tr>
<td>DA0074/17</td>
<td>28/02/2017</td>
<td>Shed - Class 10a - 21m²</td>
<td>17 Spine Court, MIGHELL QLD 4860</td>
<td>5,000.00</td>
<td>13/03/2017</td>
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<tr>
<td>DA0075/17</td>
<td>28/02/2017</td>
<td>Shed - Class 10a - 45m²</td>
<td>4 Penna Close, INNISFAIL ESTATE QLD 4860</td>
<td>28,695.00</td>
<td>13/03/2017</td>
</tr>
<tr>
<td>DA0076/17</td>
<td>2/03/2017</td>
<td>Dwelling (Class 1a - 290m²) with Plumbing and Drainage &amp; OSF</td>
<td>12 Roma Street, CARIDWELL QLD 4849</td>
<td>200,000.00</td>
<td>14/03/2017</td>
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<tr>
<td>DA0078/17</td>
<td>8/03/2017</td>
<td>Relocation of a Dwelling (Class 1a - 138m²) with Plumbing and Drainage and Onsite Sewerage Facilities</td>
<td>Hubinger Road, ELLERSECK QLD 4816</td>
<td>80,000.00</td>
<td>14/03/2017</td>
</tr>
<tr>
<td>DA0079/17</td>
<td>8/03/2017</td>
<td>Addition to Dwelling (Timber Patio - Class 10a - 20m²)</td>
<td>10 Bineham Street, TULLY QLD 4854</td>
<td>38,813.00</td>
<td>15/03/2017</td>
</tr>
<tr>
<td>DA0080/17</td>
<td>10/03/2017</td>
<td>Shed - Class 10a - 288m²</td>
<td>500 Murdungha Rd, KURRIMINE BEACH QLD 4871</td>
<td>180,000.00</td>
<td>13/03/2017</td>
</tr>
<tr>
<td>DA0081/17</td>
<td>14/03/2017</td>
<td>Roof over Courtyard (Class 6 - 27m² - Flame Tree Coffee Lounge)</td>
<td>24 Butler Street, TULLY QLD 4854</td>
<td>20,693.00</td>
<td>17/03/2017</td>
</tr>
<tr>
<td>DA0082/17</td>
<td>16/03/2017</td>
<td>Dwelling (Class 1a - 151.6m²) and secondary dwelling (class 1a - 91.9m²) with Plumbing &amp; Drainage and garages (class 10a)</td>
<td>20 Coralli Close, MISSION BEACH QLD 4852</td>
<td>359,000.00</td>
<td>29/03/2017</td>
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<tr>
<td>DA0083/17</td>
<td>16/03/2017</td>
<td>Reroof of a dwelling (Class 1a)</td>
<td>1587 Tully Gorge Road, DINGO POCKET QLD 4854</td>
<td>16,130.00</td>
<td>29/03/2017</td>
</tr>
<tr>
<td>DA0084/17</td>
<td>16/03/2017</td>
<td>Re-roof of a Dwelling - Class 1a</td>
<td>4 Bella-Vista Avenue, BELVEDERE QLD 4860</td>
<td>38,643.00</td>
<td>27/03/2017</td>
</tr>
<tr>
<td>DA0085/17</td>
<td>17/03/2017</td>
<td>Change of Classification for</td>
<td>155 East Feluga Road,</td>
<td>10,500.00</td>
<td>31/03/2017</td>
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<tr>
<td>Reference</td>
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<tr>
<td>DA0086/17</td>
<td>20/03/2017</td>
<td>Swimming Pool &amp; Fencing - Class 10b</td>
<td>19 Howe Street, WEBB QLD 4860</td>
<td>32,200.00</td>
<td>27/03/2017</td>
</tr>
<tr>
<td>DA0087/17</td>
<td>21/03/2017</td>
<td>Re-roof of Dwellings - Class 1a x 3</td>
<td>Goondi Mill Road, GOONDI QLD 4860</td>
<td>45,000.00</td>
<td>21/03/2017</td>
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<tr>
<td>DA0090/17</td>
<td>21/03/2017</td>
<td>Satellite Dish for ABC DTV (Class 10b)</td>
<td>Ellerbeck Road, CARDWELL QLD 4849</td>
<td>50,000.00</td>
<td>23/03/2017</td>
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<td>DA0091/17</td>
<td>21/03/2017</td>
<td>Reroof of a Dwelling - Class 1a</td>
<td>11 Hall Street, SOUTH JOHNSTONE QLD 4859</td>
<td>23,800.00</td>
<td>27/03/2017</td>
</tr>
<tr>
<td>DA0092/17</td>
<td>22/03/2017</td>
<td>Carport (Class 10a- 40m2)</td>
<td>UNIT 1/6 Hilliar Street, WONGALING BEACH QLD 4852</td>
<td>14,560.00</td>
<td>29/03/2017</td>
</tr>
<tr>
<td>DA0093/17</td>
<td>23/03/2017</td>
<td>Carport (Class 10a)</td>
<td>Corset Close, BULGUN QLD 4854</td>
<td>17,000.00</td>
<td>29/03/2017</td>
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<tr>
<td>DA0094/17</td>
<td>23/03/2017</td>
<td>Swimming Pool &amp; Fencing - Class 10b</td>
<td>176 Innisfail-Japoon Road, MUNDOO QLD 4860</td>
<td>46,000.00</td>
<td>27/03/2017</td>
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<tr>
<td>DA0095/17</td>
<td>24/03/2017</td>
<td>Open Carport (Class 10a - 33m2)</td>
<td>UNIT 8/23 The Boulevard, SOUTH MISSION BEACH QLD 4852</td>
<td>9,168.00</td>
<td>29/03/2017</td>
</tr>
<tr>
<td>DA0097/17</td>
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<td>Reroof of a Dwelling (class 1a)</td>
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**Agenda – CCRC Local Government Meeting**

13 April 2017
Cassowary Coast Regional Council
Progressive Totals for Dwellings and Total Approvals
2017
Cassowary Coast Regional Council
Comparison of Monthly Approvals - 2016 to 2017
Cassowary Coast Regional Council
Comparison of Progressive Monthly Approvals
2016 to 2017
Cassowary Coast Regional Council
Comparison of Progressive Total Dollar Value
2016 to 2017
Cassowary Coast Regional Council
Total Monthly Approvals by Building Class
2017

Agenda – CCRC Local Government Meeting
13 April 2017
Cassowary Coast Regional Council
Comparison of Total Dwelling Dollar Value
2015/2016 to 2016/2017

June
May
April
March
February
January
December
November
October
September
August
July
Cassowary Coast Regional Council
Comparison of Progressive Total Dollar Values
2015/2016 to 2016/2017
### 3.2 DEV2017/0010 - DEVELOPMENT APPLICATION FOR A MATERIAL CHANGE OF USE FOR A MEDIUM IMPACT INDUSTRY (FABRICATION & REPAIR WORKSHOP)

**Author & Officer's Title:** Bryan Hortin - Graduate Planner  
**Meeting Date:** 13 April 2017  
**Attachments:**  
1. Locality Plan and Aerial Photo  
2. Proposal Plans

<table>
<thead>
<tr>
<th>Applicant:</th>
<th>Jason &amp; Peter Jackson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consultant:</td>
<td>NA</td>
</tr>
<tr>
<td>Application Date:</td>
<td>8 February 2017</td>
</tr>
<tr>
<td>Proposal:</td>
<td>Material Change of Use for Medium Impact Industry (Fabrication &amp; Repair Workshop)</td>
</tr>
<tr>
<td>Real Property Description:</td>
<td>Lot 50 on RP859327</td>
</tr>
<tr>
<td>Property Address:</td>
<td>178 Murray Upper Road, Murrigal</td>
</tr>
<tr>
<td>Land Area:</td>
<td>74ha</td>
</tr>
<tr>
<td>FNQRP Zone:</td>
<td>Regional Landscape &amp; Rural Production Area</td>
</tr>
<tr>
<td>Planning Instrument:</td>
<td>Cassowary Coast Regional Council Planning Scheme 2017</td>
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<td>Zone</td>
<td>Rural Zone</td>
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<td>Overlays</td>
<td>Flood Hazard Overlay</td>
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<td>Impact Assessable</td>
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<td>Land Use Codes:</td>
<td>Industrial Activities Code</td>
</tr>
<tr>
<td>Other Development Codes:</td>
<td></td>
</tr>
</tbody>
</table>
  - Advertising Devices Code  
  - Design for Safety Code  
  - Excavating and Filling Code  
  - Infrastructure Works Code  
  - Landscaping Code  
  - Parking and Access Code |
| Existing Use of Land: | Cane farm |
| Existing Approvals: | Nil |
| No. of Submissions: | None |

**Executive Summary:**

Council is in receipt of an application for a Material Change of Use for Medium Impact Industry (Fabrication & Repair Workshop). The application was prepared by Jason Jackson and Peter Jackson for the establishment of Medium Impact Industry (Fabrication & Repair Workshop) within the Rural Zone on land described as Lot 50 on RP859327, situated at 178 Murray Upper Road, Murrigal.

The application is Impact Assessable and therefore public notification was required. No properly made submissions were received by Council.

The application did not trigger any Referral Agencies.

The subject site is located within the Regional Landscape & Rural Production Area as indicated in the Far North Queensland Regional Plan (FNQRP) 2009-2031 and is considered to be consistent with the intent and policies of the plan.
The application is generally consistent with the provisions of the Cassowary Coast Regional Council Planning Scheme 2015 and therefore the application for a Material change of Use for Medium Impact Industry (Fabrication & Repair Workshop) is recommended for approval subject to reasonable and relevant conditions.

**Recommendation:**

“That a Development Permit be issued for a Material Change of Use for Medium Impact Industry (Fabrication & Repair Workshop) on land described as Lot 50 on RP859327, situated at 178 Murray Upper Road, Murrigal, subject to the following conditions:

1. **Proposal:** That the development be undertaken generally in accordance with the application and documentation as well as the plans in the table below, accepted by Council on 8 February 2017, all relating to Development Application DEV2017/0010, excepting where varied by the following conditions.

