RPS

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Our Ref: PR128488/OLD/AMB/L75011
Date: 18 December 2015

Attn: Neil Beck
Chief Executive Officer
Douglas Shire Council
PO Box 723
Mossman QLD 4873

Via: Mail

Dear Sir,

RE: APPLICATION FOR DEVELOPMENT PERMIT FOR A MATERIAL CHANGE OF USE FOR 'DISPLAY FACILITIES' (HARDWARE STORE) OVER LAND LOCATED AT 5 MILL STREET, MOSSMAN, FORMALLY DESCRIBED AS LOT 50 ON RP706250

RPS Australia East Pty Ltd confirms that we act on behalf of Mossman Canegrowers Limited (the 'applicants') in order to prepare and lodge the abovementioned Development Application with Douglas Shire Council.

This application seeks approval for a Material Change of Use for 'Display Facilities' in order to gain planning approval for the operation of a Hardware Store ('Mossman Hardware') over Lot 50 on RP706250. It is acknowledged that while a Development Approval exists over Lot 51 on SP113404 for the use of the site as a Hardware Store, the further expansion of the business onto the adjoining Lot 50 on RP706250 is not covered by the current planning approval. Accordingly, this submission seeks approval for the operation of the use over both lots in order to rectify outstanding compliance issues.

In support of this application, please find attached the following:

- Completed IDAS Forms 1 and 5, included as **Attachment 1**;
- Certificate of Title and Owners Consent, included as **Attachment 2;**
- RPS Site Drawing No PR128488-2 Issue A, included as **Attachment 3**;
- Pre-lodgement advice from the State Development Assessment Agency, included as **Attachment 4;**
- Douglas Shire Planning Scheme Code Assessment, included as **Attachment 5;**
- State Development Assessment Provision Code Assessment, included as **Attachment 6**.

A cheque to the value of **$ 2,500.00** (no GST), being the relevant application advised under Council's Schedule of Fees and Charges, will be provided to separately to Council by the applicant.

1.0 Site Information

1.1 Site Details

Key Details of the subject site include:

Address:	5 Mill Street, Mossman
Real Property Description/ Site Area:	Lot 50 on RP706250: 1012m²
Land Owners:	Mossman Canegrowers Limited
Easements/ Encumbrances:	None

1.2 Planning Content

The planning context relating to the site includes:

Planning Scheme Zone:	Commercial Zone
Planning Area:	Mossman and Environs Locality
Relevant Overlays:	None

1.3 Site Characteristics

Topography:	The site has been levelled for use
Vegetation:	The site has been cleared of vegetation
Waterways:	There are no waterways impacting upon or adjacent to this site
Road Frontage:	Lot 50 has access from Mossman Street however the adjoining Lot 51 also has access from Mossman Street, Mill Street and Junction Road.
Existing Use:	Parking and storage in association with the operation of the adjoining Hardware Store.

1.4 Surrounding Land Uses

The subject site is located within close proximity to Mill Street, Junction Road and Mossman Street with access to the Captain Cook Highway, representing the township's busiest intersection.

RPS notes that the area is located directly next to the 'Mossman Hardware' store and is surrounded by a number of other commercial uses.

Given the size of the township, industrial, residential and community and recreational facilities are also located in close proximity to the subject site.

2.0 Application Details

Aspects of the Development Sought:	Development Application for Material Change of Use for 'Display Facilitates' (Hardware Store)
Applicant:	Mossman Canegrowers Limited C/- RPS Australia East Pty Ltd
Content:	Owen Dalton RPS Australia East Pty Ltd 135 Abbott Street PO Box 1949 Cairns QLD 4870 Ph: (07) 4031 1336 Fax: (07) 4031 2942
Local Government Authority:	Douglas Shire Council

3.0 Development Description

This application seeks a Development Approval for a Material Change of Use for 'Display Facilities' (Hardware Store) over land located at Mill Street, Mossman. RPS notes that the subject site adjoins and has been used in conjunction with the currently operating Hardware Store located on Lot 51 on SP113404, which operates under an existing Development Permit however, expansion of the hardware store onto the subject lot has resulted in the current land use not complying with the provisions of the Planning Scheme.

The proposed development is depicted in RPS Drawing No PR128488-2 Issue A, which is included for reference as **Attachment 3.**

The proposed development seeks approval for the operation of the hardware store to occur over Lot 50 on RP706250. We note that it is evident that examples exist of land uses that have occupied more than one title. RPS suggest that in order to counter the potential for sale of a sole title, the inclusion of a proposed condition on a development approval mandating that should Lot 50 on RP706250 be sold separating from Lot 51 on SP113404, the approval for Lot 50 would lapse.

It is understood that a number of concerns such as dust, onsite car parking and site access have been addressed as items of concern by Douglas Shire Council. The following information is provided to address these issues and assist with Councils assessment of this application.

3.1 Unsealed Storage Area

The current storage area (occurring over the subject site) is unsealed and requires an Operational Works application/approval to address the dust nuisance impacts and the potential drainage issues. The proposal is to concrete the unsealed area, incorporating adequate drainage to prevent adverse impacts to adjoining properties and roadways.

Should development approval be granted for this application, further technical assessment will be submitted as part of an application for Operational Works.

3.2 Access

Council has highlighted, and our client acknowledges, concerns regarding the lack of suitable site access for large delivery trucks. Loading / unloading currently occurs via Mossman Street, generating safety issues and conflict with other road users. Currently, inbound deliveries from Cairns generate approximately 1 service per week, with this schedule not envisaged to change in the near future.

Accordingly, it is proposed, following civil engineering investigation, that the site access for larger vehicles be redirected and restricted to Junction Road. This has been determined to be the safest point of access off the Captain Cook Highway, whilst also minimising impact to adjacent residential properties. General customers will still be permitted to utilise the Mossman Street access for collection of goods.

As detailed in **Attachment 3**, delivery vehicles will be required to drive onto the site (via Junction Road) in forward gear and leave the site in forward gear (via Mossman Street).

RPS notes that the proposed solution would appropriately address safety concerns and represents a sound planning outcome for access into the site. Further, it is proposed that a security gate located along Junction Road entrance would only be opened upon arrival of large vehicles to the site to ensure that general traffic do not utilise this access point. Should Council agree with this proposal, the costs associated with the acquisition of the road reserve off Junction Road and any additional works would be incurred by Mossman Canegrowers Limited. This option would also likely involve the relocation of a pedestrian footpath.

3.3 Parking

Under the proposed development concept plan, the site includes 11 on-site parking spaces. Furthermore, it is noted that 42 on-street parking bays are available within direct proximity to the subject site accommodating to the townships commercial outlets and the like.

As the proposed development seeks to gain approval for an existing use, and does not include any further building works, the parking spaces provided are likely to sufficiently address parking requirements generated by the use.

RPS notes that in accordance with the proposed development, line marking and directional signs will be provided over the site.

3.4 Noise and Amenity

RPS notes that the development sites are included within the Commercial Zone of the Mossman and Environs Locality. Given the close proximity of potentially conflicting land uses (namely residential), it is proposed that a screen fence and appropriate landscaping be located over the site, particularly the northern and eastern boundary of Lot 50, thus providing a buffer to adjoining land uses and improving the visual amenity of the area.

Further, noise and amenity issues are likely to be significantly reduced once the subject site is sealed and concreted following the Operational Works element of this development.

4.0 Legislative Requirements

4.1 Sustainable Planning Act 2009 (SPA)

This section provides and overview of the legislative context of the development application under the provisions of SPA.

4.1.1 Confirmation that Development is Not Prohibited

The proposed development is not prohibited. This has been established by considering all relevant instruments which can provide prohibitions under SPA.

4.1.2 Assessable Development

The development proposed by this application is "assessable development" pursuant to Schedule 3 of SPA.

4.1.3 Assessment Manger

The Assessment Manager for this development application is Douglas Shire Council as determined by Schedule 6 of the *Sustainable Planning Regulations 2009*.

4.1.4 Level of Assessment

The table below summarises the assessable development subject of this application and the relevant level of assessment for the development:

Aspect of Development	Planning Instrument that determines Level of Assessment	Level of Assessment
Material Change of Use for 'Display Facilities' (Hardware Store)	Douglas Shire Planning Scheme	Impact Assessable

4.1.5 Referral Agencies

A review of Schedule 7 of the *Sustainable Planning Regulation 2009* indicates that the development application triggers State agency referral to the State Assessment Referral Agency (SARA) as concurrence agency, as the subject site is located in proximity to a State Controlled Road.

Preliminary advice has been sought from SARA and it is included for reference as **Attachment 6**.

4.1.6 State Resources

The development does not require any State Resources.

4.1.7 Public Notification

As the application is defined as being ‘Impact’ Assessable Development, public notification will be conducted in accordance with the provisions of the *Sustainable Planning Act 2009*.

5.0 Statutory Planning Assessment

5.1 Overview

The section provides an assessment of the various statutory planning approvals relevant to the proposal.

5.2 Regional Plan

A review of the proposal against the relevant policies of the FNQ 2031 Regional Plan reveals no significant conflicts.

5.3 State Planning Policies

A review of Part E of the current State planning requirements has been undertaken and the application for the current development is considered compliant with all aspects of the policy and no conflicts have been ascertained. Assessment against' Part E' of the State Planning Policy is as follows:

Table 1 Assessment Against State Planning Policy (Part E)

Interim Development Assessment Requirements	
Liveable Communities	Not Applicable to the development
Mining and Extractive Resources	Not Applicable to the development
Biodiversity	Not Applicable to the development
Coastal Environment	Not Applicable to the development
Water Quality	Appropriate measures will be incorporated into the onsite works to ensure impacts arising from the increase of impermeable surfaces over the site (increase stormwater/ runoff etc) are accounted for. Such measures will be addressed during the Operational Works component of this development.
Emissions and Hazardous Activities	Not Applicable to the development
Natural Hazards, Risk and Resilience	Not Applicable to the development
State Transport Infrastructure	Not Applicable to the development
Strategic Airports and Aviation Facilities	Not Applicable to the development

5.4 State Development Assessment Provisions (SDAP)

The State Development Provisions (SDAP) nominates application modules and State codes based on the referral agency assessment requirements.

The development application has been identified as triggering referral to the State Assessment Referral Agency as the site is in proximity to a State Controlled Road (Captain Cook Highway). The application will require assessment of the following SDAP codes:

- 1.1 Managing noise and vibration impacts from transport corridors state code
- 1.2 Managing air and lighting impacts from transport corridors state code
- 18.1 Filling, excavation and structures state code
- 18.2 Stormwater and drainage impacts on state transport infrastructure state code
- 19.1 Access to state-controlled roads state code
- 19.2 Transport infrastructure and network design state code

An assessment of each of the codes is included for reference as **Attachment 6.**

5.5 Local Planning Requirements

The Douglas Shire Planning Scheme is applicable to this development application. The relevant provisions are identified and addressed below.

5.4.1 Desired Environmental Outcomes

The existing development has endeavoured to comply and support the Desired Environmental Outcomes (DEO's) which provide a foundation for the planning intent and direction for Douglas Shire Council. Comment on each of the DEO's is provided as follows:

Table 6 Desired Environmental Outcomes

DEO 1: The unique environmental values of the Shire, which result from its location within the Wet Tropics Bioregion, are maintained and protected for current and future generations.	The development is pre-existing and the site does not hold any unique environmental values.
DEO 2: Those parts of the Shire located within the Wet Tropics and Great Barrier Reef World Heritage Areas and other adjacent areas of environmental value and ecological significance, are preserved and protected for nature conservation, landscape/scenic quality, Biodiversity and habitat values, in particular the protection of the Southern Cassowary and its habitat and to ensure the integrity of natural processes.	The development is not located within the Wet Tropics and Great Barrier Reef World Heritage Areas.
DEO 3: Natural waterways such as the Daintree River, the Mossman River, the Mowbray River and Dicksons Inlet, all wetlands but particularly	The development site is not located within proximity to the listed waterways and the proposed development is unlikely to have any adverse impacts on the catchments.

those on the Directory of Wetlands of Importance in Australia, being the Lower Daintree River, Alexandra Bay and the Hilda Creek Headwater; and all catchments located in coastal areas within the Shire, are managed to protect their ecological processes, enhance water quality, conserve riparian ecological values and landscape/scenic quality, while acknowledging nature based recreation opportunities.	
DEO 4: The unique environmental character of the Shire comprised of internationally renowned landscapes, ecologically significant rainforest systems, sensitive coastal systems and areas of unsurpassed natural beauty, are maintained in association with sustainable development practices, which seek to minimise the effects of development on the natural environment.	The development is pre-existing and the site does not hold any unique environmental values.
DEO 5: A prosperous community with strong rural sector, a dynamic tourism industry and commercial and industrial activities offering a diverse range of employment opportunities, is supported by the sustainable use and management of the natural resources of the Shire.	The pre-existing development currently provides employment opportunities for the local community and provides trade services to the region.
DEO 6: The natural resources of the Shire, such as GQAL, extractive resources, water and forestry resources, are protected and managed in a manner that ensures their ecological and economic values are assured for present and future generations.	The development will not impact upon the natural resources of the Shire.
DEO 7 : The values of the Shire are protected by a preferred pattern of development through identifying GQAL which sustains productive primary industries, particularly the sugar, horticultural and cattle grazing industries, and consolidates growth and employment opportunities, primarily in the identified locations of Mossman and Port Douglas.	The pre-existing development is located directly adjacent to the 'Mossman Hardware' outlet and has been utilised as storage in association with this use for some time. The use supports local industries and provides local employment opportunities.
DEO 8: The economic development of the Shire is	The proposed concept plan will redirect heavy vehicles through an access from Junction Road , with general traffic being provided access via

facilitated by the provision of infrastructure which complements the conservation economy of the Shire with 82% of its lands within the WTWHA in an efficient, equitable and environmentally safe manner, as well as circulation networks which provide for the efficient movement of people and goods, without compromising the Captain Cook Highway as the scenic entry corridor to the Shire.	Mossman Street. This outcome will result in safe and efficient outcomes for the transport of both people and good to and from the existing hardware store.
DEO 9: Places of cultural and heritage significance, both Indigenous and European, are identified, protected and retained for their significance and importance to the history and identity of the Shire.	The proposed development site is not culturally or historically significant and the development will not impact on any surrounding sites.
DEO 10: A range of housing options, which provide a high standard of living and a variety of different residential lifestyle opportunities, are available in the Shire and are provided in a sustainable manner with regard to the environment, including its people and communities and the provision of services and facilities.	The proposed development is not for residential use.
DEO 11: The distinctive character and unique sense of place of the towns, villages and other settlement areas in the Shire including the Daintree Lowlands Community, are maintained, promoting community pride and well-being and community safety and prosperity.	The proposed development will allow for sealing of the subject site, resulting in a positive contribution to the amenity of the community by mitigating dust nuisance and a more controlled pattern of vehicle movement to and from the site will contribute to community safety and well-being
DEO 12: Residential communities, particularly communities within the major tourism areas of Port Douglas, Daintree Village and the Daintree Lowlands maintain a prosperous economy, a sense of community with the natural features, character of those areas and community values and cohesion, promoting harmony between residents and visitors.	The proposed development is not for residential use however it is noted that the site is located adjacently to a residential area. The proposed development will result in improved amenity effects for these residences as the development will seal the storage area resulting in reduced noise and dust issues.

5.4.2 Planning Scheme

Under the Douglas Shire Planning Scheme, the subject site is included within the Mossman and Environs Locality within the Commercial Planning Zone. The following codes are identified as being applicable to this application:

- Mossman and Environs Locality Code
- Commercial Planning Area Code
- Acid Sulfate Soils (ASS) Overlay Code
- Vehicle Parking and Access Code
- Display Facilities
- Filling and Excavation Code
- Landscaping Code

A detailed assessment of the proposal against the Planning Scheme is included as **Attachment 5** to this report. The proposal is generally considered compliant with the relevant 'Acceptable Solutions' and/or 'Performance Criteria' of these codes, however where strict compliance with the Acceptable Measures is not achieved, discussion has been provided to demonstrate compliance with the corresponding Performance Criteria.

6.0 Conclusions and Recommendations

This submission supports an Application by Mossman Canegrowers Limited for a Development Permit for a Material Change of Use over land located at Mill Street, Mossman, formally described as Lot 50 on RP706250.

We submit that this application is unlikely to have any significant impacts upon the infrastructure, environment or community. As demonstrated in this Town Planning Report and supporting technical attachments, the existing development is consistent with the intent of the Planning Scheme and other relevant instruments. We therefore recommend the development for Council approval subject to any relevant and reasonable conditions.

We trust this information is sufficient for your purposes, however should you require any further details or clarification, please do not hesitate to contact the writer by telephone.

Yours sincerely
RPS

Owen Dalton
Planner

enc:
Attachment 1: Complete IDAS Forms 1 and 5
Attachment 2: Certificate of Title and Owners Consent
Attachment 3: RPS Drawing no. PR128488-2 Issue A
Attachment 4: Pre-lodgement advice from the State Development Assessment Agency
Attachment 5: Douglas Shire Planning Scheme Code Assessment
Attachment 6: State Development Assessment Provision Code Assessment

Attachment 1

Complete IDAS Forms 1 and 5

IDAS form 1—Application details

(*Sustainable Planning Act 2009* version 4.2 effective 3 August 2015)

This form must be used for **ALL** development applications.