<table>
<thead>
<tr>
<th>Plan Number</th>
<th>Plan Name</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Un-numbered</td>
<td>Site Plan: Peter &amp; Jason Jackson (Google Earth Image)</td>
<td>No date Received by Council 8 February 2017</td>
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<tr>
<td>08009JJ - S01 Issue A</td>
<td>Floor Slab &amp; Footings Plan &amp; Detail</td>
<td>14/03/08 Received by Council 1 May 2009</td>
</tr>
<tr>
<td>08009JJ - S02 Issue A</td>
<td>Roof Framing Plan &amp; Details</td>
<td>14/03/08 Received by Council 1 May 2009</td>
</tr>
<tr>
<td>08009JJ - S03 Issue A</td>
<td>Typical Cross Section &amp; Details</td>
<td>14/03/08 Received by Council 1 May 2009</td>
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<tr>
<td>08009JJ - S04 Issue A</td>
<td>Framing Elevation</td>
<td>14/03/08 Received by Council 1 May 2009</td>
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<tr>
<td>15033/1</td>
<td>Elevations (Southern &amp; Northern Elevations)</td>
<td>20/08/15 Received by Council 8 February 2017</td>
</tr>
<tr>
<td>15033/2</td>
<td>Elevations (Western Elevation)</td>
<td>20/08/15 Received by Council 8 February 2017</td>
</tr>
<tr>
<td>15033/5</td>
<td>Roof Framing Plan</td>
<td>20/08/15 Received by Council 8 February 2017</td>
</tr>
<tr>
<td>15033/6</td>
<td>Foundation Plan</td>
<td>20/08/15 Received by Council 8 February 2017</td>
</tr>
</tbody>
</table>

2. **Timing of Effect:** The conditions of the Development Permit must be complied with prior to commencement of use, except where specified otherwise in these conditions of approval.

3. **Amended Plans:** An amended set of plans incorporating any of the changes required by these conditions shall be provided to Council to be endorsed by the Director Planning & Environmental Services, prior to an application being made for building work. A copy of the endorsed plans must also be provided to the person from whom building approval is sought.
4. **Car Parking:** The development is to provide a minimum of five (5) car parks on the subject site. All car parking facilities must comply with the following requirements, to the satisfaction of the Director Planning & Environmental Services:
   - All car parking facilities and manoeuvring areas are to be constructed to an all weathered gravel standard.
   - All car parking facilities are to be designed and constructed to comply with Australian Standard AS1428 Design for Access and Mobility and Australian Standard AS2890.1 Parking Facilities - off street car parking; and
   - All car parks must be constructed prior to the issue of a Certificate of Final Inspection or a Certificate of Classification; and
   - Car parking facilities are to be maintained and available at all times.

5. **Signage:** The applicant/owner must ensure that any signage on the subject site, for the proposed development, must comply with the Advertising Devices Code of the Cassowary Coast Regional Council Planning Scheme 2015, to the requirements and satisfaction of the Director Planning & Environmental Services.

6. **Waste Bins & Storage Areas:** The waste bin and storage areas must be screened from view of adjoining properties and road frontages, to the requirements and satisfaction of the Director Planning & Environmental Services.

7. **Erosion & Sediment Control:** Effective erosion and sediment control must be maintained at all times during and after construction work until there is adequate vegetation cover, paved or other controls to prevent any silt run-off from the site to the requirements and satisfaction of the Director Planning & Environmental Services.

8. **Public Utilities – Alterations:** Any relocation or alteration to any public utilities in association with works pertaining to this development must be undertaken as required by the relevant service provider and at no cost to Council.

9. **Stormwater Drainage:** The applicant/owner must ensure that the flow of all external stormwater from the property is directed to Council’s existing stormwater drainage system, such that stormwater does not adversely affect surrounding properties. A plan of these works is to be endorsed by Council prior to the lodgement of a development application for building work, to the requirements and satisfaction of the Director Planning & Environmental Services.

10. **Environmental Nuisance:** The applicant/owner is to ensure that noise from either air conditioning units, service equipment, swimming pool filters or other mechanical equipment must not emanate from the subject land to a degree that would, in the opinion of the Director Planning & Environmental Services, create an environmental nuisance having regard to the provisions of the Environmental Protection Act 1994, Environmental Protection (Noise) Policy 1997 and Environmental Protection Regulation 1998 (Part 2A – Environmental Nuisance).

11. **Night Lighting:** The applicant/owner is to ensure that all night lighting is designed and constructed to the satisfaction of the Director, Planning & Environmental Services so as to ensure that light emitted from the subject site does not, in the opinion of the Director Planning & Environmental Services, create an environmental nuisance having regard to the provisions of the Environmental Protection Act 1994 and Environmental Protection Regulation 1998 (Part 2A – Environmental Nuisance).
Assessment Manager’s Advice:

a) Relevant Period: The relevant period for the development approval (Material Change of Use) shall be four (4) years starting the day the approval is granted or takes effect. In accordance with Section 341(1) of the Sustainable Planning Act 2009 (SPA), the development approval for material change of use lapses if the first change of use under the approval does not happen within the abovementioned relevant period. However, if there are one or more related approvals for the development approval for material change of use, the relevant period is taken to have started on the day the latest related approval takes effect. (Please refer to Section 341(7) of SPA for the meaning of related approval).

An applicant may request Council to extend the relevant period provided that such request is made in accordance with Section 383 of SPA and before the development approval lapses under Section 341 of SPA.

b) Notice of Intention to Commence Use: The applicant/owner must return to Council the attached Notice of Intention to Commence Use after acceptance of and compliance with these or negotiated conditions (or court determined conditions) and prior to the commencement of the use. This will allow a check for compliance with conditions to be carried out by Council officers.

c) Required Approvals: A Development approval for Building (change of building classification) and Plumbing/Drainage works will be required, with a permit for these works issued prior to any works commencing.

d) Cultural Heritage: The applicant/owner is to ensure compliance with the requirements of the Aboriginal Cultural Heritage Act and in particular ‘the duty of care’ that it imposes all landowners, developers and the alike.

e) Engineering Works: The applicant/owner is to ensure that the engineering works involved in the proposed development are designed and constructed in accordance with the FNQROC Development Manual, 2005.

f) Environmental Nuisance: The Environmental Protection Act 1994 states that a person must not carry out any activity that causes, or is likely to cause, environmental harm unless the person takes all reasonable and practicable measures to prevent or minimise the harm. Environmental harm includes environmental nuisance. In this regard persons and entities, involved in the civil, earthworks and construction phases of this development, are to adhere to their “general environmental duty” to minimise the risk of causing environmental harm.

Environmental harm is defined by the Act as any adverse affect, or potential adverse affect whether temporary or permanent and of whatever magnitude, duration or frequency on an environmental value and includes environmental nuisance. Therefore, no person should cause any interference with the environment or amenity of the area by reason of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, sediment, oil or otherwise, or cause hazards likely in the opinion of the Council to cause undue disturbance or annoyance to persons or affect property not connected with the use.
Background:
In May 2009 an application was lodged with Council for a farm shed on the subject lot. However, the building application DA0210/09 and was never finalised, and lapsed on 20/5/2010 due to a failure to provide a response as was required at the further information stage.

In January 2017 a Notice of Engagement was received by Council stating a building application for alterations to an existing shed (Class 10a). Council became aware that the existing shed had no building approval and had an industrial use which deemed that the building could not be classed as a Class 10a Shed.

As a result of the operations within the shed, the owners entered into discussion with Council and a development application was lodged for a Material Change of Use for Medium Impact Industry (Fabrication & Repair Workshop), with the surrounding 72ha to remain under sugar cane.

A site inspection was carried out on 20 February 2017 by Council officers in relation to application DEV2017/0010.

Proposal:
The proposed development facilitates a change of use from agriculture to include a Medium Impact Industry (Fabrication and Repair Workshop).

The Cassowary Coast Regional Council planning scheme 2015 defines Medium Impact Industry as:

Premises used for industrial activities that include the manufacturing, producing, processing, repairing, altering, recycling, storing, distributing, transferring or treating of products and have one or more of the following attributes:

- potential for noticeable impacts on sensitive land uses due to offsite emissions including aerosol, fume, particle, smoke, odour and noise
- potential for noticeable offsite impacts in the event of fire, explosion or toxic release
- generates high traffic flows in the context of the locality or the road network
- generates an elevated demand on the local infrastructure network
- onsite controls are required for emissions and dangerous goods risks
- the use is primarily undertaken indoors
- evening or night activities are undertaken indoors and not outdoors.

Examples include spray painting and surface coating, wooden and laminated product manufacturing (including cabinet making, joining, timber truss making or wood working).

The applicant has proposed to use the building to operate a fabrication and repair workshop, which includes fabrication, repairs/maintenance on farm machinery/implements/harvesting equipment, and fabrication of steel products, e.g. heavy universal beam sheds.
Site and Locality:

<table>
<thead>
<tr>
<th>Real Property Description:</th>
<th>Lot 50 on RP859327</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Address:</td>
<td>178 Murray Upper Road, Murrigal</td>
</tr>
<tr>
<td>Land Area:</td>
<td>74ha</td>
</tr>
<tr>
<td>Access:</td>
<td>Murray Upper Road</td>
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<td>Road Frontage:</td>
<td>80 metres</td>
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<tr>
<td>Topography:</td>
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<td>Surrounding Land Uses:</td>
<td>Cane Farms and other agricultural uses</td>
</tr>
<tr>
<td>Council Services:</td>
<td>Nil</td>
</tr>
<tr>
<td>Vegetation:</td>
<td>Nil</td>
</tr>
<tr>
<td>Wetland/ Watercourse:</td>
<td>Nil</td>
</tr>
<tr>
<td>Planning Scheme Overlays:</td>
<td>Flood Hazard Overlay</td>
</tr>
</tbody>
</table>

Planning Assessment:
State Planning Regulatory Provisions:
There are currently ten State Planning Regulatory Provisions, only one of which applies to our region: This is –
• The State Planning Regulatory Provisions (Adult Store)
The application is not for an adult store and therefore the State Regulatory Provisions (Adult Store) does not apply.

Far North Queensland Regional Plan 2031:
The subject site is located within the Regional Landscape and Rural Production Area and it is considered that the application is consistent with the intent of the Far North Queensland Regional Plan 2031. Of particular reference are the following sections of the Far North Queensland Regional Plan 2031.

FNQ Regulatory Provisions - Regional Landscape and Rural Production Area
The FNQ Regulatory Provisions support diversification of rural economies by allowing a range of developments including:
• small to medium scale tourist facilities
• small scale industry, business and community activities
• sport and recreation facilities

5.2 Industry and Business Development
Land Use Policy 5.2.5 - New Businesses and industry initiatives, including home-based business, that build on local strengths and opportunities are facilitated and supported in rural towns and villages.

Officer's Comment - The development is considered to be small scale industry. The applicant has provided details that the business provides support to the local rural community and agricultural industry with fabrication, repairs/maintenance services for farmers, and fabrication of steel products, e.g. heavy universal beam sheds.

Other Acts:
There are no other Acts which apply to this development.

Planning Scheme:
The proposed development has been assessed against the applicable provisions of the Cassowary Coast Regional Council planning scheme 2015 in the following paragraphs.
Strategic Framework
The strategic intent (s3.2) of the Planning Scheme is as follows:

CREATING OUR FUTURE: OUR VISION
Through working together we will be a vibrant, inclusive community based on a strong regional economy that will protect our exceptional natural environment and retain our unique tropical lifestyle.