You **MUST** complete **ALL** questions that are stated to be a mandatory requirement unless otherwise identified on this form.

For all development applications, you must:

- complete this form (*IDAS form 1—Application details)*
- complete any other forms relevant to your application
- provide any mandatory supporting information identified on the forms as being required to accompany your application.

Attach extra pages if there is insufficient space on this form.

All terms used on this form have the meaning given in the *Sustainable Planning Act 2009* (SPA) or the Sustainable Planning Regulation 2009.

This form and any other IDAS form relevant to your application must be used for development applications relating to strategic port land and Brisbane core port land under the *Transport Infrastructure Act 1994* and airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*. Whenever a planning scheme is mentioned, take it to mean land use plan for the strategic port land, Brisbane core port land or airport land.

PLEASE NOTE: This form is not required to accompany requests for compliance assessment.

Mandatory requirements

Applicant details (Note: the applicant is the person responsible for making the application and need not be the owner of the land. The applicant is responsible for ensuring the information provided on all IDAS application forms is correct. Any development permit or preliminary approval that may be issued as a consequence of this application will be issued to the applicant.)

Name/s (individual or company name in full)	**Mossman Cane Growers Limited**			
For companies, contact name	**Owen Dalton C/- RPS Australia East Pty Ltd**			
Postal address	135 Abbott Street			
	PO Box 1949			
	Suburb	Cairns		
	State	QLD	Postcode	4870
	Country			
Contact phone number	4031 1336			
Mobile number (non-mandatory requirement)	NA			
Fax number (non-mandatory requirement)	4031 2942			

Email address (non-mandatory requirement)	Owen.dalton @rpsgroup.com.au
Applicant's reference number (non-mandatory requirement)	PR128488

1. What is the nature of the development proposed and what type of approval is being sought?

Table A—Aspect 1 of the application (If there are additional aspects to the application please list in Table B—Aspect 2.)

a) What is the nature of the development? (Please only tick one box.)

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

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

☐ Preliminary approval under s241 of SPA ☐ Preliminary approval under s241 and s242 of SPA ☒ Development permit

c) Provide a brief description of the proposal, including use definition and number of buildings or structures where applicable (e.g. six unit apartment building defined as a *multi-unit dwelling*, 30 lot residential subdivision etc.)

Material Change of Use for 'Display Facilities'

d) What is the level of assessment? (Please only tick one box.)

☒ Impact assessment ☐ Code assessment

Table B—Aspect 2 of the application (If there are additional aspects to the application please list in Table C—Additional aspects of the application.)

a) What is the nature of development? (Please only tick one box.)

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

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

☐ Preliminary approval under s241 of SPA ☐ Preliminary approval under s241 and s242 of SPA ☐ Development permit

c) Provide a brief description of the proposal, including use definition and number of buildings or structures where applicable (e.g. six unit apartment building defined as a *multi-unit dwelling*, 30 lot residential subdivision etc.)

d) What is the level of assessment?

☐ Impact assessment ☐ Code assessment

Table C—Additional aspects of the application (If there are additional aspects to the application please list in a separate table on an extra page and attach to this form.)

☐ Refer attached schedule ☒ Not required

2. Location of the premises (Complete Table D and/or Table E as applicable. Identify each lot in a separate row.)

Table D—Street address and lot on plan for the premises or street address and lot on plan for the land adjoining or adjacent to the premises (Note: this table is to be used for applications involving taking or interfering with water.) (Attach a separate schedule if there is insufficient space in this table.)

☒ Street address **and** lot on plan (All lots must be listed.)

☐ Street address **and** lot on plan for the land adjoining or adjacent to the premises (Appropriate for development in water but adjoining or adjacent to land, e.g. jetty, pontoon. All lots must be listed.)

Street address					**Lot on plan description**		**Local government area** (e.g. Logan, Cairns)
Lot	Unit no.	Street no.	Street name and official suburb/ locality name	Post-code	Lot no.	Plan type and plan no.	
i)		5	Mossman Street, Mossman	4873	50	RP706250	Cairns
ii)							
iii)							

Planning scheme details (If the premises involves multiple zones, clearly identify the relevant zone/s for each lot in a separate row in the below table. Non-mandatory)

Lot	Applicable zone / precinct	Applicable local plan / precinct	Applicable overlay/s
i)	Commercial Zone	Mossman and Environs Locality	Acid Sulfate Soils (ASS) Overlay Code
ii)			
iii)			

Table E—Premises coordinates (Appropriate for development in remote areas, over part of a lot or in water not adjoining or adjacent to land e.g. channel dredging in Moreton Bay.) (Attach a separate schedule if there is insufficient space in this table.)

Coordinates (Note: place each set of coordinates in a separate row)				**Zone reference**	**Datum**	**Local government area (if applicable)**
Easting	Northing	Latitude	Longitude			
					☐ GDA94 ☐ WGS84 ☐ other	

3. Total area of the premises on which the development is proposed (indicate square metres)

1012m²

4. Current use/s of the premises (e.g. vacant land, house, apartment building, cane farm etc.)

Storage in association with the adjoining Hardware Store

5. Are there any current approvals (e.g. a preliminary approval) associated with this application? (Non-mandatory requirement)

☒ No ☐ Yes—provide details below

List of approval reference/s	Date approved (dd/mm/yy)	Date approval lapses (dd/mm/yy)

6. Is owner's consent required for this application? (Refer to notes at the end of this form for more information.)

☐ No

☒ Yes—complete either Table F, Table G or Table H as applicable

Table F	
Name of owner/s of the land	
I/We, the above-mentioned owner/s of the land, consent to the making of this application.	
Signature of owner/s of the land	
Date	

Table G	
Name of owner/s of the land	**Mossman Canegrowers Limited**
☒ The owner's written consent is attached or will be provided separately to the assessment manager.	

Table H	
Name of owner/s of the land	
☐ By making this application, I, the applicant, declare that the owner has given written consent to the making of the application.	

7. Identify if any of the following apply to the premises (Tick applicable box/es.)

☐ Adjacent to a water body, watercourse or aquifer (e.g. creek, river, lake, canal)—complete Table I

☐ On strategic port land under the *Transport Infrastructure Act 1994*—complete Table J

☐ In a tidal water area—complete Table K

☐ On Brisbane core port land under the *Transport Infrastructure Act 1994* (No table requires completion.)

☐ On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008* (no table requires completion)

☐ Listed on either the Contaminated Land Register (CLR) or the Environmental Management Register (EMR) under the *Environmental Protection Act 1994* (no table requires completion)

Table I
Name of water body, watercourse or aquifer

Table J	
Lot on plan description for strategic port land	Port authority for the lot

Table K	
Name of local government for the tidal area (if applicable)	Port authority for the tidal area (if applicable)

8. Are there any existing easements on the premises? (e.g. for vehicular access, electricity, overland flow, water etc)

☒ No ☐ Yes—ensure the type, location and dimension of each easement is included in the plans submitted

9. Does the proposal include new building work or operational work on the premises? (Including any services)

☒ No ☐ Yes—ensure the nature, location and dimension of proposed works are included in plans submitted

10. Is the payment of a portable long service leave levy applicable to this application? (Refer to notes at the end of this form for more information.)

☒ No—go to question 12 ☐ Yes

11. Has the portable long service leave levy been paid? (Refer to notes at the end of this form for more information.)

☐ No

☐ Yes—complete Table L and submit with this application the yellow local government/private certifier's copy of the receipted QLeave form

Table L		
Amount paid	Date paid (dd/mm/yy)	QLeave project number (6 digit number starting with A, B, E, L or P)

12. Has the local government agreed to apply a superseded planning scheme to this application under section 96 of the *Sustainable Planning Act 2009*?

☒ No

☐ Yes—please provide details below

Name of local government	Date of written notice given by local government (dd/mm/yy)	Reference number of written notice given by local government (if applicable)

13. List below all of the forms and supporting information that accompany this application (Include all IDAS forms, checklists, mandatory supporting information etc. that will be submitted as part of this application)

Description of attachment or title of attachment	Method of lodgement to assessment manager
IDAS Forms 1 and 5	Mail
Certificate of Title and Owners Consent	
RPS Site Drawing No PR128488-2 Issue A,	
Civil Engineering plans for Sealed Storage Area	
Pre-lodgement advice from the State Development Assessment Agency	
Douglas Shire Planning Scheme Code Assessment	
State Development Assessment Provision Code Assessment	

14. Applicant's declaration

☒ By making this application, I declare that all information in this application is true and correct (Note: it is unlawful to provide false or misleading information)

Notes for completing this form

- Section 261 of the *Sustainable Planning Act 2009* prescribes when an application is a properly-made application. Note, the assessment manager has discretion to accept an application as properly made despite any non-compliance with the requirement to provide mandatory supporting information under section 260(1)(c) of the *Sustainable Planning Act 2009*

Applicant details

- Where the applicant is not a natural person, ensure the applicant entity is a real legal entity.

Question 1

- Schedule 3 of the Sustainable Planning Regulation 2009 identifies assessable development and the type of assessment. Where schedule 3 identifies assessable development as "various aspects of development" the applicant must identify each aspect of the development on Tables A, B and C respectively and as required.

Question 6

- Section 263 of the *Sustainable Planning Act 2009* sets out when the consent of the owner of the land is required for an application. Section 260(1)(e) of the *Sustainable Planning Act 2009* provides that if the owner's consent is required under section 263, then an application must contain, or be accompanied by, the written consent of the owner, or include a declaration by the applicant that the owner has given written consent to the making of the application. If a development application relates to a state resource, the application is not required to be supported by evidence of an allocation or entitlement to a state resource. However, where the state is the owner of the subject land, the written consent of the state, as landowner, may be required. Allocation or entitlement to the state resource is a separate process and will need to be obtained before development commences.

Question 7

- If the premises is listed on either the Contaminated Land Register (CLR) or the Environmental Management Register (EMR) under the *Environmental Protection Act 1994* it may be necessary to seek compliance assessment. Schedule 18 of the Sustainable Planning Regulation 2009 identifies where compliance assessment is required.

Question 11

- The *Building and Construction Industry (Portable Long Service Leave) Act 1991* prescribes when the portable long service leave levy is payable.
- The portable long service leave levy amount and other prescribed percentages and rates for calculating the levy are prescribed in the Building and Construction Industry (Portable Long Service Leave) Regulation 2002.

Question 12

- The portable long service leave levy need not be paid when the application is made, but the *Building and Construction Industry (Portable Long Service Leave) Act 1991* requires the levy to be paid before a development permit is issued.
- Building and construction industry notification and payment forms are available from any Queensland post office or agency, on request from QLeave, or can be completed on the QLeave website at www.qleave.qld.gov.au. For further information contact QLeave on 1800 803 481 or visit www.qleave.qld.gov.au.

Privacy—The information collected in this form will be used by the Department of Infrastructure, Local Government and Planning (DILGP), assessment manager, referral agency and/or building certifier in accordance with the processing and assessment of your application. Your personal details should not be disclosed for a purpose outside of the IDAS process or the provisions about public access to planning and development information in the *Sustainable Planning Act 2009*, except where required by legislation (including the *Right to Information Act 2009*) or as required by Parliament. This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002*.

OFFICE USE ONLY

Date received		Reference numbers	

NOTIFICATION OF ENGAGEMENT OF A PRIVATE CERTIFIER

To [ ] Council. I have been engaged as the private certifier for the building work referred to in this application

Date of engagement	Name	BSA Certification license number	Building classification/s

QLEAVE NOTIFICATION AND PAYMENT (For completion by assessment manager or private certifier if applicable.)

Description of the work	QLeave project number	Amount paid ($)	Date paid	Date receipted form sighted by assessment manager	Name of officer who sighted the form

The *Sustainable Planning Act 2009* is administered by the Department of Infrastructure, Local Government and Planning. This form and all other required application materials should be sent to your assessment manager and any referral agency.

IDAS form 5—Material change of use assessable against a planning scheme

(*Sustainable Planning Act 2009* version 3.1 effective 3 August 2015)

This form must be used for development applications for a material change of use assessable against a planning scheme.

You **MUST** complete **ALL** questions that are stated to be a mandatory requirement unless otherwise identified on this form.

For all development applications, you must:

- complete *IDAS form 1—Application details*
- complete any other forms relevant to your application
- provide any mandatory supporting information identified on the forms as being required to accompany your application.

Attach extra pages if there is insufficient space on this form.

All terms used on this form have the meaning given in the *Sustainable Planning Act 2009* (SPA) or the Sustainable Planning Regulation 2009.

This form must also be used for material change of use on strategic port land and Brisbane core port land under the *Transport Infrastructure Act 1994* and airport land under the *Airport Assets (Restructuring and Disposal) Act 2008* that requires assessment against the land use plan for that land. Whenever a planning scheme is mentioned, take it to mean land use plan for the strategic port land, Brisbane core port land or airport land.

Mandatory requirements

1. Describe the proposed use. (Note: this is to provide additional detail to the information provided in question 1 of *IDAS form 1—Application details*. Attach a separate schedule if there is insufficient space in this table.)

General explanation of the proposed use	Planning scheme definition (include each definition in a new row) (non-mandatory)	No. of dwelling units (if applicable) or gross floor area (if applicable)	Days and hours of operation (if applicable)	No. of employees (if applicable)
Storage Area in association with an operational Hardware Store	'Display Facilities'	200m² storage area	7 days	NA

2. Are there any current approvals associated with the proposed material change of use? (e.g. a preliminary approval.)

☒ No ☐ Yes—provide details below

List of approval reference/s	Date approved (dd/mm/yy)	Date approval lapses (dd/mm/yy)

3. Does the proposed use involve the following? (Tick all applicable boxes.)

The reuse of existing buildings on the premises	☐ No	☒ Yes
New building work on the premises	☐ No	☐ Yes
The reuse of existing operational work on the premises	☐ No	☒ Yes
New operational work on the premises	☐ No	☒ Yes

Mandatory supporting information

4. Confirm that the following mandatory supporting information accompanies this application

Mandatory supporting information	Confirmation of lodgement	Method of lodgement
All applications		
A site plan drawn to an appropriate scale (1:100, 1:200 or 1:500 are **recommended** scales) which shows the following: • the location and site area of the land to which the application relates (*relevant land*) • the north point • the boundaries of the relevant land • any road frontages of the relevant land, including the name of the road • the location and use of any existing or proposed buildings or structures on the relevant land (note: where extensive demolition or new buildings are proposed, two separate plans [an existing site plan and proposed site plan] may be appropriate) • any existing or proposed easements on the relevant land and their function • the location and use of buildings on land adjoining the relevant land • all vehicle access points and any existing or proposed car parking areas on the relevant land. Car parking spaces for persons with disabilities and any service vehicle access and parking should be clearly marked • for any new building on the relevant land, the location of refuse storage • the location of any proposed retaining walls on the relevant land and their height • the location of any proposed landscaping on the relevant land • the location of any stormwater detention on the relevant land.	☒ Confirmed	
A statement about how the proposed development addresses the local government's planning scheme and any other planning instruments or documents relevant to the application.	☒ Confirmed	
A statement about the intensity and scale of the proposed use (e.g. number of visitors, number of seats, capacity of storage area etc.).	☒ Confirmed	
Information that states: • the existing or proposed floor area, site cover, maximum number of storeys and maximum height above natural ground level for existing or new buildings (e.g. information regarding existing buildings but not being reused) • the existing or proposed number of on-site car parking bays, type of vehicle cross-over (for non-residential uses) and vehicular servicing arrangement (for non-residential uses).	☒ Confirmed ☐ Not applicable	

A statement addressing the relevant part(s) of the State Development Assessment Provisions (SDAP).	☒ Confirmed ☐ Not applicable	
When the application involves the reuse of existing buildings		
Plans showing the size, location, existing floor area, existing site cover, existing maximum number of storeys and existing maximum height above natural ground level of the buildings to be reused.	☒ Confirmed ☐ Not applicable	
When the application involves new building work (including extensions)		
Floor plans drawn to an appropriate scale (1:50, 1:100 or 1:200 are **recommended** scales) which show the following: • the north point • the intended use of each area on the floor plan (for commercial, industrial or mixed use developments only) • the room layout (for residential development only) with all rooms clearly labelled • the existing and the proposed built form (for extensions only) • the gross floor area of each proposed floor area.	☐ Confirmed	
Elevations drawn to an appropriate scale (1:100, 1:200 or 1:500 are **recommended** scales) which show plans of all building elevations and facades, clearly labelled to identify orientation (e.g. north elevation)	☐ Confirmed	
Plans showing the size, location, proposed site cover, proposed maximum number of storeys, and proposed maximum height above natural ground level of the proposed new building work.	☐ Confirmed ☐ Not applicable	
When the application involves reuse of other existing work		
Plans showing the nature, location, number of on-site car parking bays, existing area of landscaping, existing type of vehicular cross-over (non-residential uses), and existing type of vehicular servicing arrangement (non-residential uses) of the work to be reused.	☒ Confirmed ☐ Not applicable	
When the application involves new operational work		
Plans showing the nature, location, number of new on-site car parking bays, proposed area of new landscaping, proposed type of new vehicle cross-over (non-residential uses), proposed maximum new vehicular servicing arrangement (non-residential uses) of the proposed new operational work.	☒ Confirmed ☐ Not applicable	

Privacy—Please refer to your assessment manager, referral agency and/or building certifier for further details on the use of information recorded in this form.