In 2031, the Cassowary Coast Region will be known for its remarkable biodiversity within its rainforests, waterways, beaches and islands. Our water and air will be clean and healthy populations of the iconic species, the southern cassowary and the mahogany glider, will be thriving within our habitat networks which includes protected areas and habitat and corridors located on privately owned land.

Our commitment to good environmental management allows us to adopt a more sustainable approach to the use and management of natural resources, energy and waste. We will continue to develop new and exciting local industries based on nature-based tourism, value-added agriculture and technological innovation.

We want a resilient and diversified regional economy linked to markets near and far, and to support existing and new industries. We will use modern communication platforms, strategic partnering and distinctive local branding to support this outcome. Our thriving economy will benefit from an invigorated workforce empowered through training and creative learning.

We are an astute Region that has learnt there are benefits to being located in a fast developing part of our nation and we will take advantage of this by ensuring that our infrastructure management and development decisions are sound. We will ensure an effort alignment of service delivery by all levels of government, private sector and community organisations and benefit from a range of housing, health care and lifestyle support services.

We will value our unique heritage and cultural diversity and proudly celebrate these through our lifestyles, architecture, arts, festivals and events. We will be resilient in nature, quick to adapt to change and able to call upon our own resources in times of need.

Officer's Comment - It is considered that the proposed development is in accordance with the applicable strategies of the Strategic Framework.

Strategic Outcomes
The following Strategic Outcomes are relevant to the proposed development:

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.

(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.
(3) Development allows for the Region's natural assets to be resilient to the impacts of climate change.

(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.

(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.

(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.

(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.

(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.

(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.

(10) The ecological values and biodiversity of the Region's islands remain largely intact.

(11) Given the predominance of flood plains and coastal low lands throughout the Cassowary Coast Region, there is a high probability that acid sulfate soils will be present in many locations. Therefore, it is accepted that avoidance of acid sulfate soils may not be practicable. Instead, development will need to avoid and/or effectively manage the potential adverse effects of acid sulfate soils on the natural environment, built structures, infrastructure and human health.

(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.
3.4.2 Element—**Natural environment:**

| The Region's natural environment is protected and enhanced through the design and siting of development and infrastructure |

### 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.

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.

3. Development within a SRA results in improved ecological connectivity or habitat extent. Revegetation within a SRA results in the establishment of an appropriate mix of locally endemic native species that enhances the area's ecological values.

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.

*Officer's Comment* - The development is set back more than 150 metres from environmentally significant areas and is located in previously cleared land. It is considered that the development does not negatively impact on the natural environment of the locality.

### 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 is 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.

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.

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.

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.

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.
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.

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 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.

### 3.6.2 Element—Scenic amenity:

**The scenic quality of the Region's landscape is recognised and protected**

#### 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.

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.

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.

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.

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.

*Officer's Comment* - The shed has been constructed to a high quality and has a significant area of natural buffering from Murray Upper Road and neighbouring properties.
3.6.2 Element—Rural and agricultural land:

The Region’s rural and important agricultural land is protected and maintained to ensure ongoing use for agricultural and rural land uses

3.6.2.1 Specific outcomes:

(6) 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.

(7) 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.

(8) 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.

(9) 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.

(10) The amalgamation of existing rural zoned lots less than 30 hectares in area is supported in order to achieve improved agricultural viability.

Officer’s Comment - The development supports and services surrounding agricultural industries and will be minimally affected by the operation of the surrounding agricultural uses.

3.7 Access and mobility

3.7.1 Strategic outcomes

(1) The Region’s transport network is well connected and provides for the safe and efficient movement of people and freight. The transport network promotes the interconnectedness of the Region’s towns and villages, while allowing for ease of travel within. To ensure ease of travel within towns and villages, effective transport networks should link residential areas with employment generators and other services.

(2) Upgrades to the State controlled road network are encouraged. In particular, the upgrading of the Palmerston Highway and the Bruce Highway to accommodate greater volumes of freight is supported, as is the construction of the Bruce Highway by-pass at Innisfail. The Bruce Highway bypass at Cardwell should be considered when land west of the current township is released for urban development. The mapped corridors of both by-passes, as well as the Bruce Highway by-pass at Tully, will be protected from encroachment to allow this to occur in the future.

(3) The Queensland Rail railway corridor is protected from encroachment of incompatible development to facilitate the efficient movement of people and freight. An increasing role in freight movement is encouraged for the Queensland Rail network, to reduce the reliance on road freight.

(4) The Port of Mourilyan is located within Strategic Port Land. Development in the villages industry precinct adjacent to this Strategic Port Land will support the operations of the Port of Mourilyan, and facilitate the Port accommodating greater volumes of freight movement and freight from mining operations and other emerging industries.

(5) Council’s Mundoo Airport, Tully Aerodrome and Dallachy Aerodrome are provided the opportunity to expand existing operations while being protected from inappropriate development. In particular, the potential for the Mundoo Airport to accommodate an increased range of general aviation activities for the Far North region is preserved.
(6) Development of an appropriate site for a multi-modal transport hub south of the township of Innisfail is encouraged. The investigation area shown on strategic framework map SFM-03a has been identified as potentially suitable for a multi-modal transport hub, subject to further investigation. The location of a suitable site for the facility will be determined following the detailed consideration of transport network requirements, environmental constraints, availability of infrastructure to service the facility and the potential to co-locate regional scale industrial activities.

(7) Development will facilitate active transport (walking and cycling) and public transport where appropriate. An active transport system linking tourism features and areas of public interest will be implemented. Development for commercial or community activities in areas that are or are likely to be accessible by active transport networks will incorporate bicycle parking, showers and change rooms to facilitate use of those networks.

(8) Where appropriate, disused cane railway corridors are utilised for other forms of transport, including bike riding, walking and horse riding.

(9) The provision of marine infrastructure is important to allow residents and visitors access to the Region's waters and islands. A range of marine infrastructure is required across the Region, catering for recreational users and commercial operators. The siting, design and construction of this marine infrastructure will minimise impacts on aquatic and coastal ecosystems.

**Officer's Comment** - The industrial activity is minor in nature when compared to surrounding agricultural activities.

**3.9 Economic development**

**3.9.1 Strategic outcomes**

(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.

(2) The Region's existing industries, commercial activities and employment generators must be protected from incompatible development and provided the opportunity to expand.

(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.

(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.

(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.
(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.

(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.

(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.

(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.

(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.

(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.

(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 is 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.

(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.

(14) 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:
(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’;
(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.
Officer’s Comment - The industrial activity directly employs two people and supports a number of subcontractors. This contributes to the local economy of the community.

3.9.2 Element—Industrial development:

There is an increase in industrial development in designated locations across the Region

3.9.2.1 Specific outcomes:

(1) Industrial activities in the Region's towns and villages are located within the industry precinct. The consolidation of industrial activities within the industry precinct will ensure a greater use of this precinct to the benefit of the Region's economy.

(2) The former Mourilyan Sugar Mill site is redeveloped for industrial activities that complement and facilitate surrounding land uses and industries, in particular the Port of Mourilyan. Development of this land will be appropriate taking into account the location of the site, in particular its proximity to residential land uses and the South Johnstone River.

(3) Industrial development is designed and located so that it does not impact on human health, human safety and amenity. Existing industrial activities and land in the industry precinct is protected from the encroachment of sensitive land uses.

Officer's Comment - The development provides a local service and supports the economy.

3.9.2 Element—Economic diversity:

The economic stability of the Region is assured through diversity in the Region's economic and employment base

3.9.2.1 Specific outcomes:

(9) Home based businesses are considered an acceptable way for the Region's residents to generate income and are permitted (as self-assessable development) in all zones and precincts where a dwelling house is self-assessable development.

(10) Small scale tourism and food retail activities are permitted on rural zoned properties as long as they do not impact on the agricultural viability of land and the rural or scenic values of the area.

(11) Food tourism is encouraged, particularly as an additional income generator for persons operating an agricultural activity on a rural zoned property. To further this goal, food and drink outlets will be permitted on rural zoned properties where they are small in scale (less than 150m2 gross floor area), carried out in conjunction with an agricultural activity on the same lot and predominately utilise and promote produce sourced from the local area. However, a restaurant, bistro, drive-through facility or food and drink outlet selling liquor would not be considered appropriate outside the township zone.

(12) The development of permanent or periodic food markets are encouraged in locations convenient to residents and producers and on sites that are suitable for that purpose. The site must be able to accommodate the market without any conflicting off-site impacts such as noise and traffic/parking congestion.

Officer's Comment - The development supplements the farming operations and maintenance schedule.

It is considered that the proposed development is in accordance with the Strategic Outcomes of the planning scheme.
CCRC Planning scheme 2015 - Zones

The subject site is located within the Rural Zone. Development within this area is assessed against the Rural Zone Code.

(1) The purpose of the rural zone code is to:
   - provide for agricultural activities including cropping, intensive horticulture, intensive animal industries, animal husbandry, animal keeping and other primary production activities;
   - provide opportunities for non-agricultural activities that are compatible with agriculture, the environmental features, and landscape character of the rural area where the activities do not compromise the long-term use of the land for rural purposes;
   - protect or manage significant natural resources and processes to maintain the capacity for primary production;
   - facilitate the continued growth and diversification of the agricultural sector within the Cassowary Coast Region while promoting the adoption of sustainable agriculture management practices;
   - ensure the viability of ALC Class A and B land;
   - avoid negative impacts from incompatible land uses;
   - protect and maintain the scenic values of the Region's landscapes.

(2) The purpose of the code will be achieved through the following overall outcomes:
   (a) ALC Class A and B land is protected from fragmentation and alienation;
   (b) the use of ALC Class A and B land for agricultural production is retained through the separation of incompatible land uses;
   (c) the rural amenity and character of the existing rural landscape, which is dominated by extensive areas of rural production and natural areas, is maintained;
   (d) low impact activities such as small scale tourism, commercial activities and outdoor recreation are encouraged within the rural zone where they do not compromise the long-term use of the land for agricultural activities;
   (e) the Innisfail, Tully and Cardwell future bypass corridors are protected from development that may restrict their construction and operation;
   (f) development minimises impacts on any environmental values present on the land or surrounding area.

(3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

**Officer's Comment** - The proposed development is considered to be consistent with the purpose statement of the Code, as follows:

- GQAL will not be impacted as the shed is existing and the use is contained within the shed.
- Farming flexibility will be retained. The planning report details that the property owner intends to fence the area of the property for the workshop. The remainder of the lot will still be used for the production of crops.
- The proposed use allows for the business to be located in a rural area to service the rural farming community
- The shed in which the use is located is setback approximately 150m from MacKinnon Road and more than 50m from the closest boundary, with vegetation and cane crops buffering around the development area.
- Sheds, such as the existing, are part of the rural character. The shed is dark blue/grey in colour and does not contain any reflective materials.
The Rural Zone Code contains provisions by which it seeks to achieve its outcomes. The proposed development is assessed against the applicable provisions of the code below.

6.2.4.3 Criteria for assessment
Part A—Criteria for assessable development
Table 6.2.4.3—Self-assessable and assessable development

<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Amenity</td>
<td>PO1</td>
<td></td>
</tr>
<tr>
<td>Buildings and other structures do not have a detrimental impact on the amenity of the locality.</td>
<td>AO1.1▼ Buildings and other structures do not exceed: (a) a maximum height of 9.5 metres; (b) a maximum of 2 storeys. 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 4,000m² or less in area, 10 metres from the street frontage when fronting a public road; or (c) where the lot is greater than 4,000m² in area, 20 metres from the street frontage when fronting a public road. AO1.3▼ Buildings and other structures are set back at least 10 metres from any side and rear boundaries. AO1.4▼ Buildings used for residential activities must be located: (a) at least 20 metres from a cane railway line; (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. AO1.6▼ Residential activities are designed to incorporate architectural/design elements detailed in Planning Scheme Policy SC6.2 Building design.</td>
<td>Complies with AO1.1 The shed height is 8.5 metres. Complies with AO1.2 The shed is setback 150 metres from MacKinnon Road and 130 metres from Murray Upper Road. Complies with AO1.3 The shed is set back more than 50 metres from the closest (southern) boundary. Not Applicable Development is not for a residential activity. Complies with AO1.5 There are no cane railway lines, sidings or bin loading points located within 20 metres of the buildings. Not Applicable Development is not for a residential activity.</td>
</tr>
<tr>
<td>Performance outcomes</td>
<td>Acceptable outcomes</td>
<td>Compliance</td>
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<tr>
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</tr>
<tr>
<td><strong>Sensitive land uses</strong></td>
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<tr>
<td><strong>PO2</strong> 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.</td>
<td>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 footprint must be nominated that is not located within that buffer.</td>
<td>Not Applicable Development is not for a sensitive land use.</td>
</tr>
<tr>
<td><strong>PO3</strong> 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.</td>
<td>AO3.1▼ A site used for a sensitive land use is not located within 250 metres of a site used for medium impact industry. AO3.2▼ A site used for a sensitive land use is not located within 500 metres of a site used for high impact industry. AO3.3▼ A site used for a sensitive land use is not located within 1.5 kilometres of a site used for special industry.</td>
<td>Complies with PO3 The industrial shed is in a rural area and is set back more than 150 metres from the nearest neighbouring dwelling and only one other neighbouring dwelling is within 250 metres. There is a vegetation buffer between the industrial shed and the dwellings. The proposed development is of a relatively small scale and it is not considered that the noise generated would affect the health and wellbeing of nearby residences. The nearby residences are considered to be far enough away that any odour should be dissipated before reaching them.</td>
</tr>
<tr>
<td><strong>PO4</strong> Development is not exposed to potential impacts from special industry that will affect human health, wellbeing, human safety or amenity.</td>
<td>No acceptable outcome prescribed.</td>
<td>Complies with PO4 Development is not located near a special industry.</td>
</tr>
<tr>
<td><strong>PO5</strong> Development must not result in a sensitive land use being exposed to industrial air, noise</td>
<td>AO5.1 The use is designed to ensure that: (a) the indoor noise objectives</td>
<td>Complies with PO5 The building is situated approximately 150 metres from the closest neighbouring</td>
</tr>
<tr>
<td>Performance outcomes</td>
<td>Acceptable outcomes</td>
<td>Compliance</td>
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<tr>
<td>and odour emissions that impact on human health, wellbeing and amenity.</td>
<td>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.</td>
<td>dwelling and will not impact on human health, wellbeing and amenity.</td>
</tr>
<tr>
<td><strong>AO5.2</strong> Noxious and offensive odours are not experienced at the location of sensitive land uses.</td>
<td><strong>AO7.1 ▼</strong> 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; (b) 30 metres for transmission lines between 133 kilovolts and 275 kilovolts; (c) 40 metres for transmission lines exceeding 275 kilovolts.</td>
<td><strong>Not Applicable</strong> Development is not for a sensitive land use.</td>
</tr>
<tr>
<td><strong>PO6</strong> 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.</td>
<td>No acceptable outcome prescribed.</td>
<td><strong>Not Applicable</strong> Development is not for a sensitive land use.</td>
</tr>
<tr>
<td><strong>PO7</strong> Sensitive land uses are sufficiently separated from major electricity infrastructure or substations to minimise the likelihood of nuisance or complaint.</td>
<td><strong>AO8.1 ▼</strong> 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).</td>
<td><strong>Complies with PO8</strong> The industrial use will occur in an existing building and will support the surrounding and neighbouring agricultural activities.</td>
</tr>
<tr>
<td><strong>Diversification</strong></td>
<td><strong>PO8</strong> 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.</td>
<td><strong>Complies with PO9</strong> No vegetation clearing is proposed as part of the development.</td>
</tr>
<tr>
<td><strong>PO9</strong> Clearing of vegetation is avoided to the extent practicable, having regard to the purpose of the code, and the disturbance of areas of environmental significance is minimised.</td>
<td>No acceptable outcome prescribed.</td>
<td><strong>Complies with PO10</strong> The scale of the industry is considered minor and traffic generation will not negatively impact on the locality.</td>
</tr>
<tr>
<td><strong>PO10</strong> Vehicular traffic generated by the development does not conflict with local or through traffic and will not have a</td>
<td>No acceptable outcome prescribed.</td>
<td></td>
</tr>
</tbody>
</table>
Performance outcomes | Acceptable outcomes | Compliance
--- | --- | ---
detrimental impact on the safety and amenity of the locality. | No acceptable outcome prescribed. | Complies with PO11

| PO11 Development mitigates the impact of rail and road traffic noise to provide for an acceptable level of amenity. | Traffic generated from the development will be kept to a minimum, with an average of one truck per week. Sufficient natural buffering existing between the site and neighbouring dwellings to mitigate noise to provide for an acceptable level of amenity. |

Future bypass corridors

| PO12 The Innisfail, Tully and Cardwell future bypass corridors are protected from further development. | AO12.1 ▼ 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). | Complies with AO12.1

The development is not with a future bypass corridor. |

Pest management

| PO13 The development site must be kept free of pest plants and animals. | AO13.1 ▼ The development site does not contain: (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. | Complies with AO13.1

The site is free from pests. |

CCRC Planning scheme 2015 - Development codes

The proposed development is for Medium Impact Industry. The use is therefore assessed against the Industrial Activities Code, as below:

9.3.13 Industrial activities code

Purpose

(1) The purpose of the industrial activities code is to support the growth and diversification of industrial activities in the Region while minimising the effect on the amenity of the area in which they are located.

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

(a) industrial activities are consolidated in the industry precinct, except for a service station use which may also be appropriate in a business precinct, other than the Innisfail and Tully central business precincts;

(b) industrial activities are designed so that they are compatible with the amenity and character of the areas in which they are located;

(c) industrial activities do not impact on the amenity of adjoining and nearby non-industrial activities;

(d) industrial activities avoid environmental nuisance or harm to environmental values.

(3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.
### 9.3.13.3 Criteria for assessment

**Part A—Criteria for assessable development**

#### Table 9.3.13.3—Self-assessable and assessable development

<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Amenity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PO1</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| Industrial activities must be designed and operated to minimise any detrimental affect on the amenity of the area. | No acceptable outcome prescribed. | Complies with PO1
The building is situated approximately 150 metres from the closest neighbouring dwelling and will not impact on the amenity of the area. |
| **PO2**              |                     |            |
| Development for an industrial activity on a lot adjoining or opposite a residential activity must be designed and operated to minimise any detrimental affect on that residential activity. | AO2.1▼ Buildings and activities on the site are orientated away from adjoining residential activities. AO2.2▼ Development incorporates landscaping buffers a minimum of 1 metre in width and screen fences a minimum of 1.8 metres in height (but tapering to a minimum of 1 metre in height from the front building alignment to the front boundary) along any common boundary with an adjoining residential activity. | Complies with AO2.1
The building is situated approximately 150 metres from the closest neighbouring dwelling. Complies with AO2.2
There is sufficient landscaping and sugar cane crops buffering the development from any adjoining residential activity. |
| **PO3**              |                     |            |
| The industrial activity must be of a scale and intensity that is suitable taking into account the surrounding area. | No acceptable outcome prescribed. | Complies with PO3
The industrial activity is minor for the rural locality. |
| **PO4**              |                     |            |
| Development is located to avoid or minimise impacts on residential areas. | AO4.1
Industrial activities are not located in a residential precinct. | Complies with AO4.1
The industrial activity is in a rural area, not a residential precinct. |
| **PO5**              |                     |            |
| Buildings used for an industrial activity are articulated to reduce the appearance of unbroken and continuous blank walls. | AO5.1▼ Where the length of any section of the building exceeds 30 metres, the design reduces the appearance of length through: (a) the use of recesses; (b) variation in building line; (c) variation in colours; (d) variation in materials. | Complies with AO5.1
The building is built to a high standard and uses variation in colours to reduce the appearance of length. |
| **PO6**              |                     |            |
| Buildings used for an industrial activity are designed and finished to be of high quality, contemporary appearance comprising a combination of materials. | No acceptable outcome prescribed. | Complies with PO6
The building is designed and built to a high quality. |
| **PO7**              |                     |            |
| A building used for an industrial activity is designed and orientated to address the street frontage. | AO7.1▼ Where the site has 1 street frontage, the building is orientated toward that frontage. AO7.2▼ Where the site has 2 or more street frontages, the building is orientated towards the primary | Not Applicable
The building is in a rural area and is set back more than 50 metres from the nearest property boundary. |
## Performance outcomes

<table>
<thead>
<tr>
<th>Acceptable outcomes</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>street frontage.</td>
<td></td>
</tr>
<tr>
<td><strong>AO7.3▼</strong></td>
<td></td>
</tr>
<tr>
<td>The main entry to the building: (a) is part of the building façade facing the primary street frontage; or (b) is clearly identifiable from the primary street frontage.</td>
<td></td>
</tr>
<tr>
<td><strong>AO7.4▼</strong></td>
<td></td>
</tr>
<tr>
<td>Any office space is sited and orientated towards the primary street frontage.</td>
<td></td>
</tr>
</tbody>
</table>