OFFICE USE ONLY

Date received		Reference numbers	

The *Sustainable Planning Act 2009* is administered by the Department of Infrastructure, Local Government and Planning. This form and all other required application materials should be sent to your assessment manager and any referral agency.

Attachment 2

Certificate of Title and Owners Consent

CURRENT TITLE SEARCH

DEPT OF NATURAL RESOURCES AND MINES, QUEENSLAND

Request No: 22445215
Search Date: 14/12/2015 14:34 **Title Reference: 21012109**
Date Created: 15/04/1976

Previous Title: 20127210

REGISTERED OWNER

Dealing No: 712836870 02/11/2009

MOSSMAN CANEGROWERS LIMITED A.C.N. 111 943 616

ESTATE AND LAND

Estate in Fee Simple

LOT 50 REGISTERED PLAN 706250
Local Government: DOUGLAS

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
   Deed of Grant No. 10600240 (POR 35)

2. LEASE No 713228035 12/05/2010 at 13:11
   CAIRNS HARDWARE COMPANY PTY LIMITED A.C.N. 009 881 341
   OF THE WHOLE OF THE LAND
   TERM: 01/03/2010 TO 28/02/2015 OPTION 5 YEARS

3. MORTGAGE No 715774435 16/05/2014 at 12:03
   COMMONWEALTH BANK OF AUSTRALIA A.B.N. 48 123 123 124
   over
   LEASE: 713228035

4. AMENDMENT OF LEASE No 716707799 24/08/2015 at 11:42
   LEASE: 713228035
   TERM: 01/03/2010 TO 29/02/2020 OPTION 5 YEARS

ADMINISTRATIVE ADVICES - NIL
UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

Requested By: D-ENQ GLOBAL X

Company owner's consent to the making of a development application under the *Sustainable Planning Act 2009*

I, DONALD ANDREW WATSON *[insert name in full]*
Director of the below mentioned company and

I, CARMEL NATALA RALDINI. *[insert name in full]*
DIRECTOR OF THE BELOW MENTIONED COMPANY

of **Mossman Canegrowers Limited**

as owner of premises identified as follows:

Lot 50 on RP706250

consent to the making of a development application under the *Sustainable Planning Act 2009* by

RPS Australia East Pty Ltd

on the premises described above for the purposes of

Development Application (Material Change of Use)

[signature of Director]

signed on the EIGHTEENTH day of DECEMBER 20 15

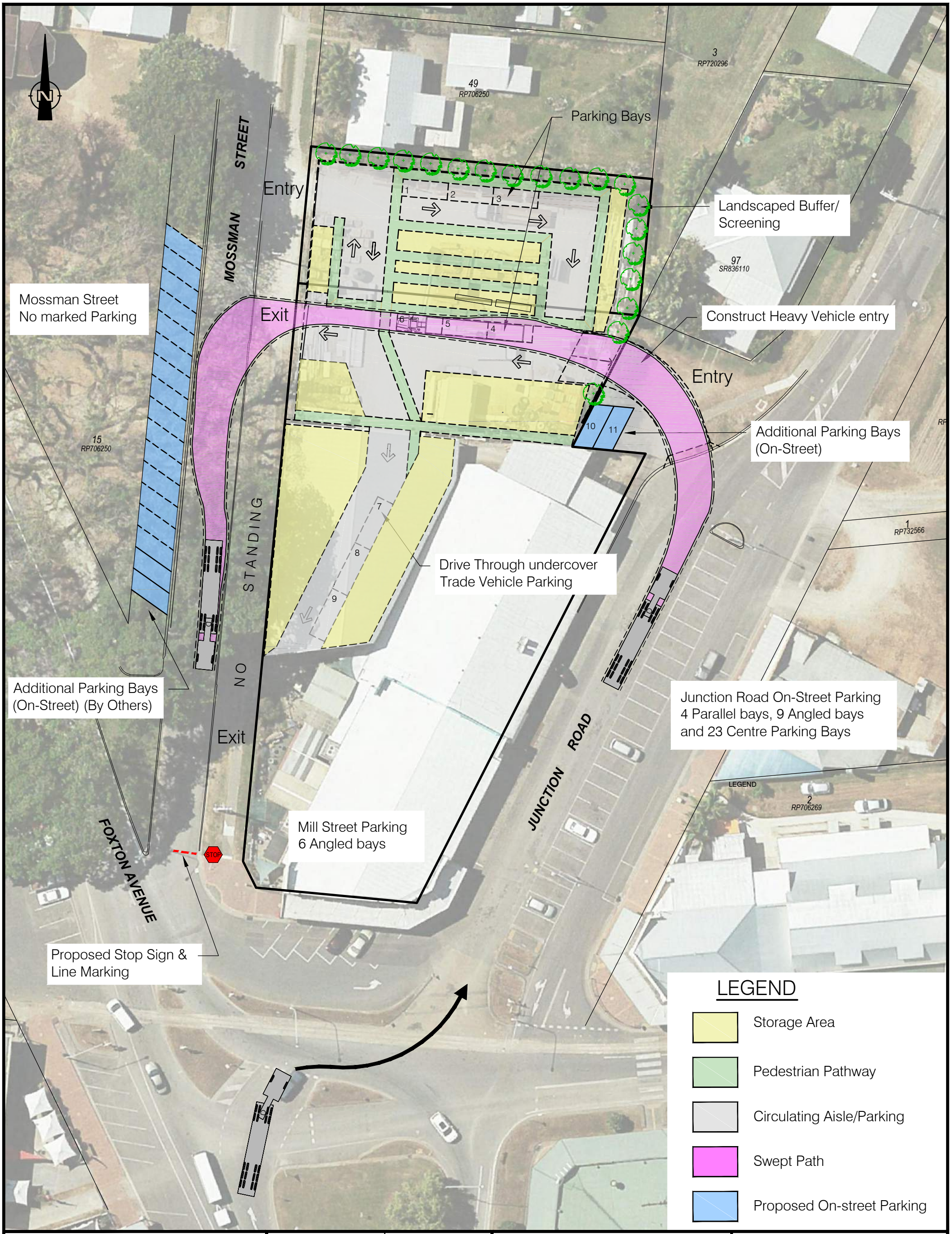
Carmel N. Raldini *[signature of Director/~~company secretary~~]*

signed on the EIGHTEENTH day of DECEMBER 20 15

Company seal *[if used]*

Attachment 3

RPS Drawing no. PR12 8488-2 Issue A



0 4 8 12 16 20

metres

SCALE 1:400 IS APPLICABLE ONLY TO THE ORIGINAL SHEET SIZE. (A3)

AMENDMENTS	
PROJECT MANAGER	D. Pinkham
SURVEYED	MW 9/09/2015
COMPILED	RMS
CAD REF	PR128488-2a.DWG 128488-100.CCX
SHEET	1 OF SHEETS 1
SHEET SIZE	A3

Mossman Canegrowers Limited

On-Street Parking & Swept Path

Lot 51 on SP113404 &
Lot 50 on RP706250
Cnr Mossman Street &
Junction Road, Mossman

RPS Australia East Pty Ltd
ACN 140 292 762

135 Abbott St
PO Box 1949
CAIRNS QLD 4870

T +61 7 4031 1336
F +61 7 4031 2942
W rpsgroup.com.au

SCALE	DATE	DRAWING NO.	ISSUE
1:500	26/11/2015	PR128488-2	A

Attachment 4

Pre-lodgement advice from the State Development Assessment Agency

Queensland Government

Department of Infrastructure, Local Government and Planning

Our reference: SPL-1015-025349
Your reference: Project No. PR128488

6 November 2015

Mossman Cangrowers Association
C/- RPS Australia East Pty Ltd
PO Box 1949
Cairns QLD 4870

Dear Mossman Cangrowers Association

Pre-lodgement meeting record—proposed development
2 Mill St and 5 Mossman St, Mossman, QLD 4873

This pre-lodgement record provides a summary of the matters discussed at the pre-lodgement meeting in addition to providing further advice prepared subsequent to the meeting. This record provides initial advice regarding the likely major issues relevant to the development proposal to assist in the timely processing of a development application. While this pre-lodgement advice is provided in good faith, if the proposal is changed to that which was discussed with the department during the pre-lodgement meeting, this advice is not binding.

Reference information

Departmental role: Concurrence agency

Jurisdiction: Schedule 7, Table 3, Item 1

Pre-lodgement meeting date: 04 November 2015

Meeting attendees:

Name	Position	Organisation
Owen Dalton (OD)	Principal - Planning	RPS Australia East Pty Ltd
Tony Croke (TC)	Principal Planner	Department of Infrastructure Local Government and Planning (DILGP)
Amod Rijal (AR)	Principal Engineer (Civil)	Department of Transport and Main Roads (DTMR)

Far North Queensland Regional Office
Ground Floor, Cairns Port Authority
PO Box 2358
Cairns QLD 4870

Name	Position	Organisation
Steven Zelenika (SZ)	Senior Town Planner	DTMR

Site details

Street address:	2 Mill St and 5 Mossman St, (and Junction Rd), Mossman QLD 4873
Real property description:	51 on SP113404; 50 on RP706250
Site area:	3647 m^2 and 1012 m^2
Assessment manager reference:	Nil
Local government area:	Douglas Shire Council
Local government zone:	Commercial Zone
Existing use:	Lot 51 on SP113404 currently includes the local hardware store which is operated under lease by Mossman (Cairns) Hardware. Lot 50 on RP706250 has been utilized in conjunction with the operation of the hardware store for many years and includes some external open air storage of bulky goods. No approval exists for this site.
Relevant site history:	Lot 51 on SP113404 has operated as a hardware store for a number of years and has a historical use as a commercial outlet. The adjoining Lot 50 on RP706250 has been used in association with the hardware store despite not ever having gone through an approvals process. Recent discussions with Council (regarding the use) have triggered the need for a new development application.

Proposed development details

Development type:	Material change of use
Development description:	The proposed development is for a Material Change of Use for a Hardware Store to legitimise the existing use of Lot 51 on RP706250 as an outdoor storage yard associated with the adjoining hardware store. The development will result in the concreting of Lot 51 on RP706250 which will continue to be used for open air storage of bulky goods. The proposed development proposes to change the current entry and exit points over the site with proposed semitrailer access being provided via the Junction Road, road reserve area.

Supporting information

Plan / Report title	Author	Reference no.	Version and date
Request for pre-lodgement advice form	RPS (Owen Dalton)		28 October 2015
Concept Plan	RECS Pty Ltd	81-2015-SK01 A	7 October 2015
Untitled	Google Earth	Aerial Image	
On-Street Parking and Swept Path	RPS	PR128488-2	3 November 2015

Meeting minutes

Item	Discussion and advice
State-controlled road	
1.	RPS provided an overview of the proposal including: • There is currently no formal heavy vehicle access • There are two semi-trailer truck deliveries a week • The deliveries are off-loaded on to Mossman St which is causing some issues with other activities e.g. parking and markets RPS tabled plan PR128488-2 that showed: • the proposed entry heavy vehicle entry on Junction Road • the propose heavy vehicle exit on to Mossman Street • the proposal would be a better outcome than the current situation.
2.	DTMR identified the following issues in relation to heavy vehicle movements in relation to the State-controlled road: • Potential queuing impacts around the S-bend turn (into Junction Road from Foxton Ave (Captain Cook Highway) • Several traffic conflict points at the Mill Street / Junction Road / Captain Cook Highway intersection • Possible hold ups to traffic on Mill Street due to semi-trailer over hang if required to stop (sugar train crossing) when entering Junction Road • No protected right turn movement onto the Captain Cook Highway from Mossman Street
3.	DTMR requested that a traffic analysis be done to address these issues. The traffic analysis should also consider: • Details of traffic signs and signals, including Foxton Ave and the cane rail line • Speed limits • Semi-trailer swept path movements indicating turning movements into Junction Road and onto the Captain Cook Highway from Mossman Street

Item	Discussion and advice
	If there are no major issues, then conditions could be imposed to require line marking, a STOP or GIVEWAY to improve safety and efficiency.
4.	RPS asked DTMR for traffic figures on the State-controlled road

It is considered that the above summary is an accurate record of the matters discussed at the pre-lodgement meeting.

The following information is provided as further advice prepared subsequent to the meeting.

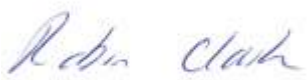
Further advice

Item	Further advice
State-controlled road	
1.	The site is within 25 metres of a State-controlled road (51SP113404) and 100 metres of an intersection of a State-controlled road (50RP706250)
2.	Referral to the State Assessment and Referral Agency (SARA), as a concurrence agency, is triggered under Schedule 7, Table 3, Item 1 of the Sustainable Planning Regulation 2009 (SPR).
3.	The concurrence agency application fee for the proposal is $1460 as specified in Schedule 7A, Part 2, Item 4 (a) (ii) of the SPR.
4.	Please liaise with Gordon Coppin from DTMR (Phone 4045 7169) regarding traffic figures on the State-controlled road

RPS and DTMR agreed to address these issues in the development assessment report and in a traffic analysis.

If you require any further information, please contact Tony Croke, Principal Planning Officer, on 4037 3228 or CairnsSARA@dilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Robin Clark
Manager (Planning)