## Location and site requirements

<table>
<thead>
<tr>
<th>PO8</th>
<th>AO8.1</th>
<th>Complies with PO8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial activities are consolidated in the industry precinct, except for a service station use which may be located in a business precinct other than the Innisfail central business precinct and Tully central business precinct.</td>
<td>Industrial activities are located in the industry precinct.</td>
<td>The shed is located in a rural area and its primary function is to service the agricultural industry in the locality.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PO9</th>
<th>No acceptable outcome prescribed.</th>
<th>Complies with PO9</th>
</tr>
</thead>
<tbody>
<tr>
<td>The industrial activity is established on a site with sufficient area and dimensions to accommodate: (a) the building or buildings; (b) on site parking areas and service vehicle provision; (c) vehicle access and on site movement; (d) storage areas; (e) landscaping; (f) buffers.</td>
<td></td>
<td>The site is 74 hectares in size and sufficient area exists for the industrial activity.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PO10</th>
<th>AO10.1 ▼</th>
<th>Complies with PO10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial activities are established on land that has access to an appropriate range of infrastructure services.</td>
<td>Development is connected to: (a) the reticulated water system; (b) the reticulated sewerage system; (c) electricity and telecommunications infrastructure.</td>
<td>The industrial activity has existing infrastructure, including bore water and on-site wastewater system.</td>
</tr>
</tbody>
</table>

## General requirements

<table>
<thead>
<tr>
<th>PO11</th>
<th>AO11.1 ▼</th>
<th>Complies with PO11</th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
<td>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.</td>
<td>The building is situated approximately 150 metres from the closest neighbouring dwelling and will not impact on human health, wellbeing and amenity.</td>
</tr>
<tr>
<td>Performance outcomes</td>
<td>Acceptable outcomes</td>
<td>Compliance</td>
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</tr>
<tr>
<td><strong>AO11.2▼</strong></td>
<td>Noxious and offensive odours are not experienced at the location of sensitive land uses.</td>
<td></td>
</tr>
</tbody>
</table>

**Site access, parking, servicing and loading**

<table>
<thead>
<tr>
<th>PO12</th>
<th>Access to and from the site must be adequate to cater for the number and type of vehicles and other traffic associated with the use, while not creating a nuisance or safety concern for adjoining land uses or users of the roads along the route.</th>
<th>No acceptable outcome prescribed.</th>
<th>Complies with PO12 There are two (2) existing gravel vehicle accesses into the property which is considered to be sufficient for the level of vehicular traffic that will be generated by the business and is consistent with the rural locality.</th>
</tr>
</thead>
<tbody>
<tr>
<td>PO13</td>
<td>Vehicle parking and access is designed to: (a) operate in a safe and efficient manner; (b) prevent unacceptable off-site impacts; (c) be visually unobtrusive.</td>
<td><strong>AO13.1▼</strong> Access and parking is designed in accordance with Australian Standards AS2890.1 - Parking facilities (off-street car parking) and AS2890.2 - Parking Facilities (off street commercial vehicle facilities).</td>
<td>Complies with PO13 The existing driveway and manoeuvring area is considered to be sufficient to safely and efficiently service the development. Vehicles can enter and exit the site in a forward gear. It can be conditioned on the development approval to design and construct all car parking facilities and manoeuvring areas are to be of all weathered gravel standard.</td>
</tr>
<tr>
<td>PO14</td>
<td>Loading areas for service vehicles are designed to: (a) be accommodated on-site; (b) maximise safety and efficiency of loading; (c) protect the visual and acoustic amenity of the premises and adjoining premises.</td>
<td><strong>AO14.1▼</strong> Loading facilities: (a) are contained wholly within the site; (b) are located at the rear or side of the premises.</td>
<td>Complies with AO14.1 It is considered that there are ample spaces to contain all loading and unloading wholly within the site.</td>
</tr>
</tbody>
</table>

**Landscaping and buffering**

<p>| PO15 | Landscaping design: (a) is of an appropriate scale relative both to the road reserve width and to the size and nature of the development; (b) is sensitive to site attributes, such as street-scape character, natural landform, existing vegetation, views, underground services and drainage lines; (c) provides visual relief and shade to open car parking areas and buildings; (d) contributes to safety and security. | No acceptable outcome prescribed. | Complies with PO15 It is considered that the surrounding vegetation and cane farms provide buffering of industrial shed that is of an appropriate scale, relative both to the road reserve width and to the size and nature of the development. |</p>
<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Environmental values</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PO16</td>
<td>AO16.1 ▼</td>
<td>Conditioned to Comply</td>
</tr>
<tr>
<td>Emission of contaminants to surface or ground water (including contaminated stormwater) must not result in environmental harm or nuisance.</td>
<td>All liquid wastes are contained and: (a) discharged to the reticulated sewerage system; or (b) removed from the site.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>AO16.2 ▼</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Storage areas of potentially contaminating substances or areas where potentially contaminating activities are conducted are covered and contained to prevent ingress of rainfall or run off and to control spillage.</td>
<td></td>
</tr>
<tr>
<td><strong>Additional requirements for medium impact industry, high impact industry and special industry</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PO18</td>
<td>No acceptable outcome prescribed.</td>
<td>Complies with PO18</td>
</tr>
<tr>
<td>Medium impact industry, high impact industry and special industry is located to ensure the risk to public safety and property from hazards such as fire, explosion and chemical release are minimised.</td>
<td>The building is in a rural area and is set back more than 50 metres from the nearest property boundary.</td>
<td></td>
</tr>
<tr>
<td>PO19</td>
<td>No acceptable outcome prescribed.</td>
<td>Conditioned to Comply</td>
</tr>
<tr>
<td>Medium impact industry, high impact industry and special industry is designed to ensure that vibration and air quality impacts on the surrounding area are minimal and at a level that would be reasonably expected.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PO20</td>
<td>AO20.1 ▼</td>
<td>Complies with PO20</td>
</tr>
<tr>
<td>Development for medium impact industry, high impact industry and special industry is located a sufficient distance from sensitive land uses to prevent sensitive land uses being exposed to industrial air, noise and odour emissions that impact on human health, wellbeing or amenity.</td>
<td>A site used for medium impact industry is not located within 250 metres of a site used for a sensitive land use.</td>
<td>The industrial shed is in a rural area and is set back more than 150 metres from the nearest neighbouring dwelling and only one other neighbouring dwelling is within 250 metres. There is a vegetation buffer between the industrial shed and the dwellings. The proposed development is of a relatively small scale and it is not considered that the noise generated would affect the health and wellbeing of nearby residences. The nearby residences are considered to be far enough away that any odour should be dissipated before reaching them.</td>
</tr>
<tr>
<td></td>
<td>AO20.2 ▼</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A site used for high impact industry is not located within 500 metres of a site used for a sensitive land use.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>AO20.3 ▼</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A site used for special industry is not located within 1.5 kilometres of a site used for a sensitive land use.</td>
<td></td>
</tr>
</tbody>
</table>
Other Development Codes
The proposed development is assessed against the following Other Development Codes:

9.4.1 Advertising Devices Code
No advertising devices are proposed as part of the application. The approval will be conditioned that any signage on the subject site, for the propose use, should be in accordance with the Advertising Devices Code of the Cassowary Coast Regional Council Planning Scheme 2015.

9.4.2 Design for safety code
9.4.2.1 Application
This code applies to assessing all development.
When using this code, reference should be made to section 5.3.2 and, where applicable, section 5.3.3 located in Part 5.

9.4.2.2 Purpose
(1) The purpose of the design for safety code is to ensure development incorporates design features that reduce opportunities for crime to be committed within a site, on neighbouring sites and in public areas, and enhance perceived safety for site users.
(2) The purpose of the code will be achieved through the following overall outcomes:
   (a) development is user friendly;
   (b) development is designed to reduce the vulnerability of people and property to crime;
   (c) development increases people’s awareness of their environment;
   (d) development mitigates the health impacts of biting insects.
(3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

9.4.2.3 Criteria for assessment
Part A—Criteria for assessable development
Table 9.4.2.3—Self-assessable and assessable development

<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site identification</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PO1</td>
<td>AO1.1▼</td>
<td></td>
</tr>
<tr>
<td>Buildings, fences, landscaping and other features clearly define the territory and ownership of all public, common, semi-private and private space.</td>
<td>Boundaries are identified by: (a) fencing; or (b) changes in surface materials or levels; or (c) landscaping.</td>
<td>Complies with AO1.1 The industrial activity will have 2.4 metre high chain mesh fencing around the site.</td>
</tr>
<tr>
<td>PO2</td>
<td>AO2.1▼</td>
<td></td>
</tr>
<tr>
<td>All premises and access routes are clearly identifiable to all persons, particularly emergency service personnel.</td>
<td>All premises are identified by the provision of the street number or building number in a prominent location.</td>
<td>Complies with PO2 The size of the industrial shed and the access is clearly identifiable, and it is considered that emergency service personnel will be able to identify the site with ease.</td>
</tr>
<tr>
<td>Casual surveillance</td>
<td>AO3.1</td>
<td></td>
</tr>
<tr>
<td>PO3</td>
<td>Active areas (e.g. shopfronts and living areas) are located within buildings at ground floor level so that they overlook publicly accessible areas.</td>
<td>It is considered that the industrial shed is arranged on site in a way that it will enable external areas to be monitored by the residence.</td>
</tr>
<tr>
<td>PO4</td>
<td>No acceptable outcome prescribed.</td>
<td>The majority of the property can be casually viewed by the</td>
</tr>
</tbody>
</table>
### Performance outcomes

<table>
<thead>
<tr>
<th>Built form</th>
<th>Acceptable outcomes</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>PO5</td>
<td>Built form is designed to avoid creation of possible sites for assault or other criminal or undesirable behaviour.</td>
<td>AO5.1 Development is designed so that it does not incorporate: (a) external alleys or access ways between buildings; or (b) external alleys or access ways between buildings are made inaccessible to the public by security gates: (i) with no horizontal palings or railings (chain wire is acceptable); (ii) with a minimum height of 2 metres; (iii) that are locked or padlocked at all times.</td>
</tr>
<tr>
<td>AO5.2 Communal courtyards: (a) adjoin: (i) a minimum of 1 habitable room that has a window a minimum of 1.5m² in area overlooking the communal courtyard; or (ii) a road or pedestrian thoroughfare; (b) incorporate: (i) a minimum of 2 exit points from the courtyard; or (ii) 1 side that is entirely wall free and unfenced.</td>
<td>Not Applicable The development does not have communal courtyards.</td>
<td></td>
</tr>
<tr>
<td>PO7</td>
<td>All building entrances are located and designed to be easily identifiable.</td>
<td>AO7.1 ▼ Building entrances (including ramps and elevator entrances) are exposed to the primary street frontage and are well lit and clearly legible.</td>
</tr>
<tr>
<td>AO7.2 ▼ For non-residential activities, building entrances: (a) provide clear sightlines from the building foyer so that occupants can see outside before leaving the building; (b) have lobbies visible from the exterior.</td>
<td>Complies with AO7.2 The site is in a rural area with a wide open yard surrounding the building. Clear sightlines are available outside from all building entrances.</td>
<td></td>
</tr>
<tr>
<td>PO8</td>
<td>Areas restricted from public</td>
<td>AO8.1 ▼ Restricted areas are well lit</td>
</tr>
<tr>
<td>Performance outcomes</td>
<td>Acceptable outcomes</td>
<td>Compliance</td>
</tr>
<tr>
<td>----------------------------------------------------------</td>
<td>----------------------------------------------------------</td>
<td>----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>access, including loading bays, storage areas and waste</td>
<td>and/or can be locked after hours.</td>
<td>locked to prevent unauthorised access after hours. The development approval will be conditioned to provide night lighting for security after hours.</td>
</tr>
<tr>
<td>disposal bays are designed, located and managed to</td>
<td></td>
<td></td>
</tr>
<tr>
<td>prevent unauthorised access.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Car parks</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PO9</td>
<td><strong>AO9.1 ▼</strong> Car parking areas are located where they can be made secure or where casual surveillance is possible. <strong>AO9.2 ▼</strong> Public car parking areas: (a) are clearly designated; (b) illuminated; (c) have clearly defined access points. <strong>AO9.3 ▼</strong> Parking spaces are allocated near an entrance to the building. <strong>AO9.4</strong> “After hours” staff parking is illuminated and in close proximity to staff access points. <strong>AO9.5 ▼</strong> Enclosed underground car parks can only be accessed from inside the building or through a security system. <strong>AO9.6 ▼</strong> Any fencing of parking at the rear of premises is erected so as to provide clear visibility into the site for the full height of the fence, except where adjoining land in a residential precinct. <strong>AO9.7 ▼</strong> Signs are located to direct people to entries and exits and to parking bays within the site.</td>
<td>Complies with PO9 Car parking is located at the front of the shed to permit maximum opportunities for casual surveillance from users of the development.</td>
</tr>
<tr>
<td><strong>Landscaping</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PO12</td>
<td><strong>AO12.1 ▼</strong> Landscaping between: (a) the street frontage and building entrances; (b) the street frontage and car parking areas; (c) building entrances and car parks; (d) within car parks, must consist only of: (a) shrubs or ground cover plants that when fully grown will not exceed 1 metre in height from ground level; (b) trees or palms that when fully grown will not feature</td>
<td>Complies with PO12 Landscaping does not restrict casual surveillance opportunities.</td>
</tr>
<tr>
<td>Performance outcomes</td>
<td>Acceptable outcomes</td>
<td>Compliance</td>
</tr>
<tr>
<td>----------------------</td>
<td>---------------------</td>
<td>------------</td>
</tr>
<tr>
<td>branches or foliage at a height of less than 2 metres from ground level.</td>
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<td></td>
</tr>
</tbody>
</table>

**Lighting**

PO15

Areas of a development site, including car parking and bicycle parking areas, communal court yards and open space, bikeways and walkways, exits, entrances and service areas, are well lit with external security lighting. However, the lighting must not

(a) be so bright so as to:
   (i) prevent car park and path users observing people approaching in the dark;
   (ii) distract motorists on adjoining roads;
(b) cause adverse impacts on adjacent land uses.

AO15.1 ▼ Lighting of appropriate intensities is provided which satisfies the requirements of Australian Standard AS1158 - Lighting for roads and public spaces.

AO15.2 Car park lighting operates continuously during the hours of darkness or operates on a sensor system.

AO15.3 Lighting is directed onto the site or building and away from neighbouring properties.

AO15.4 Lighting is consistent to reduce the contrast between shadows and well lit areas.

Complies with PO15

The development will provide flood lighting from the shed to provide security at night.

**Fencing**

PO16

Fence design:

(a) protects the privacy and amenity of private open space;
(b) does not present a security risk by screening doors, windows and major paths;
(c) provides for casual surveillance of both properties and public thoroughfares.

AO16.1 ▼ Fences and solid walls more than 1.5 metres in height are not used adjacent to pedestrian walkways and street frontages.

Complies with PO16

Fences will be chain mesh fencing which provides for casual surveillance.

**Movement and access**

PO17

Pedestrian and bikeways and facilities are safe, useable and readily accessible.

AO17.1 ▼ Pedestrian and cyclist facilities are designed to encourage the use of these modes by:

(a) minimising distances;
(b) providing safe grading paths, separated from motorised traffic;
(c) using even, non-slip pavement materials.

AO17.2 ▼ Pedestrian, cyclist and vehicular movement systems are co-located to encourage maximum surveillance.

AO17.3 ▼ Legible and consistent signage, which indicates designated routes and safe places, is provided.

Not Applicable

The site is in a rural location and facilities for pedestrians and cyclists are not provided.
PO18
Development provides for safe pedestrian access to and from the building's main entrance.

AO18.1▼
The design of development ensures priority is given to pedestrians for direct links to the building's main entrance and to any adjoining local activities and the street.

Complies with PO18
Sufficient area for pedestrians to walk around the site exists.

9.4.3 Excavation and Filling Code
No excavation or filling is proposed as part of the application.

9.4.4 Infrastructure Works Code
No operational works are proposed as part of the application. Appropriate infrastructure and services for the development exists and relevant conditions will be applied where required.

9.4.6 Parking and access code

9.4.6.1 Application
This code applies to assessing development that involves operational work, reconfiguring a lot and/or a material change of use.
When using this code, reference should be made to section 5.3.2 and, where applicable, section 5.3.3 located in Part 5.

9.4.6.2 Purpose
(1) The purpose of the parking and access code is to ensure development provides a sufficient number of on site parking spaces to meet the likely parking demand and to ensure that parking and access to the site is appropriately designed and constructed.
(2) The purpose of the code will be achieved through the following overall outcomes:
   (a) uses have sufficient on site parking spaces designated in a manner to meet the requirements of the intended user;
   (b) the number of parking spaces provided does not impact on the functioning of the surrounding road network;
   (c) vehicles can access and move within the site in a safe and efficient manner.
   (d) adequate provision for service vehicles is provided to meet the reasonable requirements of the development;
   (e) the amenity of nearby land uses and the surrounding area is protected and maintained.
(3) To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

9.4.6.3 Criteria for assessment
Part A—Criteria for assessable development

Table 9.4.6.3—Self-assessable and assessable development

<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car parking numbers</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PO1
Sufficient car parking spaces must be provided to accommodate the demand likely to be generated by the use.

AO1.1▼
Car parking spaces are provided for the uses listed in Table 9.4.6.4, in accordance with Table 9.4.6.4.

Complies with PO1
For a Medium Impact Industry, 1 space per 100m² of gross floor area; and 1 space per employee is required.
(2 employees = 2 parks) +
(1460m²/100m² = 14.6 parks)
Total Parks required = 17 parks.
It is considered excessive to require 17 parks for this development, as it is in a rural...
<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>location and the applicants have indicated that traffic movement would average one truck per week. During the site inspection on 20/02/2017, four (4) passenger vehicles and two (2) large trucks were found parked on site. Three other trucks/tractors and a passenger vehicle were parked within the industrial shed. It is considered that provision of five (5) passenger vehicle car parks is adequate for the development, as there is sufficient space within the workshop for truck/tractor parking. Should there be more vehicles visiting the property at the same time, there is ample space within the site to park. It is considered that provision of five (5) car parks is consistent with the locality.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PO2**
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:
(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.

No acceptable outcome prescribed. **Complies with PO2**
It is considered that provision of five (5) passenger vehicle car parks is adequate for the development, as there is sufficient space within the workshop for truck/tractor parking. Should there be more vehicles visiting the property at the same time, there is ample space within the site to park.

**PO3**
Sufficient car parking spaces must be provided for disabled drivers or passengers to accommodate the demand likely to be generated by the use.

No acceptable outcome prescribed. **Complies with PO3**
It is likely that will be no demand for car parking spaces for disabled drivers or passengers, but there will be adequate space for disabled parking.

**Design**
| PO4 | Car parking spaces must have acceptable dimensions to meet user requirements. | No acceptable outcome prescribed. | Conditioned to Comply |
The proposal will comply. |

**PO5**
Car parking spaces must be designed and used for their intended purpose.

AO5.1▼ Car parking spaces are kept and used exclusively for parking and maintained in a useable condition for parking. **Complies with AO5.1**
AO5.2▼ **Complies with AO5.2**
### Performance outcomes

<table>
<thead>
<tr>
<th>PO8</th>
<th>Car parking areas do not adversely impact on adjacent sites or uses with regard to light, noise, emissions, dust and stormwater run-off.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acceptable outcomes</strong></td>
<td>Visitor car parking spaces are accessible and available for parking at all times.</td>
</tr>
<tr>
<td><strong>Compliance</strong></td>
<td>All car parks are accessible during hours of operation.</td>
</tr>
</tbody>
</table>

**No acceptable outcome prescribed.**

**Complies with PO8**

Car parking areas are set back sufficiently as to not impact adversely on adjacent sites.

### Accessibility and vehicle movement

<table>
<thead>
<tr>
<th>PO10</th>
<th>Sufficient area or appropriate circulation arrangements must be provided to enable: (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.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AO10.1 ▼</strong></td>
<td>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).</td>
</tr>
<tr>
<td><strong>Complies with PO10</strong></td>
<td>The site is considered to be of sufficient area to enable safe and practical access to all parking, loading/unloading and manoeuvring areas. There are ample spaces within the site for all vehicles to enter and exit the site in forward gear.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PO11</th>
<th>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.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AO11.1 ▼</strong></td>
<td>Queuing and set down areas comply with Australian Standards AS2890.1 - Parking facilities (off-street car parking).</td>
</tr>
<tr>
<td><strong>AO11.2 ▼</strong></td>
<td>All vehicle queuing occurs on the site and is not allowed to occur across public walkways.</td>
</tr>
<tr>
<td><strong>Complies with PO11</strong></td>
<td>There are sufficient queuing or parking area available within the site for all vehicles to enter and exit the site in forward gear.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PO12</th>
<th>The layout and design of parking bays, manoeuvring areas, queuing areas, setdown/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.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AO12.1 ▼</strong></td>
<td>Parking bays, manoeuvring areas, queuing areas, setdown/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).</td>
</tr>
<tr>
<td><strong>Complies with AO12.1</strong></td>
<td>It is considered that the arrangement of parking spaces, manoeuvring areas, queuing areas, setdown/pickup areas and driveways is able to meet user requirements.</td>
</tr>
</tbody>
</table>

### Vehicle loading and unloading

<table>
<thead>
<tr>
<th>PO13</th>
<th>Vehicle loading and unloading bays must have acceptable dimensions to accommodate the vehicles expected to use the site.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AO13.1 ▼</strong></td>
<td>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).</td>
</tr>
<tr>
<td><strong>Complies with PO13</strong></td>
<td>There is sufficient area within the site and the workshop to undertake loading and unloading.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PO14</th>
<th>The design and location of vehicle loading and unloading areas prevents such areas from having a negative impact on the streetscape.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AO14.1 ▼</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>Complies with PO14</strong></td>
<td>The site is located in a rural area and vehicle loading and unloading areas do not have a negative impact on the streetscape.</td>
</tr>
<tr>
<td>Performance outcomes</td>
<td>Acceptable outcomes</td>
</tr>
<tr>
<td>----------------------</td>
<td>---------------------</td>
</tr>
<tr>
<td></td>
<td>rear of buildings or applying landscaping and fencing treatments to visually screen such areas. <strong>AO14.2</strong></td>
</tr>
</tbody>
</table>

**Construction**

**PO15**
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.

**AO15.1 ▼**
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.

**Complies with PO15**
The construction of parking spaces, loading bays and accesses are to a standard suitable for the rural area where the site is located.