Attachment 5

Douglas Shire Planning Scheme Code Assessment

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
General Requirements				
PC 1 Buildings and structures complement the Height of surrounding development and Buildings are limited to two storeys.	**AS 1.1** In this Locality the maximum Height of Buildings/structures is 6.5 metres. In addition, the roof (including any ancillary roof features) does not exceed a maximum Height of 3.5 metres above the intersection of the pitching part of the roof and the wall of the Building.	✓	Proposal complies as is existing use and no extensions to the building are proposed.	
PC 2 Development is connected to all urban services.	**AS 2.1** Development is connected to available urban services by underground connections, wherever possible.	✓	Proposal complies.	
PC 3 Landscaping of development Sites complement the existing character of the Mossman Locality.	**AS 3.1** Landscaping incorporates the requirements of Planning Scheme Policy no. 7 – Landscaping with particular emphasis on appropriate species for this Locality. .	✓	The proposal will incorporate appropriate landscaping in accordance with AS 3.1.	
PC4 Development Sites are provided with efficient and safe vehicle access and manoeuvring areas on Site and to the Site, to an acceptable standard for the Locality	**AS 4.1** All Roads, driveways and manoeuvring areas on Site and adjacent to the Site are designed and maintained to comply with the specifications set out in the Planning Scheme Policy No 6 – FNQROC Development Manual	✓	Proposal complies.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
Town Centre				
PC 5 Buildings in the Town Centre are designed and sited to complement the existing distinctive and cohesive character of the retail and business area, including through: a) buildings built to the Frontage to reinforce the existing built-form character; and b) buildings that address the street; and c) development that incorporates awnings and verandahs providing weather protection for pedestrians.	**AS 5.1** In respect to P5c), development on Front Street, Foxton Avenue, Mill Street, Junction Road and Johnson Road, incorporates a non-transparent cantilevered awning along all frontages..	✓	Proposal complies as is existing use and no extensions to the building are proposed.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
	AS 6.1 Development incorporates the following design features and corresponding plot ratio bonuses [in brackets]: a) appropriate roof form and roofing material [10% Plot Ratio Bonus]; and b) appropriate fenestration in combination with roof form [5% Plot Ratio Bonus]; and c) appropriate window openings with window awnings, screens or eaves shading 80% of the window opening – refer Planning Scheme Policy No. 2 – Building Design and Architectural Elements [15% Plot Ratio Bonus]; and d) minimum of 700mm eaves [15% Plot Ratio Bonus]; and e) orientation of the Building to address the street/s [5% Plot Ratio Bonus]; f) sheltered pedestrian Access by unenclosed covered common area walkway of 1.5 metres in width from the car parking area/s to the development [5% Plot Ratio Bonus]; and g) inclusion of windows and balconies to the street façade of the Building [10% Plot Ratio Bonus]; and h) provision of lattice, battens or privacy screens [5% Plot Ratio Bonus]; and i) the overall length of a Building does not exceed 30 metres and the overall length of any continuous wall does not exceed 15 metres [10% Plot Ratio Bonus].	**NA**	Not applicable.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
PC 7 Development in the Town Centre is predominantly commercial in nature or has a service delivery function.	**AS 7.1** Development at street level is limited to commercial activities or community services, with residential development limited to minor ancillary residential uses or to tourist accommodation located above Ground Level, or to the rear of the Site at Ground Level.	✓	Existing use is a wholly commercial activity.	
PC 8 Key elements which contribute to the character and integrity of the Town Centre are retained.	**A8.1** The sense of place which characterises the main town intersection of Foxton Avenue, Mill Street and Junction Road is reinforced with new development or redevelopment contributing to the existing continuity of the built form by being built up to the street Frontage.	✓	The proposal relates to an existing use where no additional building development is proposed. The storage area proposed for resealing is located at the rear of Cairns Hardware and as such does not front the main town intersection.	
	A8.2 The cane tram line which runs along Mill Street, the vista down Mill Street to Mt Beaufort and the sugar mill chimney are retained as unique features of the town and its sugar town heritage.	**NA**	The proposed development has no impact upon the cane tram line.	
	A8.3 Views from Front Street of the mountains (from various vantage points) are maintained.	**NA**	Not Applicable	
	A8.4 Avenue planting within the Town Centre along the centre median of Front Street is maintained and extended to reinforce the character of the Town Centre.	**NA**	The proposal has no impact upon the centre median landscaping.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
PC 9 Display Facilities are appropriately located and designed to integrate with the street frontage and provide a proportional street facade to reflect the existing streetscape, with design elements such as glass shop fronts.	**A9.1** Display Facilities are only located within the Town Centre and within areas included in the Commercial Planning Area.	✓	The current Display Facility reflects the existing streetscape and no changes to the current design elements are proposed.	
	A9.2 Display Facilities are built to the front alignment addressing the street Frontage and continue the scale of the existing built form and provide car parking spaces at the rear of the Site.	**NA**	The building and use is existing with no proposed changes occurring under this application	
	A9.3 The exterior colours of the Building complement the existing colours of surrounding Buildings and are in keeping with the character of the Town Centre.	**NA**	The building and use is existing with no proposed changes occurring under this application.	
	A9.4 Any air conditioning plant is screened from the street Frontage and the public view by the use of architectural features as referred to in Planning Scheme Policy No 2 – Building Design and Architectural Elements.	**NA**	The building and use is existing with no proposed changes occurring under this application.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
PC 10 Commercial expansion of Lot 10 on RP 891901 in Front Street is integrated with the existing shopping facilities.	**A10.1** Any future expansion of the shopping development on this site incorporates the following design parameters: • access is limited to the existing access from Front Street; • any additional access is limited to Johnston Road; • any expansion complements the existing development in scale, height, roof alignment and colour; • any expansion is integrated with the existing development such that the final development functions as one shopping/commercial development; • any expansion takes account of adjacent (future) residential development and incorporates service areas, car parking and other utilities which are screened to protect the residential amenity of the area; and • provision is made in the final layout and design for pedestrian access to the shopping development from adjacent residential areas.	**NA**	Not Applicable	
PC 8 New buildings and structures are designed to: • Address the street with a high level of visual appeal; • Provide a commercial/shop front appearance at ground floor level;	**AS 8** No Acceptable Solution specified.	**NA**	The building and use is existing with no proposed changes occurring under this application.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
• Ensure that walls facing the street frontage are articulated and punctuated by windows and doors (i.e. long expanses of blank and/or flat walls are unacceptable); • Make use of eaves and overhangs; • Ensure that internal car parking areas are well capable of surveillance from dwelling unit(s) located on the site; and • Complement the historic character of the area and to be compatible with the existing streetscape.				
PC 9 Waste material is stored so as to ensure adequate containment and retention of waste material.	**AS 9** No Acceptable Solution specified.	✓	Proposal Complies	
Acid Sulfate Soils				
PC 10 Natural or built environments and human health	**AS 10** No Acceptable Solution specified.	**NA**	Not Applicable	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
are not harmed by the production of acid leachate resulting from disturbance of potential and/or actual acid sulfate soil by: • Avoiding disturbance of such areas; or • Treating and managing the disturbance to minimise the volume of acidic leachate within acceptable levels, and • Treating and managing surface and groundwater flows from areas of acid sulfate soils to minimise environmental harm.				
Pest Management				
PC 11 Movement of State Declared or environmental pest plants and pest animals is prevented by:	**AS 11** No Acceptable Solution specified.	**NA**	Not Applicable	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
• Not introducing any new declared or environmental pest plants or animals on to the property; and • Not allowing seed or plant parts of declared or environmental pest plants to leave the property.				

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
Consistent and Inconsistent Uses - General				
PC 1 The establishment of uses is consistent with the outcomes sought for the Commercial Planning Area.	**A1.1** Uses identified as inconsistent uses in the Assessment Table are not established in the Commercial Planning Area.	✓	The proposal is for an existing use that is consistent with the Commercial Planning Area.	
Building Setbacks				
PC 2 The siting of Buildings/structures is in keeping with the existing and desired amenity and character of the area and protects the amenity of adjoining land uses.	**A2.1** Buildings/structures are built up to the front boundary for the full Frontage of the Site. UNLESS Buildings/structures are required to be Setback as stated in the relevant Locality Code.	**NA**	The building is existing	
	A2.2 Buildings/structures are constructed to the side and rear boundaries. OR Where the Site adjoins land in a residential planning area or where the Site adjoins land developed partially or wholly, for a residential or tourist accommodation purpose: • the Building/structure is Setback from the common boundary 1.5 metres or an average of half the Height of the wall of the Building, whichever is the greater; and • a 1.8 metre high solid screen fence is established along the length of the common boundary.	**NA**	The building is existing	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
Awnings				
P3 The design of Buildings provides for the integration of the development with the existing streetscape and provides for the protection of the public from the inclement weather.	**A3.1** An awning, a minimum of 3 metres in width, is provided to the full Frontage/s of the Site where the Building is built to the front property alignment/s.	**NA**	Not applicable.	
	A3.2 Buildings include design features that support the character of the commercial area including parapets. HOWEVER Any parapet wall does not exceed 900mm when measured from the intersection of the underside of the ceiling and the wall of the Building.	**NA**	Not applicable	
Landscaping				
P4 Landscaping provides a suitable buffer between incompatible uses	**A4.1** Where a Building is not built up to the Main Street Frontage the setback area is landscaped with Deep Planting	**NA**	Not applicable – existing development.	
	A4.2 Where a Building is not built to the side or rear boundary the setback from the side and rear boundary is landscaped with Deep Planting.	✓	The design provides landscaped areas with suitable shrubs and trees along the northern and eastern boundaries.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
	A4.3 Where the Building is setback and the Site adjoins land in a residential planning area or where the Site adjoins land developed partially or wholly, for residential or tourist accommodation uses a 1.5 meter wide Setback of Dense Planting is provided to the common boundary with that land in accordance with all the relevant requirements of the Landscaping Code.	✓	A 1.5m wide strip of dense plantings will be provided along the boundary with 7 Mossman Street, as a buffer between the uses.	
Site Access and Car Parking				
P5 Site Access and Car Parking are appropriately located and provided to service the development and to provide off street parking which is safe and conveniently located for users.	**A5.1** Site Access/es is/are conveniently located to encourage usage and enable customers to enter and exit the commercial development safely.	✓	The development will utilise an existing site access from Mossman Street for customers to collect goods. The proposal intends to provide, subject to Operational Works approval, a suitable site access for delivery vehicles from Junction Road.	
	A5.2 Off street car parking is provided at the rear or the side of the Building or underneath a Building in accordance with all the relevant provisions of the Vehicle Parking and Access Code.	✓	Current customer parking located at the front of the Hardware store and on Junction Road is conveniently and safely located.	
	A5.3 Vehicle unloading areas, goods storage areas, waste storage areas and outdoor equipment areas are designed and located to be screened from the street and to be accessible by service delivery vehicles without conflicting with the traffic flow of the car parking areas and on Site pedestrian areas.	✓	Access to and from the vehicle unloading is designed so as not to conflict with car parking and vehicle manoeuvring Goods storage will be screened from the street in accordance with the Landscaping Code and appropriately located so as not to hinder larger vehicles entering and leaving the site in forward gear.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
Local Centres				
P6 A Local Centre services only the convenience needs of the surrounding local community.	**A6.1** All Local Centres have a maximum Net Lettable Area which is specified in the relevant Locality Code. The Net Lettable Area of any one individual use does not exceed 50% of the Net Lettable Area for the Local Centre and with all non retail uses not exceeding 50% of the total Net Lettable Area.	**NA**	No buildings are proposed in accordance with the proposed development therefore there will be no increase of the Net Lettable Area.	
	A6.2 The maximum Net Lettable Area specified, for an existing Local Centre, comprised of a number of lots, is allocated on a pro-rata basis between all the lots.	**NA**	Not Applicable	
	A6.3 Non retail service uses are limited to food outlets such as a cafe or Restaurant, personal services such as hairdresser, beautician, small offices such as a dentist, doctor, bakery or laundromat.	**NA**	Not Applicable	
	A6.4 On Site car parking is provided in accordance with that specified in Schedule 1 – Car Parking Requirements of the Vehicle Parking and Access Code for the proposed use within a Local Centre. Where no differential rate is specified the standard rate applies.	**NA**	Not Applicable	
	A6.5 Additional short term car parking is designated on the Road reserve adjacent to the Local Centre, (other than a State-Controlled Road unless it is a service road).	**NA**	Not Applicable	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
	A6.6 Any residential use proposed within a Local Centre, such as a Caretaker's Residence or Multi-Unit Housing, is located above Ground Level and complies with the specified plot ratio designation.	**NA**	Not Applicable	
	A6.7 A new Local Centre is co-located with parkland and other community services and facilities.	**NA**	Not Applicable	
P7 A Local Centre is designed to be compatible with the scale and character of surrounding residential development and functions safely and efficiently.	**A7.1** A Local Centre is designed in accordance with the general provisions of the Commercial Planning Area Code outlined above in A1.1 to A6.3. AND A Local Centre is designed to integrate with the streetscape providing paving and planting to all street Frontages.	**NA**	Not Applicable	
P8 In a Local Centre the Site Coverage of Buildings ensures that there is sufficient area for the provision of services.	**A8.1** The Site Coverage of all Buildings does not exceed 80% of the Site area.	**NA**	Not Applicable	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIES	COMMENTS
Site Layout			
P1 The siting of Buildings is consistent with the existing or desired amenity and built form of the streetscape and the area.	**A1.1** The development achieves the Building Setbacks specified in the applicable Planning Area Code, except where the Site adjoins land developed partially or wholly for residential purposes and then the development is Setback 3 metres from the common boundary with the residential use.	**NA**	Building is existing
Landscaping			
P2 The development of outdoor display areas is appropriately landscaped to create an attractive facility and to enhance the amenity of the area.	**A2.1** Where the Site adjoins land included in the Residential 1, Residential 2 or Tourist/Residential Planning Area or is developed partially or wholly, for a residential purpose, a landscaped strip of Dense Planting 3 metres wide is provided to the common boundary.	✓	Landscaping is proposed along the north and east sit boundaries
	A2.2 Where outdoor display areas are incorporated in the development, they are integrated on Site with Landscaping.	**NA**	The existing display areas are screened from view
Loading/Unloading Facilities			
P3 The transport of goods, materials, vehicles and equipment to and from the Site does not restrict the movement of traffic on Roads or affect the amenity of the area.	**A3.1** All designated delivery docks, loading and unloading areas or storage areas are located on Site and are screened from public view.	**AS**	Heavy vehicles delivering goods will enter the site via Junction Road and exit through Mossman Street. Vehicles will be unloaded on site and will not impose upon other traffic movements.
	A3.2 All delivery/pick-up vehicles are contained wholly within the Site when being loaded/unloaded.	✓	Proposal Complies
Outdoor Display Areas			
P4 Areas used for the outdoor display of goods for sale or for hire are integrated into the on Site Landscaping so that they are compatible with the amenity of the area and the streetscape.	**A4.1** Areas are designated for outdoor display of goods for sale or for hire and satisfy Acceptable Solution A2.2.	**NA**	The existing display areas are screened from view
	A4.2 Adjacent Roads or other adjacent unrelated land not approved for Display Facilities is not used for the purpose of displaying goods for sale or for hire.	✓	Proposal Complies

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
Disturbance of Acid Sulfate Soils				
PC 1 The release of acid and associated contaminants into the environment are avoided either by: • Not disturbing Acid Sulfate Soils; or by • Preventing the potential impacts of any disturbance through appropriate Site planning, treatment and ongoing management.	**A1.1** The disturbance of Acid Sulfate Soils is avoided by: • not excavating or removing more than 100 m3 of material identified as containing or potentially containing Acid Sulfate Soils; • not permanently or temporarily extracting groundwater that results in the aeration of previously saturated Acid Sulfate Soils; and • demonstrating that any filling in excess of 500 m3 of material to depths greater than an average depth of 0.5 metres will not result in ground water extrusion from Acid Sulfate Soils and the aeration of previously saturated Acid Sulfate Soils from the compaction or movement of those soils.	**NA** **NA** **NA**	No excavation is proposed as part of the development application for Material Change of Use. No groundwater extraction is proposed. No excavation is proposed as part of the development application for Material Change of Use.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
	A1.2 Site planning, treatment and ongoing management are undertaken so that: • acid and metal contaminants are not generated and acidity is neutralised; • untreated Acid Sulfate Soils are not taken off-Site unless this is to an alternative location for treatment; and • surface and groundwater flows from areas containing Acid Sulfate Soils do not release leachate containing acid or metal contaminants into the environment.	**AS**	In the event that PASS is identified, any approval may be conditioned to include the requirement for an adequate Acid Sulfate Soils management plan.	
Identification and Management of Acid Sulfate Soils				
PC2 The location and extent of Acid Sulfate Soils are identified on the development Site and appropriately managed so as to avoid the relase of acid and associated metal contaminants into the environment.	**AS2.1** No acceptable Solution Information that the Council may request to demonstrate compliance with the Performance Criteria is outlined in Planning Scheme Policy No 9 – Reports and Information the Council May Request, for code and impact assessable development)..	**AS**	In the event that PASS is identified, any approval may be conditioned to include the requirement for an adequate Acid Sulfate Soils management plan.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIES	COMMENTS
Vehicle Parking Numbers			
P1 Sufficient parking spaces are provided on the site to accommodate the amount and type of vehicle traffic expected to be generated by the use or uses of the site, having particular regard to: • the desired character of the area in which the site is located; • the nature of the particular use and its specific characteristics and scale; • the number of employees and the likely number of visitors to the site; • the level of local accessibility; • the nature and frequency of any public transport serving the area; • whether or not the use involves the retention of an existing Building and the previous requirements for car parking for the Building; • whether or not the use involves an identified Valuable Conservation Feature and Valuable site; and • whether or not the use involves the retention of significant vegetation.	**A1.1** The minimum number of vehicle parking spaces provided on the site is not less than the number prescribed in Schedule 1 of this Code for the particular use or uses. Where the number of spaces calculated from the Schedule is not a whole number, the number of spaces provided is the next highest whole number.	✓	The proposed development will not increase the net lettable area of the site. 11 parking bays will be allocated on site with 42 parking bays located off site, within close proximity to the subject allotments (refer Attachment 3). It is believed that this number of car parks will appropriately support the demand of the development and are appropriately located.

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIES	COMMENTS
Parking for People with Disabilities			
P2 Parking spaces are provided to meet the needs of vehicle occupants with disabilities.	**A2.1** For parking areas with a total number of ordinary vehicle spaces less than 50, wheelchair accessible spaces are provided as follows: • Medical, higher education, entertainment facilities and shopping centres – 2 spaces; • All other uses – 1 space. **A2.2** For parking areas with 50 or more ordinary vehicle spaces, wheelchair accessible spaces are provided as follows: • Medical, higher education, entertainment facilities and shopping centres – 3% (to the closest whole number) of the total number of spaces required; • All other uses – 2% (to the closest whole number) of the total number of spaces required.	**AS** **NA**	While the development does not include a specific handicapped parking bay on site, several parking spaces are available off-site towards the entrance of the hardware store. Not Applicable
Motorcycles			
P3 In recognition that motorcycles are low Road-space transport, a proportion of the parking spaces provided may be for motorcycles. The proportion provided for motor cycles is selected so that: • ordinary vehicles do not demand parking in the spaces reserved for motor cycles due to capacity constraints; and, • it is a reflection of the make-up of the likely vehicle fleet that uses the parking; and, • it is not a reflection of the lower cost of providing motorcycle parking.	**A3.1** Parking for motorcycles is substituted for ordinary vehicle parking to a maximum level of 2% per cent of total ordinary parking. AND The motorcycle parking complies with other elements of this Code.	**AS**	While the development does not include a specific motorcycle parking bays onsite, the number of offsite parking bays surrounding the development is likely to service such a demand.