**Service vehicles**

**PO16**
Sufficient on site parking is provided to accommodate the number and type of service vehicles likely to be generated by the development.

**No acceptable outcome prescribed.**

**Complies with PO16**
It is considered that there is sufficient on site parking available to accommodate service vehicles likely to be generated by the development.

**CCRC Planning scheme 2015 - Overlays**
The Flood Hazard Code applies to this development application.

### 8.2.7 Flood hazard code

**Purpose**

1. The purpose of the flood hazard overlay code is to manage development so that risk to life, property, community and the environment during future flood events is minimised, and to ensure that development does not increase the potential for flood damage on site or to other property.

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

   a. development maintains the safety of people from flood events;
   b. development minimises the potential damage to property from flooding;
   c. development does not result in adverse impacts on the environment or the amenity of a location;
   d. development provides an evacuation path to enable the safe evacuation of people during a flood event or a place to provide the safe refuge of people during a flood event;
   e. development does not have an adverse impact on flood conveyance capacity, flood levels and velocities, floodplain storage capacity and drainage characteristics, taking into account the additional impacts of flood from cumulative impacts of development.

3. To comply with the purpose and overall outcomes of this code, development must comply with the applicable performance and/or acceptable outcomes as specified by the relevant table/s of assessment.

The proposed development is considered to be consistent with the purpose statement of the Code. The Flood Hazard Code contains provisions by which it seeks to achieve its outcomes. The proposed development is assessed against the applicable provisions of the code below.
### 8.2.7.3 Criteria for assessment

**Part A Criteria for assessable development**

**Table 8.2.7.3– Self-assessable and assessable development**

<table>
<thead>
<tr>
<th>Performance outcomes</th>
<th>Acceptable outcomes</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Development standards for land use</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PO1</strong></td>
<td>Development provides flood immunity to ensure the safety of people and protection of property.</td>
<td>AO1.1 ▼ Development, other than for a Class 10a building, road, levee, dam or bridge, is not located on land in an extreme hazard area.</td>
</tr>
<tr>
<td><strong>Floor level</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PO2</strong></td>
<td>Development provides maximum possible flood immunity to ensure the safety of people and the protection of property from flood events.</td>
<td>AO2.1 ▼ Development meets the minimum floor levels set out in Table 8.2.7.4 of this code.</td>
</tr>
<tr>
<td><strong>Flood characteristics and effect</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PO4</strong></td>
<td>Development (excluding a Class 10a building in the low hazard area in the rural zone, environmental management and conservation zone, special purpose zone, emerging community zone or rural residential zone) minimises adverse impacts on people’s safety and on property by:</td>
<td>No acceptable outcome prescribed.</td>
</tr>
<tr>
<td></td>
<td>(a) counteracting any changes the development will cause to flood behaviour;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(b) not resulting in any reductions of on-site flood storage capacity; or</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(c) not changing the flood characteristics outside the subject site, including cumulative impacts on flood characteristics, that result in:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(i) loss of flood storage;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(ii) loss/changes to flow paths;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(iii) acceleration or retardation of flows;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>(iv) any reduction in flood warning times elsewhere.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Note—Council requires the preparation of an Engineering/Flood Report to demonstrate compliance with this performance outcome.</td>
<td></td>
</tr>
<tr>
<td><strong>Other development or infrastructure</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PO5</strong></td>
<td>Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding.</td>
<td>AO5.1 ▼ The design of buildings for commercial activities, community activities, residential activities and tourism activities allow for the flow of water and</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Performance outcomes</td>
<td>Acceptable outcomes</td>
<td>Compliance</td>
</tr>
<tr>
<td>----------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------------------</td>
</tr>
<tr>
<td>flood storage underneath minimum floor levels (i.e. buildings are not constructed as slab on ground). AO5.2 ▼ The design of buildings for industrial activities allow for the flow of flood waters through the building at ground floor and includes a second level or mezzanine that meets Table 8.2.7.4 of this code and may be used for storage, office functions or other flood-sensitive activities. AO5.3 ▼</td>
<td>Murray Upper Road.</td>
<td></td>
</tr>
<tr>
<td>The development:</td>
<td>(a) is located in an area where there is sufficient flood warning time (at least 8 hours) to enable safe evacuation; or (b) a safe refuge is available for people within the site.</td>
<td>Complies with PO6 Switchboards are located on high ground.</td>
</tr>
<tr>
<td>PO6 Infrastructure proposed as part of the development is located with due regard to flood risks associated with public safety, loss of function and economic loss.</td>
<td>AO6.1 ▼ Mechanical and electrical infrastructure (e.g. pump stations, emergency generators) are above the 1% annual exceedance probability level. AO6.2 ▼ Any components of buildings that are likely to fail to function or may result in contamination when inundated by flood water (e.g. electrical switchgear and motors, lift motors, communications and data infrastructure, water supply pipeline air valves): (a) meet minimum floor levels in Table 8.2.7.4 of this code; or (b) are designed and constructed to exclude flood water intrusion/infiltration.</td>
<td></td>
</tr>
<tr>
<td>PO7 Public safety, water quality of waterways and the environment are not adversely affected by the intrusion of waste water into flood waters.</td>
<td>AO7.1 ▼ Where development includes an on-site facility to treat and/or store waste water, that facility: (a) meets the 1% annual exceedance probability level; or (b) is designed and constructed to exclude flood water intrusion/infiltration.</td>
<td>Complies with PO7 The onsite effluent system is located adjacent to the shed on high ground.</td>
</tr>
</tbody>
</table>
### Performance outcomes

<table>
<thead>
<tr>
<th>Evacuation in flood events</th>
<th>Acceptable outcomes</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PO12</strong></td>
<td><strong>AO12.1</strong></td>
<td><strong>Complies with PO12</strong></td>
</tr>
<tr>
<td>The development maximises the safety of people in flood events including an acceptable level of risk for flood evacuation.</td>
<td>The development provides an evacuation route from a building or site to a dedicated road that is safely accessible and trafficable during a 1% annual exceedance probability flood event and provides access to emergency services, an emergency shelter, a hospital or other medical treatment facility and communications facilities.</td>
<td>The proposed development is for industrial use which will not result in people being exposed to flood hazard. Evacuation routes exist to Murray Upper Road.</td>
</tr>
</tbody>
</table>

It is considered that the proposed development is generally in accordance with the applicable provisions of the above codes and where reasonable and relevant, has been conditioned upon approval of this development application.

### Planning Scheme Policies

The following Planning scheme policies are applicable to this development and have been considered in the planning assessment and conditions of approval:

- Planning scheme policy SC6.2 - Building design
- Planning scheme policy SC6.3 - FNQROC Development Manual
- Planning scheme policy SC6.4 - Landscaping

### Public Notification/Submissions:

The development application was impact assessable and therefore required public notification. The applicant advised that public notification requirements were carried out in accordance with the *Sustainable Planning Act 2009*. No properly made submissions were received by Council.

### Infrastructure Charges Notice:

This development application does not incur any infrastructure charges. The charging of Infrastructure charges for this particular development was considered to be unreasonable given the location of the site and minimal impact on Councils existing infrastructure network.

### Referrals:

The proposed development did not trigger any State Referral Agencies.

### Conclusion:

The application is generally consistent with the FNQ Regional Plan 2031 and the provisions of the Cassowary Coast Regional Council planning scheme 2015 and therefore the proposed application for a Material Change of Use for Medium Impact Industry (Fabrication and Repair Workshop is recommended for approval subject to reasonable and relevant conditions.
Link to Corporate Plan:

1.1 Strong Governance and Risk Awareness
   a) Provide leadership that promotes the interests and views of the community.
   b) Manage and govern the organisation according to our stated values, ensuring principles of good governance are applied to achieve the best value outcome for the community.
   c) Pursue and nurture an environment of honesty and integrity in which elected members, managers and staff work together in a spirit of trust and teamwork.
   d) Ensure the administration of the region is governed through open and transparent decision-making and reporting processes.
   e) Develop and implement proactive risk-management strategies to reduce risk to Council and the community.
   f) Develop frameworks and undertake corporate projects that effectively implement corporate and operational plans.
   g) Establish a lobbying and advocacy strategy to capitalise on the opportunities for a new region.

Consultation:
Manager Planning Services

Legal Implications (Statutory basis, legal risks):
Appeal in the Planning and Environment Court

Policy Implications:
Nil

Risk Implications (Corporate, Operational, Project risks):
Minor risk (appeal)

Financial & Resource Implications:
Potential appeal costs

Report prepared by:
Bryan Hortin - Graduate Planner

Report authorised by:
Daniel Horton - Manager Planning Services

Report created date:
5 April 2017
Attachment 1 - Locality Plan and Aerial Photo
Attachment 2 - Proposal Plans
4. ENVIRONMENTAL SERVICES

4.1 EXTEND THE CURRENT CONTRACT 1112-033 - TRANSPORT AND DISPOSAL OF WET WASTE

Author & Officer’s Title: Mark Allpress - Manager Environmental Service
Meeting Date: 13 April 2017

Executive Summary:
Extend the current contract 1112-033 - Transport and Disposal of Wet Waste from Stoters Hill and Tully Transfer Stations (Portion 1) and for the disposal of Councils wet waste within the Springmount Waste Facility (Portion 2) for an additional 2 years as per the provisions of the contract.

Recommendation:
“That CCRC resolve to:
1. Take up the provision contained in contract 1112-033 - Transport and Disposal of Wet Waste from Stoters Hill and Tully Transfer Stations and extend the current contract for both Portion 1 and Portion 2 by two (2) years, taking up the two (2) x one (1) year extension options as from 1 July 2017 giving a new contract expiry date of 30 June 2019; and
2. Advise the Mams Group who hold Portion 1 and Remondis Australia Pty Ltd trading as the Springmount Waste Management Facility who hold Portion 2 of the contract extension of 2 years.