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIES	COMMENTS
Compact Vehicles			
P4 A proportion of the parking spaces provided may be for compact vehicles. The proportion of total parking provided for compact vehicles is selected considering: • compact vehicles spaces are not available to non-compact vehicles; and, • it is a reflection of the proportion of the likely vehicle fleet that uses the parking; and, • compact vehicle spaces are located so as to be proximate to pedestrian destinations such that they present significant inclination for use by users of compact vehicles; and, • the scale of parking spaces, likely users and the likely degree of familiarity with the availability of such spaces	**A4.1** For parking areas exceeding 100 spaces for short term users or 50 spaces for long-term users, parking is provided for compact vehicles as a substitute for ordinary vehicle parking so that: • compact vehicle parking does not exceed 10% of total vehicle parking required; and, • the parking location is proximate to the entry locations for parking users; and, • the parking provided complies with other elements of this Code.	✓	As the purposes of this development is to extend approvals over Lot 50 which has been used for storage and access in association with the already approved hardware store operations, there is no increased demand for additional parking bays. It is noted however the site includes 11 onsite parking bays with 42 parking bays located offsite.
Bicycles Parking			
P5 Sufficient bicycle parking spaces with appropriate security and end of trip facilities are provided on-site to accommodate the amount of bicycles expected to be generated by the use or uses.	**A5.1** The minimum number of bicycle parking spaces provided on site is not less than the number prescribed in Schedule 1 of this Code, for the particular use or uses.	**NA**	No bicycle parking spaces have been allocated to this development

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIES	COMMENTS
Vehicular Access to the site			
P6 The location of Access points minimises conflicts and is designed to operate efficiently and safely taking into account: • the amount and type of vehicular traffic; • the type of use (eg long-stay, short-stay, regular, casual); • Frontage Road traffic conditions; • the nature and extent of future street or intersection improvements; • current and future on-street parking arrangements; • the capacity of the adjacent street system; • the available sight distance.	**A6.1** The location of the Access points is in accordance with the provisions of the relevant Australian Standards. AND Where the site has Frontage to more than one street, the Access is from the lowest order street. **A6.2** All redundant Accesses must be removed and a suitable barrier Erected to prevent further use of the Access. **A6.3** Only one Access point is to be provided to each site unless stated otherwise in another Code.	✓ **NA** **AS**	The site has access to both Junction Road and Mossman Street. In accordance with the proposed development and due to existing access issues, Heavy Vehicles will be directed to enter the site via Junction Road, exiting though to Mossman Street. General public will gain access via Mossman Street (Refer **Attachment 3**). Not Applicable Refer above
Accessibility and Amenity for Users			
P7 On-site vehicle parking is provided where it is convenient, attractive and safe to use, and does not detract from an attractive or existing streetscape character.	**A7.1** Short term visitor parking is provided at the front or on the main approach side of the site, with easy Access to the Building entry, where such provision is in keeping with the desired character of the area in which the site is located. AND In mixed use premises that include residential or accommodation uses (excluding, Port Douglas – Tourist Centre), at least 50% of the required number of parking spaces for the nonresidential use/s on the site is provided in an easily accessible location on the premises, so as to be convenient to use for customers and other visitors.	✓	Proposal Complies

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIES	COMMENTS
P8 The layout of parking areas provides a high degree of amenity and accessibility for different users.	**A8.1** The layout of the parking area provides for the accessibility and amenity of the following: • People with Disabilities • Cyclists • Motorcyclists • Compact Vehicles • Ordinary Vehicles • Service Delivery Vehicles. **A8.2** Where covered parking areas are required in accordance with Schedule 1 of this Code, sails or other secure structural forms of covering provide shade and weather protection for vehicles and passengers.	**AS**	Onsite car parking has been allocated in areas which are considered to be safely located and are not impacted by the operation of the Hardware Store.
Access Driveways			
P9 The dimensions of Access driveways cater for all vehicles likely to enter the site and minimises the disruption of vehicular, cyclist and pedestrian traffic.	**A9.1** Access driveways are designed in accordance with the provisions of the relevant Australian Standards.	✓	Proposal Complies
P10 he surface construction materials of Access driveways within the Road reserve contribute to the streetscape and alerts pedestrians to the location of the driveway.	**A10.1** Surface construction materials are consistent with the current or intended future streetscape or character of the area and contrast with the surface construction materials of any adjacent footpath.	✓	Proposal Complies
Access for People with Disabilities			
P11 Access for people with disabilities is provided to the Building from the parking area and from the street.	**A11.1** Access for people with disabilities is provided in accordance with the relevant provisions of the Australian Standards.	✓	Proposal Complies

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIES	COMMENTS
Access for Pedestrians			
P12 Access for pedestrians is provided to the Building from the parking area and from the street.	**A12.1** Defined, safe pedestrian pathways are provided to the Building entry from the parking area and from the street.	✓	Proposal Complies
Access for Cyclists			
P13 Access for cyclists is provided to the Building or to bicycle parking area from the street.	**A13.1** Access pathways for cyclists are provided in accordance with the relevant provisions of the Australian Standards. AND Where Access for cyclists is shared with Access for pedestrians and vehicles, the shared use is identified by signage and linemarking.	✓	Proposal Complies
Dimensions of Parking Spaces			
P14 Parking spaces must have adequate areas and dimensions to meet user requirements.	**A14.1** Car parking for the disabled, ordinary car parking spaces and motorcycle parking spaces meet the requirements of the relevant Australian Standards. AND Parking spaces for special vehicles that are classified in accordance with the relevant Australian Standards meet the requirements of that Standard. AND Parking spaces for standard sized buses have the following minimum dimensions: • width: 4 metres; • length: 20 metres; and • clear Height: 4 metres. AND	✓	Proposal Complies

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIES	COMMENTS
	Parking spaces for compact vehicles have the following minimum dimensions: • 15 per cent less in width measurements than required by Australian Standards for any ordinary vehicle; and, • 20 per cent less in length measurements than required by Australian Standards for any ordinary vehicle. AND Parking spaces for special vehicles meet the requirements dictated by the vehicle dimensions and manoeuvring characteristics and provide sufficient clearance to obstructions and adjacent vehicles to achieve a level of service to users equivalent to that specified by the relevant Australian Standards.	**NA**	Not Applicable
	A14.2 Parking spaces for bicycles meet the requirement of the relevant Australian Standard.	**NA**	Not Applicable
On-site Driveways, Manoeuvring Areas and Parking/Standing Areas			
P15 On-site driveways, manoeuvring areas and vehicle parking/standing areas are designed, constructed and maintained such that they: • are at gradients suitable for intended vehicle use; • consider the shared movements of pedestrians and cyclists; • are effectively drained and surfaced; and • are available at all times they are required.	**A15.1** On-site driveways, vehicle manoeuvring and loading/unloading areas: • are sealed in urban areas: AND upgraded to minimise noise, dust and runoff in other areas of the Shire in accordance with the relevant Locality Code; • have gradients and other design features in accordance with the provisions of the relevant Australian Standards; and • drain adequately and in such a way that adjoining and downstream land is not adversely affected.	✓	Proposal Complies

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	COMPLIES	COMMENTS
	A15.2 Parking areas are kept and used exclusively for parking and are maintained in a suitable condition for parking.	✓	Parking bays and direction markers will be lined marked to ensure safety/ usability of the site.
Vehicle Circulation, Queuing and Set Down Areas			
P16 Sufficient area or appropriate circulation arrangements are provided to enable all vehicles expected to use the site to drive on and off the site in forward gear.	**A16.1** Circulation and turning areas comply with the provisions of the relevant Australian Standards.	**AS**	General public vehicles will be able to appropriately manoeuvre the site. The heavy vehicle arrangements will require the removal of some public parking on Mossman Street to allow for the required turning circle. Available parking bays will be line marked along Mossman Street.
P17 An on-site circulation system provides safe and practical Access to all parking, loading/unloading and maneuvering areas.	**A17.1** Circulation driveways comply with the provisions of the relevant Australian Standards.	✓	Proposal Complies
P18 Where vehicle queuing, set down or special vehicle parking is expected, sufficient queuing or parking area is provided to enable vehicles to stand without obstructing the free flow of moving traffic or pedestrian movement.	**A18.1** Queuing and set down areas comply with the relevant Australian Standard and any relevant AUSTROAD Guidelines.	✓	Proposal Complies

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
Landscape Design				
PC1 Landscape design satisfies the purpose and the detailed requirements of this Code.	**AS1.1** Landscaping is undertaken in accordance with a Landscape Plan drawn to scale which complies with and illustrates all the relevant requirements of this Code and Planning Scheme Policy No. 7 – Landscaping AND **AS1.2** Landscaping is maintained in accordance with the requirements specified in this Code and Planning Scheme Policy No 7 – Landscaping.	✓ ✓	A landscape design has been undertaken in accordance with the Planning Scheme Policy Proposal Complies	
Landscape Character and Planting				
PC 2 Landscaping contributes to a sense of place, is functional to the surroundings and provides dominant visual interest and form.	**AS2**.1 A minimum of 80% of the proposed landscape area is open to the sky for sunlight and ventilation. **AS2.2** The percentage of native or endemic species utilised in the Landscaping is as specified in the Locality Code. OR Where not specified in the Locality Code, in accordance with Planning Scheme Policy No. 7 – Landscaping.	✓ ✓ ✓	All of the proposed landscaped area will be open for natural light and ventilation. Proposal Complies The species selection for the landscaped buffer will comply with the Planning Scheme Policy No 7 – Landscaping.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
	AS2.3 Landscaping includes planting layers comprised of canopy, middle storey, screening and groundcovers, with palm trees used as accent plants only.	✓	The landscaping design meets the performance criteria, however due to the nature of the site, only shrub and groundcover species have been incorporated as a screening buffer. Tree roots were determined to present a hazard to both infrastructure and adjoining properties.	
PC 3 Landscaping is consistent with the existing landscape character of the area and native vegetation existing on the Site is to be retained wherever possible and integrated with new Landscaping.	**AS3.1** Existing native vegetation on Site is retained and incorporated into the Site design, wherever possible.	**NA**	No existing vegetation exists on the Site.	
	AS3.2 Any mature vegetation on the Site which is removed or damaged during development of the Site is replaced with advanced native species.	**NA**	No existing vegetation exists on the Site.	
	AS3.3 Where there is an existing landscape character in a street or locality which results from existing vegetation, similar species are planted on Site or on the street.	**NA**	Existing landscape character from mature trees along the median strip in Mossman Street are unsuitable for planting at this site	
	AS3.4 Street trees are 100% native species which enhance the landscape character of the streetscape, with species chosen from the Plant Species Schedule in Planning Scheme Policy No 7 – Landscaping. and unloading areas or storage areas are located on Site and are screened from public view.	✓	To ensure compliance with the code, Council may condition particular trees where relevant however landscaping of the northern and eastern boundaries will ensure suitable visual amenity.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
PC 4 Plant species are selected with consideration to the scale and form of development, screening, buffering, streetscape, shading and the locality of the area	**AS4.1** Species are selected in accordance with the Plant Species Schedule in Planning Scheme Policy No 7 – Landscaping.	✓	Plant species will be selected in accordance with Council's Planning Scheme Policy.	
PC 5 Shade planting is provided in car parking areas where uncovered or open, and adjacent to driveways and internal Roadways.	**AS5.1** Where car parking areas are uncovered or open, shade trees are planted at regular intervals (a minimum of 1 shade tree is provided for every 5 car parks) throughout the car parking areas, and adjacent to driveways and internal Roadways.	**AS**	Limited existing on-site parking is covered. Additional on-site parking will be subject to shrub plantings as opposed to trees.	
	AS5.2 A minimum of 1 shade tree is provided for every 10 metres along a driveway or internal Roadway.	**AS**	Landscaped strips are proposed for the northern and eastern boundaries only. The existing storage area will remain devoid of vegetation for adequate storage and vehicle manoeuvring.	
	AS5.3 Landscape beds and trees are protected by garden edging, bollards or wheel stops.	**AS**	Landscaped beds will be protected by edging where possible	
	AS5.4 Trees within car parking areas have a minimum planting area the equivalent of 1 car parking bay, with a minimum topsoil depth of 0.8 metre.	**NA**	Not Applicable	
Screening				
PC 6 Fences along street Frontages are articulated with appropriate Landscaping.	**AS6.1** Perimeter fencing to any street Frontage complies with the relevant Planning Area Code.	**NA**	Not Applicable	
	AS6.2 Trees, shrubs and groundcovers are planted within any recessed areas along the fence line.	**AS**	Landscaping will be provided along North and Eastern Boundaries	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
PC 7 Landscaping within Recreation Areas of residential development are functional, well designed and enhance the residential amenity.	**AS7.1** One shade tree is provided for each private open space or private Recreation Area. **AS7.2** Tree species provide 30% shade over the area within 5 years. **AS7.3** A minimum of 50% of the Landscaping and Recreational Area is landscaped, with trees, shrubs, groundcovers, minimising large expanses of hardstand areas and structures. **AS7.4** Plants are located to provide shelter and shade to Habitable Rooms and outdoor Recreation Areas from the hot summer sun.	**NA**	Not Applicable	
PC 8 Undesirable features are screened with Landscaping.	**AS8.**1 Landscaping of Dense Planting is planted along and near retaining walls, long blank walls of Buildings, mechanical and air-conditioning units, clothes drying areas, bin enclosures and other utility structures with appropriate trees, shrubs and groundcovers.	✓	Proposal Complies	
PC 9 The environmental values of the Site and adjacent land are enhanced.	**AS9.1** Landscaping using similar endemic or native species, is planted on-Site on land adjoining an area of natural environmental value.	**NA**	No environmental values exist for the site. The environmental values for the conservation zone, located on Mossman Street, will be considered during plant selection for this site.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
Streetscape and Site Amenity				
PC 10 Landscaping for residential development enhances the streetscape and the visual appearance of the development.	**AS10.1** Dense Planting along the front of the Site incorporates: • shade canopy trees to provide shade to the Frontage of the Site within 5 years of planting; • landscape screening of blank walls; • low shrubs, groundcovers and mulch to completely cover unsealed ground.	**NA**	Not applicable – no residential development	
	AS10.2 Dense Planting to the rear of the Site incorporates: • 1 shade tree for an average of every 75 m2, growing to the Building eave Height within 5 years of planting; • screening shrubs to grow to 3 metres in Height within 2 years of planting; • low shrubs, groundcovers and mulch to completely cover unsealed ground.	**NA**	Not applicable – no residential development	
	AS10.3 Dense Planting to the side boundaries incorporates: • trees planted for an average of every 10 metres where adjacent to a Building; • low shrubs, groundcovers and mulch to completely cover unsealed ground.	**NA**	Not applicable – no residential development	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
PC 11 Landscaping for non-residential development enhances the streetscape and the visual appearance of the development.	**AS11.1** Dense Planting along the front boundary of the Site where a Building is Setback from the front alignment, incorporates: • shade canopy trees to provide shade to the Frontage of the Site within 5 years of planting where appropriate; • landscape screening of blank walls; • Low shrubs, groundcovers and mulch to completely cover unsealed ground.	**NA**	Dense planting is not proposed for this development	
	A11.2 Dense Planting to the rear of the Site where a Building is Setback from the rear alignment, incorporates: • 1 shade tree for an average of every 75 m2 growing to the Building eave Height within 5 years of planting; • screening shrubs to grow to 3 metres in Height within 2 years of planting; • low shrubs, groundcovers and mulch to completely cover unsealed ground.	**NA**	Dense planting is not proposed for this development	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
	A11.3 Dense Planting to the side boundaries where visible from the street or adjoining a boundary to a different Planning Area, and where a Building is Setback from the side boundary, incorporates: • trees planted for an average of every 10 metres where adjacent to a Building; • screening shrubs, low shrubs and groundcover appropriate for the amount of space, light and ventilation of the area; • low shrubs, groundcovers and mulch to completely cover unsealed ground.	**AS**	Landscaping will be provided along North and Eastern Boundaries and will be mostly screening and low shrubs given the nature of the site.	
	A11.4 A minimum of 20% of shade trees and shrubs is incorporated in all areas of Landscaping growing to the Building eave Height within 5 years.	**NA**	No shade trees are incorporated into the development.	
Maintenance and Drainage				
PC 12 Landscaped areas are designed in order to be maintained in an efficient manner.	**AS12.1** A maintenance program is undertaken in accordance with the Maintenance Schedule in Planning Scheme Policy No 7 – Landscaping.	✓	A maintenance program will be undertaken in accordance with the Policy	
	AS12.2 A reticulated irrigation system is provided to common Landscaping and Recreation Areas and planter boxes in accordance with Australian Standards, with 1 hose cock within each area.	**AS**	Plants proposed have been chosen on their low maintenance characteristics.	
	AS12.3 Turf areas are accessible by standard lawn maintenance equipment.	**NA**	No turf areas as part of design.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
	AS12.4 Plant species are selected with long life expectancy and minimal maintenance requirements where on-Site management will be limited.	✓	Plant species have been selected based on a long life expectancy and minimal maintenance requirements.	
	AS12.5 Mulching is provided to all garden beds to reduce weed growth and to retain water, and is to be replenished every year in the ongoing maintenance program.	✓	Mulching will be undertaken in accordance with code.	
PC 13 Stormwater runoff is minimised and re-used in Landscaping through water infiltration, where appropriate.	**AS13.1** Adequate drainage is provided to all paving, turf and garden beds, including the use of swales, spoon drains, subsurface drainage, field gullies, rock or pebble lined Watercourses and stormwater connections.	✓	Site will be fully drained.	
	AS13.2 Overland flow paths are not to be restricted by Landscaping works.	✓	Landscape design will not restrict overland flow paths.	
	AS13.3 Water runoff is re-used through draining of hard surface areas towards permeable surfaces, turf, garden beds and by minimising impervious surfaces on the Site	**AS**	Proposal will comply where possible	
Safety				
P14 Tree species and their location accommodate vehicle and pedestrian sight lines.	**A14.1** Trees located near pathways, driveways, Access points, parking areas and street corners have a minimum 3.0 meters of clear trunk.	**NA**	Not applicable	
P15 The landscape design enhances personal safety and reduces the potential for crime and vandalism.	**A15.1** Security and foot lighting is provided to all common areas, including car parks, entries, driveways and pathways.	✓	Proposal Complies	
	A15.2 Hard surfaces are stable, non-slippery and useable in all weathers.	✓	Proposal Complies	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
	A15.3 Bushfire hazard is minimised with planting of bushfire resistant species near bushfire prone areas, (refer to the Bushfire Risk Overlay on the relevant Locality Map).	✓	Bushfire risk is minimal given the landscaping proposed	
	A15.4 Lighting for bicycle paths is provided in accordance with the relevant Australian Standards.	✓	Proposal Complies	
Utilities and Services				
P16 The location and type of plant species does not adversely affect the function and accessibility of services and facilities and service areas.	**A16.1** Plant species are selected and sited with consideration to the location of overhead and underground services.	✓	Proposal Complies	
	A16.2 All underground services are to be located under pathways and below the eaves of the Building.	✓	Proposal Complies	
	A16.3 Irrigation control devices are located in the common Landscaping and Recreation Area.	✓	Proposal Complies	
	A16.4 Landscaping is located to enable trade persons to Access and view meters and other mechanical equipment within the Site.	✓	Proposal Complies	
	A16.5 Landscaping does not limit Access for service vehicles or rubbish trucks to utility areas, bin enclosures or docking areas.	✓	Proposal Complies	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
	A16.6 Landscaping near electric lines or substations is designed and developed so that any vegetation at maturity or Landscaping structures or works do not exceed 40 metres in Height on land: • in an electric line shadow; or • within 5.0 metres of an electric line shadow; or within 5.0 metres of a substation boundary.	**NA**	Not applicable	
	A16.7 Elsewhere, vegetation is planted at a distance that is further from the nearest edge of an electric line shadow or substation boundary than the expected maximum Height at maturity of the vegetation.	✓	Proposal Complies	
	A16.8 On a Site adjoining an electricity substation boundary, the vegetation foliage at maturity is not within 3.0 metres of the substation boundary. However, where a substation has a solid wall along any part of its boundary, foliage may extend to, but not above or beyond, that solid wall.	**NA**	Not applicable	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
Filling and Excavation - General				
PC 1 All filling and excavation works does not create a detrimental impact on the slope stability, erosion potential or visual amenity of the Site or the surrounding area.	**AS1.1** The height of cut and/or fill, whether retained or not, does not exceed 2 metres in height. AND Cuts in excess of those stated in **AS1.1** above are separated by benches/terraces with a minimum width of 1.2 metres that incorporate drainage provisions and screen planting.	**NA**	The application for Material Change of Use of an existing development will not require any excavation or filling.	
	AS1.2 Cuts are supported by batters, retaining or rock walls and associated benches/terraces are capable of supporting mature vegetation.	**NA**	Not Applicable	
	AS1.3 Cuts are screened from view by the siting of the Building/structure, wherever possible.	**NA**	Not Applicable	
	AS1.4 Topsoil from the Site is retained from cuttings and reused on benches/terraces.	**NA**	Not Applicable	
	AS1.5 No crest of any cut or toe of any fill, or any part of any retaining wall or structure, is located closer than 600 mm to any boundary of the property, unless the prior written approval of the adjoining landowner and the Council has been obtained.	**NA**	Not Applicable	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
	AS1.6 Non-retained cut and/or fill on slopes are stabilised and protected against scour and erosion by suitable measures, such as grassing, Landscaping or other protective/aesthetic measures.	**NA**	Not Applicable	
Visual Impact and Site Stability				
PC 2 Filling and excavation are carried out in such a manner that the visual/scenic amenity of teh area and the privacy and stability of adjoining properties is not compromised.	**AS2.1** The extent of filling or excavation does not exceed 40% of the Site area or 500 m2 whichever is the lesser. EXCEPT THAT	**NA**	The application for Material Change of Use of an existing development will not require any excavation or filling.	
	AS2.1 does not apply to reconfiguration of 5 lots or more.	**NA**	Not Applicable	
	AS2.2 Filling and excavation does not occur within 2 metres of the Site boundary.	**NA**	Not Applicable	
Flooding and Drainage				
PC3 Filling and excavation does not result in a change to the run off characteristics of a Site which then have a detrimental impact upon the Site or nearby land or adjacent Road reserves.	**AS3.1** Filling and excavation does not result in the ponding of water on a Site or adjacent land or Road reserves.	**NA**	The application for Material Change of Use of an existing development will not require any excavation or filling.	
	AS3.2 Filling and excavation does not result in an increase in the flow of water across a Site or any other land or Road reserves.	**NA**	Not Applicable	
	AS3.3 Filling and excavation does not result in an increase in the volume of water or concentration of water in a Watercourse and overland flow paths.	**NA**	Not Applicable	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

PERFORMANCE CRITERIA	ACCEPTABLE SOLUTIONS	SOLUTION[1]	COMMENTS	COUNCIL USE ONLY
	AS3.4 Filling and excavation complies with the specifications set out in the Planning Scheme Policy No 6 – FNQROC Development Manual.	**NA**	Not Applicable	
Water Quality				
PC4 Filling and excavation does not result in a reduction of the water quality of receiving waters.	**AS4.1** Water quality is maintained to comply with the specifications set out in the Planning Scheme Policy No 6 – FNQROC Development Manual.	**NA**	Stormwater run-off from covered areas will be discharged to Council's stormwater drainage system. The unsealed storage area will, subject to Operational Works Approval, incorporate adequate drainage including sediment and contaminant retention systems.	

Solution: ✓ = Acceptable Solution
A/S = Alternative Solution
N/A = Not applicable to this proposal

Attachment 6

State Development Assessment Provision Code Assessment

Response column key:
☑ Achieved
P/S Performance solution
N/A Not applicable

1.1 Managing noise and vibration impacts from transport corridors state code

Table 1.1.1: Building work and material change of use

Performance outcomes	Acceptable outcomes	Response	Comment
Residential buildings near a state-controlled road or type 1 multi modal corridor			
PO1 Development involving an accommodation activity achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a state-controlled road or a type 1 multi-modal corridor.	**AO1.1** All facades of an accommodation activity exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following external noise criteria#: (1) ≤60 dB(A) L_{10} (18 hour) facade corrected (measured L_{90} (8 hour) free field between 10 pm and 6 am ≤40 dB(A)) (2) ≤63 dB(A) L_{10} (18 hour) facade corrected (measured L_{90} (8 hour) free field between 10 pm and 6 am >40 dB(A)). AND	**NA**	Proposal does not include an accommodation activity
	AO1.2 Every private open space in an accommodation activity exposed to noise from a state-controlled road or type 1 multi-modal corridor meets the following external noise criteria#: (1) ≤57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6 am and 12 midnight ≤45 dB(A)) (2) ≤60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6 am and 12 midnight >45 dB(A)). AND	**NA**	Proposal does not include an accommodation activity
	AO1.3 Every passive recreation area in an accommodation activity exposed to noise from a state-controlled road or type 1 multi-modal corridor meets the following external noise criteria#: (1) 63 dB(A) L_{10} (12 hour) free field (between 6 am and 6 pm). AND	**NA**	Proposal does not include an accommodation activity
	AO1.4 Every habitable room in an accommodation activity (other than a residential building), exposed to noise from a state-controlled road or type 1 multi-modal corridor meets the following internal noise criteria#: (1) ≤35 dB(A) L_{eq} (1 hour) (maximum hour over 24	**NA**	Proposal does not include an accommodation activity

Performance outcomes	Acceptable outcomes	Response	Comment
	hours). Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental noise*. Editor's note: Habitable rooms of residential buildings located within a transport noise corridor must comply with t*he Queensland Development Code MP4.4 Buildings in a transport noise corridor*, Queensland Government, 2010. Transport noise corridors are mapped on the Department of Infrastructure, Local Government and Planning's State Planning Policy Interactive Mapping System.		
Accommodation buildings near a railway (with 15 or more passing trains per day) or a type 2 multi modal corridor			
PO2 Development involving an accommodation activity achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a railway with 15 or more passing trains per day or a type 2 multi-modal corridor.	**AO2.1** All facades of an accommodation activity exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria#: (1) ≤65 dB(A) L_{eq} (24 hour) facade corrected (2) ≤87 dB(A) (single event maximum sound pressure level) facade corrected. AND	**NA**	Proposal does not include an accommodation activity
	AO2.2 Every private open space and passive recreation area exposed to noise from a railway with 15 or more passing trains per day or type 2 multi-modal corridor meets the following external noise criteria#: (1) ≤62 dB(A) L_{eq} (24 hour) free field (2) ≤84 dB(A) (single event maximum sound pressure level) free field. AND	**NA**	Proposal does not include an accommodation activity
	AO2.3 Every habitable room in an accommodation activity (other than a residential building) exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meets the following internal noise criteria#: (1) ≤45 dB(A) single event maximum sound pressure level (railway). Note: Noise levels from railways or type 2 multi-modal corridors are to be measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental*	**NA**	Proposal does not include an accommodation activity

Performance outcomes	Acceptable outcomes	Response	Comment
	noise. Editor's note: Habitable rooms of residential buildings located within a transport noise corridor must comply with the *Queensland Development Code MP4.4 Buildings in a transport noise corridor*, Queensland Government, 2010. Transport noise corridors are mapped on the Department of Infrastructure, Local Government and Planning's State Planning Policy Interactive Mapping System.		
Accommodation activities near a busway or light rail			
PO3 Development involving an accommodation activity achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a busway or light rail.	**AO3.1** All facades of an accommodation activity exposed to noise from a busway or light rail meet the following external noise criteria#: (1) ≤55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour between 6 am and 10 pm) (2) ≤50 dB(A) L_{eq} (1 hour) facade corrected (maximum hour between 10 pm and 6 am) (3) ≤64 dB(A) L_{max} facade corrected (between 10 pm and 6 am). AND	**NA**	Proposal does not include an accommodation activity
	AO3.2 Every private open space and passive recreation area in an accommodation activity exposed to noise from a busway or light rail meets the following external noise criteria#: (1) ≤52 dB(A) L_{eq} (1 hour) free field (maximum hour between 6 am and 10 pm) (2) ≤66 dB(A) L_{max} free field. AND	**NA**	Proposal does not include an accommodation activity
	AO3.3 Every habitable room of an accommodation activity exposed to noise from a busway or light rail meets the following internal noise criteria#: (1) ≤35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours). Note: Noise levels from a busway or light rail are to be measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental noise*.	**NA**	Proposal does not include an accommodation activity
Particular development near a state-controlled road or type 1 multi modal corridor			
PO4 Development involving a:	**AO4.1** All facades of buildings for a child care centre or educational establishment exposed to noise from state-	**NA**	Proposal does not include a child care centre or educational establishment

Performance outcomes	Acceptable outcomes	Response	Comment
(1) child care centre, or (2) educational establishment achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a state-controlled road or a type 1 multi-modal corridor.	controlled roads or type 1 multi-modal corridors meet the following external noise criteria#: (1) ≤58 dB(A) L_{10} (1 hour) facade corrected (maximum hour during normal opening hours). AND		
	AO4.2 Outdoor education areas and outdoor play areas exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following external noise criteria#: (1) ≤63 dB(A) L_{10} (12 hours) free field (between 6 am and 6 pm). AND	**NA**	Proposal does not include a child care centre or educational establishment
	AO4.3 Indoor education areas and indoor play areas in a childcare centre or educational establishment exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following internal noise criteria#: (1) ≤35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). Note: Noise levels from state-controlled roads or type 1 multi-modal corridors are to be measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental noise*.	**NA**	Proposal does not include a child care centre or educational establishment
PO5 Development involving a hospital achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a state-controlled road or a type 1 multi-modal corridor.	**AO5.1** All facades of buildings for a hospital exposed to noise from state-controlled roads or type 1 multi-modal corridors meet the following external noise criteria#: (1) ≤58 dB(A) L_{10} (1 hour) facade corrected (maximum hour during normal opening hours). AND	**NA**	Proposal does not involve a hospital
	AO5.2 Patient care areas exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following internal noise criteria#: (1) ≤35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). Note: Noise levels from state-controlled roads or type 1 multi-modal corridors are to be measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental noise.*	**NA**	Proposal does not involve a hospital

Performance outcomes	Acceptable outcomes	Response	Comment
Particular development near a railway (with 15 or more passing trains per day) or a type 2 multi modal corridor			
PO6 Development involving a: (1) child care centre, or (2) educational establishment achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a railway with 15 or more passing trains per day or a type 2 multi-modal corridor.	**AO6.1** All facades of buildings in a child care centre or educational establishment exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria#: (1) ≤65 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours) (2) ≤87 dB(A) (single event maximum sound pressure level) facade corrected. AND	**NA**	Proposal does not include a child care centre or educational establishment
	AO6.2 Outdoor education area and outdoor play area exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria#: (1) ≤62 dB(A) L_{eq} (12 hour) free field (between 6 am and 6 pm) (2) ≤84 dB(A) (single event maximum sound pressure level) free field. AND	**NA**	Proposal does not include a child care centre or educational establishment
	AO6.3 Sleeping rooms in a child care centre exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#: (1) ≤45 dB(A) single event maximum sound pressure level. AND	**NA**	Proposal does not include a child care centre or educational establishment
	AO6.4 Indoor education areas and indoor play areas exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#: (1) ≤50 dB(A) single event maximum sound pressure level. Note: Noise levels from railways or type 2 multi-modal corridors are measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental noise.*	**NA**	Proposal does not include a child care centre or educational establishment

Performance outcomes	Acceptable outcomes	Response	Comment
PO7 Development involving a hospital achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a railway with 15 or more passing trains per day or a type 2 multi-modal corridor.	**AO7.1** All facades of buildings for a hospital exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria#: (1) ≤65 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours) (2) ≤87 dB(A) (single event maximum sound pressure level) facade corrected. AND	**NA**	Proposal does not involve a hospital
	AO7.2 Ward areas exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#: (1) ≤45 dB(A) single event maximum sound pressure level. AND	**NA**	Proposal does not involve a hospital
	AO7.3 Patient care areas (other than ward areas) exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#: (1) ≤50 dB(A) single event maximum sound pressure level. Note: Noise levels from railways or type 2 multi-modal corridors are measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental noise.*	**NA**	Proposal does not involve a hospital
Particular development near a busway or light rail			
PO8 Development involving a: (1) child care centre, or (2) educational establishment achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a busway or light rail.	**AO8.1** All facades of buildings for a child care centre or educational establishment exposed to noise from a busway or light rail meet the following external noise criteria#: (1) ≤55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours). AND	**NA**	Proposal does not include a child care centre or educational establishment
	AO8.2 Outdoor education areas and outdoor play areas exposed to noise from a busway or light rail meet the	**NA**	Proposal does not include a child care centre or educational establishment

Performance outcomes	Acceptable outcomes	Response	Comment
	following external noise criteria#: (1) ≤52 dB(A) L_{eq} (1 hour) free field (maximum hour during normal opening hours) (2) ≤66 dB(A) L_{max} free field (during normal opening hours). AND		
	AO8.3 Indoor education areas and indoor play areas exposed to noise from a busway or light rail meet the following internal noise criteria#: (1) ≤35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). Note: Areas exposed to noise from a busway or light rail are measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental noise.*	**NA**	Proposal does not include a child care centre or educational establishment
PO9 Development involving a hospital achieves acceptable noise levels for workers and patients by mitigating adverse impacts on the development from noise generated by a busway or light rail.	**AO9.1** All facades of buildings for a hospital exposed to noise from a busway or light rail meet the following external noise criteria#: (1) ≤55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours). AND	**NA**	Proposal does not involve a hospital
	AO9.2 Patient care areas exposed to noise from a busway or light rail meet the following internal noise criteria#: (1) ≤35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). Note: Areas exposed to noise from a busway or light rail are measured in accordance with *AS1055.1–1997 Acoustics – Description and measurement of environmental noise.*	**NA**	Proposal does not involve a hospital
Noise barriers or earth mounds			
PO10 Noise barriers or earth mounds erected to mitigate noise from transport operations and infrastructure are designed, sited and constructed to: (1) maintain safe operation and maintenance of state transport infrastructure (2) minimise impacts on surrounding	**AO10.1** Where adjacent to a state-controlled road or type 1 multi-modal corridor, noise barriers and earth mounds are designed, sited and constructed in accordance with Chapter 7 Integrated Noise Barrier Design of the *Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise*, Department of Transport and Main Roads, 2013. OR	**NA**	It is not practical to include noise barriers or earth mounds for this development site.