Background:

Contract 1112-033 Transport and Disposal of Wet Waste from Stoters Hill and Tully Transfer Stations Portion 1 was awarded to Subloo's Pty Ltd in 2012. This was a 5 year contract containing provisions for 2 x 12 month extension periods giving a total contract period of 7 years. In February 2016, Subloo's Pty Ltd went into liquidation with the Mams Group purchasing Subloo's operations and their contracts with Council from the receivers in March 2016. This action resulted in 20 employees being retained within the region. Since taking over the contract Mams, have shown a very positive manner not only to the legal terms of the contract but in delivering the intent of the contract by developing relationships with local suppliers, being active in the local community through sponsorship and more importantly they have put significant effort into improving the standards and the quality of service delivered to CCRC under the contract.

In taking on this contract Mams have made several investments in new machinery, trucks and bins. This has lead to a marked improvement in contract outcomes with wet waste being more effectively and efficiently removed from site. In particular they have addressed long standing issues and ad-hoc practices at the Stoters Hill Transfer Station to improve environmental outcomes and safety.
Mams have developed a good working relationship with Council, which is leading to continuous improvements. Mams group have requested an extension of the contract based on this performance and to give them surety before making further investments in the wet waste transport contract.


Contract 1112-033 - Transport and Disposal of Wet Waste from Stoters Hill and Tully Transfer Stations Portion 2 Potion 2 is held by Remondis Pty Ltd trading as The Springmount Waste Management Facility. This facility is located near Mareeba and is one of only three (3) facilities within the region that are capable of receiving the CCRC wet waste. To date there have been no issues with the management or disposal of the wet waste.

Both current contracts (without extensions) are due to expire 30 June 2017. If Council does not agree to the extension, the contract will be required to be recalled. In this case to align the expiry date with that of the other waste disposal contracts would require the contract to be relatively short. Advantages exist to align the contracts as it enables Council to explore a single large contract in lieu of a number of small contracts and or moving to some form of Alternate Waste Technology as part of the regions waste disposal options. A short contract does not allow timely recovery of equipment expenses by the contractor and higher costs could result.

Resource implications
Extension of the two contracts provides no resource implications. Should the extension options not be taken up, there will be a direct impact on staff resources to call and award the contract. Additional staff resources would be required to undertake the same.

Link to Corporate Plan:
1.4 Effective Asset Management Planning
   c) Manage and maintain Council's assets in an efficient and cost effective manner optimising their value to the community, while being sustainable.

Consultation:
Consultation has been undertaken with both Mams Group (Portion 1) and Remondis Australia Pty Ltd (Portion 2) and both contractors have requested the extensions to be enacted as it provides them surety for equipment provision.

Policy Implications:
The proposal to take up the contract extensions are contained within formal contracts with the two parties as such it falls within Councils’ procurement policy and the requirements of the Local Government Act.
Risk Implications (Corporate, Operational, Project risks):
Both portions of Contract 1112-033 - Transport and Disposal of Wet Waste from Stoters Hill and Tully Transfer Stations are up for renewal at 30 June 2017. Two (2) x one (1) year extensions would line this contract up with the initial renewal period for contract 1314-003 Receipt, Storage, Transport and Disposal of Waste for the Cassowary Coast Regional Council. This is Council's other main waste contract based out of Councils waste facilities. Extending the Wet Waste contracts to align with this contract will give the option to align these contracts. There are substantial benefits to aligning these contracts financially and operationally. This will also help facilitate any changes to waste management strategy (e.g. disposal of wet waste within the Cassowary Coast region). If at the time it is decided that the contracts should not be aligned there is option for two (2) x one (1) year extensions on contract 1314-003 Receipt, Storage, Transport and Disposal of Waste for the Cassowary Coast Regional Council.

A risk exists that by going to the market place that the current price could change.

Financial & Resource Implications:
The extensions give price surety to Council for the next 2 years for these 2 contracts with prices fixed to a % of cost indexes contained in the Rise & Fall Provision of the contracts. Alternatively Council exposes itself of going to the open market for these prices.

Report prepared by:
Mark Allpress - Manager Environmental Services

Report authorised by:
Daniel Horton - Manager Planning Services

Report created date:
4 April 2017
5. COMMUNITY SERVICES

5.1 INNISFAIL SHOWGROUND - FULLY SELF-CONTAINED - RV PARKING PROPOSAL

Author & Officer's Title: Gary Scott-Holland - Manager Community Strategy
Meeting Date: 13 April 2017

Executive Summary:
As part of Cassowary Coast Regional Council's Fully Self-Contained RV Parking Strategy, and to complement Council's existing RV Facility at the Tully Showgrounds, this Report outlines the opportunity for Council to service a demand gap in Innisfail by providing fully self-contained RV Parking at the Innisfail Showgrounds.

Located in open space adjacent to the entry area off the Bruce Highway, the proposed RV and Caravan Parking zone at the Innisfail Showground will yield 18 parking spaces in total, of these, 10 of 12 x 10m parking spaces designed to accommodate caravans up to 9m in length with vehicle and annexe or small to medium sized RV's with annexe space, and an additional 8 of 15 x 10m parking spaces for large RV's with annexe space. (Refer to attached layout plan)

These parking spaces can be provided at a low capital cost, with just signage, parking bay markers, online promotions and minor improvements required, all of which can be mobilised and installed within a relatively short time before peak season arrives in late April. Operational costs will also be minimal with basic start-up infrastructure and ongoing asset and operational maintenance undertaken by existing Council staff and Council’s onsite Caretaker.

Recommendation:
"That Council:

1. Approve the proposal to accommodate 18 RV parking spaces in total, being, 10 of 12x10m parking spaces for caravans up to 9m in length with vehicle and annexe or small to medium sized RV's with annexe space, and 8 of 15 x 10m parking spaces for large RV's with annexe space.

2. Permit a maximum period of stay for RV parking of 48 hours in a given week at a charge of $10 per vehicle per 24 hour period (per night).

3. Permit operations to be limited to between 01 May - 01 August, except between 6 July - 20 July to enable hosting of the Annual Innisfail Show event.

4. Consider budgetary allocation of $11,150 to establish RV park operations, and an additional annual operational budget of $13,550."

Background:
The success of peak season trade for Council’s RV Parking facility at Tully Showgrounds is evidence that there exists a gap in providing such services in Innisfail to help capture RV tourist trade, which in turn will provide opportunities for local Innisfail businesses to provide goods and services to a new captive market segment.
Numerous economic surveys and analysis studies undertaken by Queensland tourism organisations and RV associations indicate that the average spend added to the local economy by each RV tourist is in the order of $53 per visitor per day. Furthermore, Council’s evaluation of the RV Facility at Tully Showgrounds indicates that the facility performs well during peak season periods, yielding an occupancy rate of 60% during the months of May, June and July. In the case of the Innisfail Showground’s RV proposal, if these occupancy and spending rates were to be applied and by adopting the market standard rate of $10 per parking space per night, it is estimated that a total value of $44,647 would be added to the local economy, and $8,424 generated as income for Council over the 3 month period (inclusive of the non-operational Annual Innisfail Show period). This revenue will help Council off-set establishment and operational costs and provide a marginally negative return on investment, but with additional benefits for the local economy.

These estimates are contingent on Council’s ability to successfully promote the service to maximise custom.

Marketing
Council will develop a marketing strategy which will incorporate online promotions with RV Club associations and also host promotions on its own Council website. Additional directional signage will also be provided to capture passing traffic. Council’s Visitor Information Centres will also be promoting the service.

Site Suitability
There are a number of alternative locations to provide an RV parking service in Innisfail, all with distinct advantages and disadvantages. The Innisfail Showgrounds have the inherent advantage that establishment costs are minimal and that access is directly off the Bruce Highway with retail services located nearby. It is the only site which hasn’t been trialled that can be ready for operation in time for this year’s season peak (May – July).

Transaction Processing
All guests will be required to book and pay for a parking space, first come first served, at the Innisfail I-VAN. A Caretaker will also be available to process transactions onsite during weekend and public holiday periods.

Project Budget
The following cost estimates are capital costs required to establish operations:
- Online marketing = $750 annually
- Signage = $3,200
- Grey water dump point to existing sewer = $1,200
- Parking space markers = $1,500
- Labour and administration = $5,500
TOTAL = $11,150

The following cost estimates are capital costs required to establish operations:
- Online marketing = $750 annually
- Caretaker 15 hrs per week for 13 weeks = $7,800
- Daily toilet amenity maintenance = $5,000
TOTAL = $13,550

Note: Toilet amenities and an undercover common area are already located at the Showground ready for use, and additional operational maintenance requirements generated by additional use have been included in the above estimates.
Customer Terms and Conditions
A maximum 48 hour limit for the duration of stay for each vehicle over a given week has been proposed. Additionally, a Condition of Entry User Agreement will be drafted outlining standard conditions to help mitigate potential problems impacting on user well-being and operational management.

Market Competition
At present, no service for fixed-stay self-sufficient RV parking is provided in the Innisfail area, and as such, Council will not be in direct competition with local Caravan Park service providers. As the proposal limits operations to the peak RV tourist season (May – July), it is intended that the purpose of the venture is to provide overflow capacity during a period when Private operators are operating at high occupancy.

Methodology to Establish Performance
Council will review the existing methodology that has been developed to collect visitation data to establish market performance for the Tully Showgrounds RV facility. This methodology will be appropriated for use in monitoring performance at the proposed Innisfail RV parking facility. A questionnaire will also be developed to assist Council in obtaining economic and customer satisfaction metrics to help inform improvements to operations, if required.

Layout Plan
Link to Corporate Plan:
2.4 Enabling Infrastructure

a) Identify priority Council infrastructure that is considered necessary to support economic growth both now and in the future.

b) Identify key regional and state infrastructure that is considered necessary for regional economic growth.

c) Advocate to the State and Commonwealth governments for the provision of key infrastructure necessary for sustainable regional economic growth and employment.

d) Encourage new opportunities and projects across the region that diversify the local economy and facilitate growth and investment.

Consultation:
CCRC has consulted local Caravan Park Operators, RV affiliated Council’s with RV services, RV Clubs and State Government RV guideline materials as background research to inform the structure of this proposal.

Legal Implications (Statutory basis, legal risks):
Nil

Policy Implications:
Nil

Risk Implications (Corporate, Operational, Project risks):
CCR0002229 - Failure to deliver non infrastructure services to the community

Financial & Resource Implications:
A capital budget of $11,150 to establish RV park operations in addition to an annual operational budget of $13,550 is required to ensure the venture is implemented in compliance to regulatory requirements.

Report prepared by:
Gary Scott-Holland - Manager Community Strategy

Report authorised by:
James Gott - Chief Executive Officer

Report created date:
5 April 2017
6. NOTICE OF MOTION
   Nil

7. GENERAL BUSINESS
   Nil

8. CONFIDENTIAL
   Nil