Performance outcomes	Acceptable outcomes	Response	Comment
properties (3) complement the surrounding local environment (4) maintain fauna movement corridors where appropriate			
	AO10.2 Where adjacent to a railway or type 2 multi-modal corridor, noise barriers and earth mounds are designed, sited and constructed in accordance with the *Civil Engineering Technical Requirement — CIVIL-SR-014 Design of noise barriers adjacent to railways*, Queensland Rail, 2011. OR	**NA**	It is not practical to include noise barriers or earth mounds for this development site.
	AO10.3 No acceptable outcome is prescribed for noise barriers and earth mounds adjacent to a busway or light rail.	**NA**	It is not practical to include noise barriers or earth mounds for this development site.
Vibration			
PO11 Development mitigates adverse impacts on the development from vibration generated by transport operations and infrastructure.	No acceptable outcome is prescribed.	**PS**	As the operation of the hardware store is existing, and no issues have ever arisen, the proposed development does not intend to incorporate any mitigation measures for vibration.

Table 1.1.2: Reconfiguring a lot

Performance outcomes	Acceptable outcomes	Response	Comment
Future anticipated accommodation activity near a state controlled road or type 1 multi-modal corridor			
PO1 Development involving land where a future anticipated accommodation activity is made exempt or self-assessable development under a local planning instrument is to achieve acceptable noise levels for residents and visitors by mitigating adverse impacts on the development site from noise generated by a state-controlled road or a type 1 multi-modal corridor.	**AO1.1** Land for a future anticipated accommodation activity exposed to noise from a state-controlled road or type 1 multi-modal corridor meets the following external noise criteria at the building envelope or if the building envelope is unknown, the deemed-to-comply setback distance for buildings stipulated by the local planning instrument or relevant building regulations#: (1) ≤57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6 am and 12 midnight ≤45 dB(A)) (2) ≤60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6 am and 12 midnight >45 dB(A)).	**NA**	Application is not for Reconfiguration of a Lot
Future anticipated accommodation activity near a railway (with 15 or more passing trains per day) or a type 2 multi-modal corridor			
PO2 Development involving land where a future anticipated accommodation activity is made exempt or self-assessable	**AO2.1** Land for a future anticipated accommodation activity exposed to noise from a railway with 15 or more passing trains per day or a type 2 multi-modal corridor	**NA**	Application is not for Reconfiguration of a Lot

Performance outcomes	Acceptable outcomes	Response	Comment
development under a local planning instrument is to achieve acceptable noise levels for residents and visitors by mitigating adverse impacts on the development site from noise generated by a railway with 15 or more passing trains per day or a type 2 multi-modal corridor.	meets the following external noise criteria at the building envelope or if the building envelope is unknown, the deemed-to-comply setback distance for buildings stipulated by the local planning instrument or relevant building regulations#: (1) ≤62 dB(A) L_{eq} (24 hour) free field (2) ≤84 dB(A) (single event maximum sound pressure level) free field.		
Future anticipated accommodation activity near a busway or light rail			
PO3 Development involving land where a future anticipated accommodation activity is made exempt or self-assessable development under a local planning instrument is to achieve acceptable noise levels by mitigating adverse impacts on the development site from noise generated by a busway or light rail.	**AO3.1** Land for a future anticipated accommodation activity exposed to noise from a busway or light rail meets the following external noise criteria at the building envelope or if the building envelope is unknown, the deemed-to-comply setback distance for buildings stipulated by the local government planning instrument or building regulations#: (1) ≤52 dB(A) L_{eq} (1 hour) free field (maximum hour between 6 am and 10 pm) (2) ≤47 dB(A) L_{eq} (1 hour) free field (maximum hour between 10 pm and 6 am) (3) ≤66 dB(A) L_{max} free field.	**NA**	Application is not for Reconfiguration of a Lot
Noise barriers or earth mounds			
PO4 Noise barriers or earth mounds erected to mitigate noise from transport operations and infrastructure are designed, sited and constructed to: (1) maintain safe operation and maintenance of state transport infrastructure (2) minimise impacts on surrounding properties (3) complement the surrounding local environment (4) maintain fauna movement corridors where appropriate.	**AO4.1** Where adjacent to a state-controlled road or a type 1 multi-modal corridor, noise barriers and earth mounds are designed, sited and constructed in accordance with Chapter 7 Integrated Noise Barrier Design of the *Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise*, Department of Transport and Main Roads, 2013. OR	**NA**	Application is not for Reconfiguration of a Lot
	AO4.2 Where adjacent to a railway or a type 2 multi-modal corridor, noise barriers and earth mounds are designed, sited and constructed in accordance with the *Civil Engineering Technical Requirement — CIVIL-SR-014 Design of noise barriers adjacent to railways*, Queensland Rail, 2011. OR	**NA**	Application is not for Reconfiguration of a Lot

Performance outcomes	Acceptable outcomes	Response	Comment
	AO4.3 No acceptable outcome is prescribed for noise barriers and earth mounds adjacent to a busway or light rail.	**NA**	Application is not for Reconfiguration of a Lot

1.2 Managing air and lighting impacts from transport corridors state code

Response column key:
☑ Achieved
P/S Performance solution
N/A Not applicable

Table 1.2.1: Building work, material change of use and reconfiguring a lot

Performance outcomes	Acceptable outcomes	Response	Comment
Air quality			
PO1 Development involving sensitive development achieves acceptable levels of air quality for occupiers or users of the development by mitigating adverse impacts on the development from air emissions generated by state transport infrastructure.	**AO1.1** Every private open space and passive recreation area of an accommodation activity meets the air quality objectives in the *Environmental Protection (Air) Policy 2008* for the following indicators: (1) carbon monoxide (2) nitrogen dioxide (3) sulphur dioxide (4) photochemical oxidants (5) respirable particulate matter (PM10) (6) fine particulate matter (PM2.5) (7) lead (8) toluene (9) formaldehyde (10) xylenes. AND	**PS**	The proposed development site has been in operation as a Hardware Store for a number of years and is not considered to be a sensitive use.
	AO1.2 Every outdoor education area and passive recreation area of an educational establishment, childcare centre and hospital meets the air quality objectives in the *Environmental Protection (Air) Policy 2008* for the following indicators: (1) carbon monoxide (2) nitrogen dioxide (3) sulphur dioxide (4) photochemical oxidants (5) respirable particulate matter (PM10) (6) fine particulate matter (PM2.5) (7) lead (8) toluene (9) formaldehyde (10) xylenes.	**PS**	The proposed development site has been in operation as a Hardware Store for a number of years and is not considered to be a sensitive use.
Lighting impacts			
PO2 Development involving an accommodation activity or hospital	**AO2.1** Buildings for an accommodation activity or hospital are designed, sited and constructed to incorporate	**NA**	Development does not include an accommodation activity

Performance outcomes	Acceptable outcomes	Response	Comment
achieves acceptable levels of amenity for residents and patients by mitigating lighting impacts from state transport infrastructure.	treatments to attenuate ingress of artificial lighting from state transport infrastructure during the hours of 10 pm – 6 am.		

Response column key:
☑ Achieved
P/S Performance solution
N/A Not applicable

18.1 Filling, excavation and structures state code

Table 18.1.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
All development			
PO1 Buildings, services, structures and utilities do not adversely impact on the safety or operation of: (1) state transport corridors (2) future state transport corridors (3) state transport infrastructure Editor's note: For a railway, *Section 2.3 – Structures, setbacks, utilities and maintenance* of the *Guide for Development in a Transport Environment: Rail*, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.	**AO1.1** Buildings, structures, services and utilities are not located in a railway, future railway land or public passenger transport corridor. AND	✓	Proposal Complies
	AO1.2 Buildings and structures are set back horizontally a minimum of three metres from overhead line equipment. AND	✓	Proposal Complies Building is existing
	AO1.3 Construction activities do not encroach into a railway or public passenger transport corridor. AND	✓	Proposal Complies
	AO1.4 The lowest part of development in or over a railway or future railway land is to be a minimum of: (1) 7.9 metres above the railway track where the proposed development extends along the railway for a distance of less than 40 metres, or (2) 9.0 metres above the railway track where the development extends along the railway for a distance of between 40 and 80 metres. AND	**NA**	Not applicable
	AO1.5 Existing authorised access points and access routes to state transport corridors for maintenance and emergency works are maintained, allowing for uninterrupted access at all times. AND	✓	Proposal Complies
	AO1.6 Pipe work, services and utilities can be maintained without requiring access to the state transport corridor. AND	✓	Proposal Complies

Performance outcomes	Acceptable outcomes	Response	Comment
	AO1.7 Pipe work, services and utilities are not attached to rail transport infrastructure: (1) are not attached to rail transport infrastructure or other rail infrastructure, and (2) do not penetrate through the side of any proposed building element or structure where built to boundary in, over or abutting a railway. AND	✓	Proposal Complies
	AO1.8 Buildings and structures are set back a minimum of three metres from a railway bridge. AND	**NA**	Not applicable
	AO1.9 Development below or abutting a railway bridge is to be clear of permanent structures or any other activity that may impede emergency access or works and maintenance of rail transport infrastructure. Editor's note: Temporary activities below or abutting a railway bridge could include, for example, car parking or outdoor storage.	**NA**	Not applicable
	AO1.10 Development above a railway is designed to facilitate ventilation as follows: (1) for development extending above a railway for a distance of less than 80 metres, gaps are provided to ensure natural ventilation, or (2) for development extending above a railway for a distance of more than 80 metres, ventilation shafts are provided. Editor's note: For development extending above a railway for a distance of more than 80 metres, it is recommended that modelling of smoke dispersion should be undertaken by a RPEQ to predict the spread of combustion products and inform the ventilation design. *Section 5.1 – Development over a railway of the Guide to Development in a Transport Environment: Rail*, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.	**NA**	Not applicable
PO2 Development prevents unauthorised access to: (1) state transport corridors,	**AO2.1** Fencing is provided along the property boundary with the railway. Editor's note: Where fencing is provided it is to be in accordance with the railway manager's standards.	**NA**	It is not practical to include a fence along the property boundary with the railway.

Performance outcomes	Acceptable outcomes	Response	Comment
(2) future state transport corridors, (3) state transport infrastructure, by people, vehicles and projectiles. Editor's note: For a railway, *Section 2.4 – Preventing unauthorised access* of the *Guide to Development in a Transport Environment: Rail*, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.	AND		
	AO2.2 Accommodation activities with a publicly accessible area located within 10 metres from the boundary of a railway or 20 metres from the centreline of the nearest railway track (whichever is the shorter distance), include throw protection screens for the publicly accessible area as follows: (1) openings of no greater than 25 mm x 25 mm (2) height of 2.4 metres vertically above the highest toe hold if see-through, or 2 metres if non see-through. Editor's note: Expanded metal is considered see-through. AND	**NA**	Development does not involve an accommodation activity
	AO2.3 Development in or over a railway or future railway land includes throw protection screens. Editor's note: Throw protection screens in a railway or future railway land designed in accordance with the relevant provisions of the *Civil Engineering Technical Requirement CIVIL-SR-005 Design of buildings over or near railways*, Queensland Rail, 2011, and the *Civil Engineering Technical Requirement CIVIL-SR-008 Protection screens*, Queensland Rail, 2011, comply with this acceptable outcome. AND	**NA**	Not Applicable
	AO2.4 Built to boundary walls and solid fences abutting a railway are protected by an anti-graffiti coating. Editor's note: The *Anti-Graffiti Protection Specification MRTS83*, Department of Transport and Main Roads, 2009, provides guidance on how to comply with this acceptable outcome. AND	**NA**	Not Applicable
	AO2.5 Road barriers are installed along any proposed roads abutting a railway. Editor's note: Road barriers designed in accordance with Queensland Rail *Civil Engineering Technical Requirement CIVIL-SR-007 Design and selection criteria for road/rail interface barriers* comply with this acceptable outcome. AND	**NA**	Not Applicable

Performance outcomes	Acceptable outcomes	Response	Comment
	AO2.6 Proposed vehicle manoeuvring areas, driveways, loading areas or carparks abutting a railway include rail interface barriers. Editor's note: A Registered Professional Engineer of Queensland (RPEQ) certified barrier design complies with this acceptable outcome.	**NA**	Not Applicable
PO3 Buildings and structures in, over or below a railway or future railway land are able to sustain impacts to their structural integrity in the event of an impact from a derailed train.	**AO3.1** Buildings and structures, including piers or supporting elements, located in, over or below a railway or future railway land are designed and constructed in accordance with *AS5100 Bridge design*, *AS 1170 Structural design actions* and *Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways*, Queensland Rail, 2011.	**NA**	Not Applicable
PO4 Buildings and structures in, over, below or within 50 metres of a state-controlled transport tunnel or a future state-controlled transport tunnel have no adverse impact on the structural integrity of the state-controlled transport tunnel. Editor's note: For a railway, *Section 2.5 – Tunnels* of the *Guide to Development in a Transport Environment: Rail*, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.	**AO4.1** Development in, over, below or within 50 metres of a state-controlled transport tunnel or future state-controlled transport tunnel ensures that the tunnel is: (1) not vertically overloaded or affected by the addition or removal of lateral loading (2) not adversely affected as a result of directly or indirectly disturbing groundwater or soil. Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified geotechnical investigation, earthworks drawings and supporting technical details, and structural engineering drawings and supporting technical details be prepared and submitted with the application.	**NA**	Not Applicable
PO5 Development involving dangerous goods adjacent to a railway or future railway land does not adversely impact on the safety of a railway. Editor's note: *Section 2.6 – Dangerous goods and fire safety* of the *Guide to Development in a Transport Environment: Rail*, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.	**AO5.1** Development involving dangerous goods, other than hazardous chemicals below the threshold quantities listed in table 5.2 of the *State Planning Policy guideline: State interest – emissions and hazardous activities, Guidance on development involving hazardous chemicals*, Department of State Development, Infrastructure and Planning, 2013, ensures that impacts on a railway from a fire, explosion, spill, gas emission or dangerous goods incident can be appropriately mitigated. Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a risk assessment be undertaken in accordance with *Attachment 1: Risk assessment guide* of the *Guide to Development in a Transport Environment:*	**NA**	Not Applicable

Performance outcomes	Acceptable outcomes	Response	Comment
	Rail, Department of Transport and Main Roads, 2015.		
PO6 Any part of the development located within 25 metres of a state-controlled road or future state-controlled road minimises the potential to distract drivers and cause a safety hazard.	**AO6.1** Advertising devices proposed to be located within 25 metres of a state-controlled road or future state-controlled road are designed to meet the relevant standards for advertising outside the boundaries of, but visible from, a state-controlled road, outlined within the *Roadside advertising guide*, Department of Transport and Main Roads, 2013.	✓	Proposal complies
PO7 Filling, excavation and construction does not adversely impact on or compromise the safety or operation of: (1) state transport corridors, (2) future state transport corridors, (3) state transport infrastructure. Editor's note: For a railway, *Section 2.7 – Filling, excavation and ground disturbance* of the *Guide to Development in a Transport Environment: Rail*, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.	**AO7.1** Filling and excavation does not undermine, cause subsidence of, or groundwater seepage onto a state transport corridor or future state transport corridor. Editor's note: To demonstrate compliance with this acceptable outcome for a state-controlled road, it is recommended that a filling and excavation report assessing the proposed filling and excavation be prepared in accordance with the requirements of the *Road planning and design manual*, Department of Transport and Main Roads, 2013. Editor's note: To demonstrate compliance with this acceptable outcome for a state transport corridor, excluding a state-controlled road, it is recommended that the following be submitted with the application: (1) a RPEQ certified geotechnical investigation (2) RPEQ certified earthworks drawings and supporting technical details (3) RPEQ certified structural engineering drawings and supporting technical details. Editor's note: If a development involves filling and excavation within a state-controlled road, an approval issued by the Department of Transport and Main Roads under section 33 of the *Transport Infrastructure Act 1994* may be required. AND	**NA**	Not Applicable
	AO7.2 Development involving excavation, boring, piling or blasting does not result in vibration impacts during construction or blasting which would compromise the safety and operational integrity of a state transport corridor. Editor's note: To demonstrate compliance with this acceptable outcome it is recommended that an RPEQ certified geotechnical report be prepared and submitted with the application. AND	**NA**	Not Applicable

Performance outcomes	Acceptable outcomes	Response	Comment
	AO7.3 Development does not store fill, spoil or any other material in a railway.	**NA**	Not Applicable
PO8 Filling and excavation does not interfere with or impact on existing or future planned services or public utilities on a state-controlled road.	**AO8.1** Any alternative service and public utility alignment must satisfy the standards and design specifications of the service or public utility provider, and any costs of relocation are borne by the developer. Editor's note: An approval issued by the Department of Transport and Main Roads under section 33 of the *Transport Infrastructure Act 1994* may be required.	**NA**	Not Applicable
PO9 Retaining or reinforced soil structures required to contain fill and excavation: (1) do not encroach on a state transport corridor, (2) are capable of being constructed and maintained without adversely impacting a state transport corridor, (3) do not adversely impact on a state transport corridor through the addition or removal of lateral loads or surcharge loads, (4) are constructed of durable materials which maximise the life of the structure. Editor's note: For a railway, *Section 2.7 – Filling, excavation and ground disturbance* of the *Guide to Development in a Transport Environment: Rail*, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.	**AO9.1** Retaining or reinforced soil structures (including footings, rock anchors and soil nails) are not located in a state transport corridor or future state transport corridor. AND	**NA**	Not Applicable
	AO9.2 Retaining or reinforced soil structures in excess of an overall height of one metre abutting a state transport corridor are to be designed and certified by a structural RPEQ. Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that the following be submitted with the application: (1) a RPEQ certified geotechnical investigation (2) RPEQ certified earthworks drawings and supporting technical details (3) RPEQ certified structural engineering drawings and supporting technical details. AND	**NA**	Not Applicable
	AO9.3 Retaining or reinforced soil structures that are set back less than 750 millimetres from a common boundary with a state-controlled road are certified by a structural RPEQ and designed to achieve a low maintenance external finish. AND	**NA**	Not Applicable
	AO9.4 Retaining or reinforced soil structures adjacent to a state-controlled road, and in excess of an overall height of	**NA**	Not Applicable

Performance outcomes	Acceptable outcomes	Response	Comment
	two metres, incorporate design treatments (such as terracing or planting) to reduce the overall height impact. AND		
	AO9.5 Construction materials of all retaining or reinforced soil structures have a design life exceeding 40 years, and comply with the specifications approved by a RPEQ. AND	**NA**	Not Applicable
	AO9.6 Temporary structures and batters do not encroach into a railway. AND	**NA**	Not Applicable
	AO9.7 Surcharge loading from vehicles or the stockpiling of materials or soil on retaining or reinforced soil structures adjacent to a state transport corridor or future state transport corridor meet the requirements of *AS5100.2 Bridge design—Design loads* or a minimum of 10 kPa (whichever is greater). AND	**NA**	Not Applicable
	AO9.8 Excavation or any other works do not remove the lateral load of retaining structures associated with, or adjacent to, a state transport corridor. Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a RPEQ certified geotechnical and structural assessment be prepared and submitted with the application.	**NA**	Not Applicable
PO10 Filling and excavation does not cause siltation and erosion run-off from the property, or wind blown dust nuisance onto a state-controlled road.	**AO10.1** Compaction of fill is carried out in accordance with the requirements of *AS 1289.0 2000 – Methods of testing soils for engineering purposes*.	**NA**	Not Applicable
PO11 Where the quantity of fill or excavated spoil material being imported or exported for a development exceeds 10 000 tonnes, and haulage will be on a state-controlled road, any impact on the infrastructure is identified and mitigation measures implemented.	**AO11.1** The impacts on the state-controlled road network are identified, and measures are implemented to avoid, reduce or compensate the effects on the asset life of the state-controlled road. Editor's note: It is recommended that a pavement impact assessment report be prepared to address this acceptable outcome. Guidance for preparing a pavement impact assessment is set out in *Guidelines for assessment of road impacts of*	**NA**	Not Applicable

Performance outcomes	Acceptable outcomes	Response	Comment
	development (GARID), Department of Transport and Main Roads, 2006.		
PO12 Filling and excavation associated with providing a driveway crossover to a state-controlled road does not compromise the operation or capacity of existing drainage infrastructure.	**AO12.1** Filling and excavation associated with the design of driveway crossovers complies with the relevant Institute of Public Works Engineering Australia Queensland (IPWEAQ) standards. Editor's note: The construction of any crossover requires the applicant to obtain a permit to work in the state-controlled road corridor under section 33 of the *Transport Infrastructure Act 1994* and a section 62 approval under the *Transport Infrastructure Act 1994* for the siting of the access and associated works.	**NA**	Not Applicable
PO13 Fill material does not cause contamination from the development site onto a state-controlled road.	**AO13.1** Fill material is free of contaminants including acid sulphate content, and achieves compliance with *AS 1289.0 – Methods of testing soils for engineering purposes* and *AS 4133.0-2005 – Methods of testing rocks for engineering purposes*.	**NA**	Not Applicable
PO14 Vibration generated through fill compaction does not result in damage or nuisance to a state-controlled road.	**AO14.1** Fill compaction does not result in any vibrations beyond the site boundary, and is in accordance with *AS 2436–2010 – Guide to noise and vibration control on construction, demolition and maintenance sites*.	**NA**	Not Applicable

Response column key:
☑ Achieved
P/S Performance solution
N/A Not applicable

18.2 Stormwater and drainage impacts on state transport infrastructure state code

Table 18.2.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
Stormwater and drainage management			
PO1 Stormwater management for the development must ensure there is no worsening of, and no actionable nuisance in relation to peak discharges, flood levels, frequency or duration of flooding, flow velocities, water quality, ponding, sedimentation and scour effects on an existing or future state transport corridor for all flood and stormwater events that exist prior to development, and up to a 1 per cent annual exceedance probability.	**AO1.1** The development does not result in stormwater or drainage impacts or actionable nuisance within an existing or future state transport corridor. Editor's note: It is recommended that basic stormwater information is to be prepared to demonstrate compliance with AO1.1. OR	✓	Proposal Complies
	AO1.2 A stormwater management statement certified by an RPEQ demonstrates that the development will achieve a no worsening impact or actionable nuisance on an existing or future state transport corridor. OR	✓	Proposal Complies
	AO1.3 A stormwater management plan certified by an RPEQ demonstrates that the development will achieve a no worsening impact or actionable nuisance on an existing future state transport corridor. OR	✓	Proposal Complies
	AO1.4 For development on premises within 25 metres of a railway, a stormwater management plan certified by an RPEQ demonstrates that: (1) the development will achieve a no worsening impact or actionable nuisance on the railway (2) the development does not cause stormwater, roofwater, ponding, floodwater or any other drainage to be directed to, increased or concentrated on the railway (3) the development does not impede any drainage, stormwater or floodwater flows from the railway (4) stormwater or floodwater flows have been designed to: (a) maintain the structural integrity of the light rail transport infrastructure	✓	Proposal Complies

Performance outcomes	Acceptable outcomes	Response	Comment
	(b) avoid scour or deposition (5) additional railway formation drainage necessitated by the development is located within the premises where the development is carried out (6) retaining structures for excavations abutting the railway corridor provide for drainage.		
Lawful point of discharge			
PO2 Stormwater run-off and drainage are directed to a lawful point of discharge to avoid adverse impacts on a future or existing state transport corridor.	**AO2.1** Where stormwater run-off is discharged to a state transport corridor, the discharge is to a lawful point of discharge in accordance with section 1.4.3 of the *Road drainage manual*, Department of Transport and Main Roads, 2010 and section 3.02 of *Queensland urban drainage manual*, Department of Energy and Water Supply, 2013. OR	✓	Proposal Complies
	AO2.2 For development on premises within 25 metres of a railway, approval from the relevant railway manager for the railway, as defined in the *Transport Infrastructure Act 1994,* schedule 6 has been gained to verify the lawful point of discharge for stormwater onto the railway. AND	✓	Not Applicable
	AO2.3 Development does not cause a net increase in or concentration of stormwater or floodwater flows discharging onto the state transport corridor during construction or thereafter. AND	✓	Proposal Complies
	AO2.4 Development does not create any additional points of discharge or changes to the condition of an existing lawful point of discharge to the state transport corridor.	✓	Proposal Complies
Sediment and erosion management			
PO3 Run-off from upstream development is managed to ensure that sedimentation and erosion do not cause siltation of stormwater infrastructure in the state transport corridor.	**AO3.1** Development with a moderate to high risk of erosion incorporates erosion and sediment control measures. Editor's note: For a state-controlled road where a development has a moderate to high risk of erosion as per section 13.5 of the *Road drainage manual*, Department of Transport and Main Roads, 2010, an erosion and sedimentation control plan should	✓	Proposal Complies

Performance outcomes	Acceptable outcomes	Response	Comment
	be provided to support a stormwater management plan.		

Response column key:
☑ Achieved
P/S Performance solution
N/A Not applicable

19.1 Access to state-controlled roads state code

Table 19.1.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
Location of the direct vehicular access to the state-controlled road			
PO1 Any road access location to the state-controlled road from adjacent land does not compromise the safety and efficiency of the state-controlled road.	**AO1.1** Any road access location to the state-controlled road complies with a decision under section 62 of the TIA. OR		
	AO1.2 Development does not propose a new or temporary road access location, or a change to the use or operation of an existing permitted road access location to a state-controlled road. OR		
	AO1.3 Any proposed road access location for the development is provided from a lower order road where an alternative to the state-controlled road exists. OR all of the following acceptable outcomes apply		
	AO1.4 Any new or temporary road access location, or a change to the use or operation of an existing permitted road access location, demonstrates that the development: (1) does not exceed the acceptable level of service of a state-controlled road (2) meets the sight distance requirements outlined in Volume 3, parts 3, 4, 4A, 4B and 4C of the *Road planning and design manual*, 2nd edition, Department of Transport and Main Roads, 2013 (3) does not exceed the acceptable operation of an intersection with a state-controlled road, including the degree of saturation, delay, queuing lengths and intersection layout (4) is not located within and/or adjacent to an existing or planned intersection in accordance with Volume 3, parts 4, 4A, 4B and 4C of the *Road planning and design manual*, 2nd edition, Department of Transport and Main Roads, 2013 (5) does not conflict with another property's road access location and operation.		

Performance outcomes	Acceptable outcomes	Response	Comment
	Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended a traffic impact assessment be developed in accordance with Chapters 1, 4, 6, 7, 8 and 9 of the *Guidelines for assessment of road impacts of development (GARID)*, Department of Main Roads, 2006, and the requirements of Volume 3, parts 4, 4A, 4B and 4C of the *Road planning and design manual*, 2nd edition, Department of Transport and Main Roads, 2013, SIDRA analysis or traffic modelling. AND		
	AO1.5 Development does not propose a new road access location to a limited access road. Editor's note: Limited access roads are declared by the chief executive under section 54 of the TIA. Details can be accessed by contacting the appropriate DTMR regional office.		
Number of road accesses to the state-controlled road			
PO2 The number of road accesses to the state-controlled road maintains the safety and efficiency of the state-controlled road.	**AO2.1** Development does not increase the number of road accesses to the state-controlled road. AND		
	AO2.2 Where multiple road accesses to the premises exist, access is rationalised to reduce the overall number of road accesses to the state-controlled road. AND		
	AO2.3 Shared or combined road accesses are provided for adjoining land having similar uses to rationalise the overall number of direct accesses to the state-controlled road. Editor's note: Shared road accesses may require easements to provide a legal point of access for adjacent lots. If this is required, then the applicant must register reciprocal access easements on the titles of any lots for the shared access.		
Design vehicle and traffic volume			
PO3 The design of any road access maintains the safety and efficiency of the state-controlled road.	**AO3.1** Any road access meets the minimum standards associated with the design vehicle. Editor's note: The design vehicle to be considered is the same as the design vehicle set under the relevant local government		

Performance outcomes	Acceptable outcomes	Response	Comment
	planning scheme. AND		
	AO3.2 Any road access is designed to accommodate the forecast volume of vehicle movements in the peak periods of operation or conducting the proposed use of the premises. AND		
	AO3.3 Any road access is designed to accommodate 10 year traffic growth past completion of the final stage of development in accordance with GARID. AND		
	AO3.4 Any road access in an urban location is designed in accordance with the relevant local government standards or *IPWEAQ R-050, R-051, R-052 and R-053 drawings*. AND		
	AO3.5 Any road access not in an urban location is designed in accordance with Volume 3, parts 3, 4 and 4A of the *Road planning and design manual*, 2nd edition, Department of Transport and Main Roads, 2013.		
Internal and external manoeuvring associated with direct vehicular access to the state-controlled road			
PO4 Turning movements for vehicles entering and exiting the premises via the road access maintain the safety and efficiency of the state-controlled road.	**AO4.1** The road access provides for left in and left out turning movements only. AND		
	AO4.2 Internal manoeuvring areas on the premises are designed so the design vehicle can enter and leave the premises in a forward gear at all times. Editor's note: The design vehicle to be considered is the same as the design vehicle set under the relevant local government planning scheme.		
PO5 On-site circulation is suitably designed to accommodate the design vehicle associated with the proposed land use, in order to ensure that there is no impact on the safety and efficiency of the state-controlled road**.**	**AO5.1** Provision of on-site vehicular manoeuvring space is provided to ensure the flow of traffic on the state-controlled road is not compromised by an overflow of traffic queuing to access the site in accordance with *AS2890 – Parking facilities*. AND		

Performance outcomes	Acceptable outcomes	Response	Comment
	AO5.2 Mitigation measures are provided to ensure that the flow of traffic on the state-controlled road is not disturbed by traffic queuing to access the site.		
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road			
PO6 Development having road access to a local road within 100 metres of an intersection with a state-controlled road maintains the safety and efficiency of the state-controlled road.	**AO6.1** The road access location to the local road is located as far as possible from where the road intersects with the state-controlled road and accommodates existing operations and planned upgrades to the intersection or state-controlled road. AND		
	AO6.2 The road access to the local road network is in accordance with Volume 3, parts 3, 4 and 4A of the *Road planning and design manual*, 2nd edition, Department of Transport and Main Roads, 2013, and is based on the volume of traffic and speed design of both the local road and intersecting state-controlled road for a period of 10 years past completion of the final stage of development. AND		
	AO6.3 Vehicular access to the local road and internal vehicle circulation is designed to remove or minimise the potential for vehicles entering the site to queue in the intersection with the state-controlled road or along the state-controlled road itself.		

Response column key:
☑ Achieved
P/S Performance solution
N/A Not applicable

19.2 Transport infrastructure and network design state code

Table 19.2.1: All development

Performance outcomes	Acceptable outcomes	Response	Comment
All state transport infrastructure – except state-controlled roads			
PO1 Development does not compromise the safe and efficient management or operation of state transport infrastructure or transport networks. Editor's note: To demonstrate compliance with this performance outcome, it is recommended that a traffic impact assessment be prepared. A traffic impact assessment should identify any upgrade works required to mitigate impacts on the safety and operational integrity of the state transport corridor.	No acceptable outcome is prescribed.		
PO2 Development does not compromise planned upgrades to state transport infrastructure or the development of future state transport infrastructure in future state transport corridors. Editor's note: Written advice from DTMR advising that there are no planned upgrades of state transport infrastructure or future state transport corridors that will be compromised by the development will assist in addressing this performance outcome.	**AO2.1** The layout and design of the proposed development accommodates planned upgrades to state transport infrastructure. AND		
	AO2.2 The layout and design of the development accommodates the delivery of state transport infrastructure in future state transport corridors. Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a traffic impact assessment be prepared.		
PO3 Development does not adversely impact on the safety of a railway crossing.	**AO3.1** Development does not require a new railway crossing. OR		
	AO3.2 A new railway crossing is grade separated. OR		
	AO3.3 Impacts to level crossing safety are mitigated. Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a traffic impact assessment be prepared. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. *Section 2.2 – Railway crossing*		

Performance outcomes	Acceptable outcomes	Response	Comment
	safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome. AND		
	AO3.4 Upgrades to a level crossing are designed and constructed in accordance with *AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings* and applicable rail manager standard drawings. AND		
	AO3.5 Access points achieve sufficient clearance from a level crossing in accordance with *AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings* by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site. AND		
	AO3.6 On-site vehicle circulation is designed to give priority to entering vehicles at all times.		
State-controlled roads			
PO4 Development does not compromise the safe and efficient management or operation of state-controlled roads. Editor's note: A traffic impact assessment will assist in addressing this performance outcome.	No acceptable outcome is prescribed.		
PO5 Development does not compromise planned upgrades of the state-controlled road network or delivery of future state-controlled roads. Editor's note: Written advice from DTMR that there are no planned upgrades of state-controlled roads or future state-controlled roads which will be compromised by the development will assist in addressing this performance outcome.	**AO5.1** The layout and design of the development accommodates planned upgrades of the state-controlled road. AND		
	AO5.2 The layout and design of the development accommodates the delivery of future state-controlled roads. Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a traffic impact assessment be		

Performance outcomes	Acceptable outcomes	Response	Comment
	prepared.		
PO6 Upgrade works on, or associated with, the state-controlled road network are undertaken in accordance with applicable standards.	**AO6.1** Upgrade works for the development are consistent with the requirements of the *Road planning and design manual*, 2nd edition, Department of Transport and Main Roads, 2013. AND		
	AO6.2 The design and staging of upgrade works on or associated with the state-controlled road network are consistent with planned upgrades.		
PO7 Development does not impose traffic loadings on the state-controlled road network which could be accommodated on the local road network.	**AO7.1** New lower order roads do not connect directly to a state-controlled road. AND		
	AO7.2 The layout and design of the development directs traffic generated by the development to use lower order roads.		