

Tax Invoice / Receipt



Douglas Shire Council Phone 40999444
 ABN 71241237800 Fax
 64-66 Front Street Email Address
 MOSSMAN QLD 4873 Web

Date 26/05/2017 12:00
 AM

Receipt #

673056

Your current contact details

M&R Kitchens
 plan@planztp.com
 Home
 Mobile
 Business 40410445
 Fax
 Payment Type Lodge Planning Application

Payment Details

Card Holder's Name Planz
 Card Number 4293#####1
 Fee Amount \$1,616.95
 Result Description Approved

Details	Fee Amount	GST	Total
Industrial Type Use	\$1,616.95	\$0.00	\$1,616.95
Invoice/Receipt Total			\$1,616.95

Totals

Total Non-Taxable	\$1,616.95
Total Taxable	\$0.00
Total GST Payable	\$0.00
Total Value	\$1,616.95

Please note that your payment may not be updated until the following business day

WARNING: Pressing the Refresh button may result in your card being debited again

Application - Summary of Details

Application Type	Lodge Planning Application		
Customer reference number (optional)	P71749	Reference ID	139883
Outside Council	No		
Applicant Details			
Title	Individual		
Surname / Company	M&R Kitchens		
Given			
Postal Address	c/- Planz Town Planning PO Box 181 Edge Hill QLD		
Postcode	4870		
Work	40410445	Home	

Mobile Fax

Email plan@planztp.com

Properties

Address

2-6 Beor Street CRAIGLIE QLD 4877

Proposal

Current Use of
Property

industry

Proposal
Description

Development Assessment Application

What is the
Nature of the
1st Proposal
Type

MCU

ASPECT 1 -

What is the
Development
Proposal?*

120

If any, what is
the Nature of
the 2nd
Proposal Type

ASPECT 2 - If
any, what is the
Development
Proposal?

Estimated Cost
of Development, 0
else enter '0'

What is the
Level of
Assessment?*

CA

Planning
Scheme*

2006

Is the new
development
contained within
an existing
Building?*

No

If any, please
provide the
number of Lots
created, else
enter '0'*

0

If any, please
provide the
number of
Units/Beds/Sites
created, else
enter '0'*

0

If the application
is for
Commercial,
Retail or
Industrial,
please indicate

30

total square
metres (GFA),
else enter '0'*

If the application
is for Extractive
Industries,
please indicate 0
total hectares,
else enter '0'*

If the application
is for
Entertainment,
Recreational or
Community use, 0
please indicate
total square
metres (GFA),
else enter '0'*

If applicable,
please provide
the estimated
cost of 0
Operational
Works, else
enter '0'*

What is your
preferred
method of
correspondence E
in regard to your
application?*

Please re-
confirm your plan@planztp.com
email address

Fees	Fee Amount	GST	Total
To pay immediately			
Industrial Type Use	\$1,616.95	\$0.00	\$1,616.95
			\$1,616.95

Supporting Files
Site Plan Attach copy of Site Plan Hard Copy Must be Provided

Please print a copy of the following receipt for your records

Council Ref: 139883
Our Ref P71749

26 May 2017

Chief Executive Officer
Douglas Shire Council
PO Box 723
Mossman QLD 4873

Attention: Neil Beck

Dear Neil,

**Application for a Development Permit Material Change of Use
Expansion of an Existing Industry Use
2-6 Beor St, Craiglie. Lot 12 RP857607**

Following on from our pre-lodgement inquiry in March 2017 and our discussion in early April 2017, I am pleased to lodge this application for an extension to the existing industry use at Beor Street.

This proposal as submitted has taken on board and reflects the feedback provided in relation to the side (Beor St) setback. You will recall the original inquiry was for a 0m setback. This application shows a 2m setback to the Beor St frontage. The design allows for onsite landscaping to complement the existing on street landscaping. There is no change to onsite parking or access.

The relevant information for the application is as follows:

Applicant: M & R Kitchens
c/- Planz Town Planning Pty Ltd
Mailing address: PO Box 181
Edge Hill QLD 4870
Landowner: M & M 59 Pty Ltd as trustee for Superannuation Fund

If you require any further information please do call me.

Yours faithfully,



Susie Lord
Manager

Att. IDAS Form 1
IDAS Form 5
Signed Land Owner's Consent
Planning Report
Plan of Proposed New Boundary between Lots 11 & 12

IDAS form 1—Application details

(Sustainable Planning Act 2009 version 4.3 effective 5 December 2016)

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)	M & R Kitchens Pty Ltd			
For companies, contact name	c/- Planz Town Planning – Attn: Nikki Huddy			
Postal address	PO Box 181			
	Suburb	Edge Hill		
	State	QLD	Postcode	4870
	Country			
Contact phone number	07 4041 0445			
Mobile number (non-mandatory requirement)	0447 323384			
Fax number (non-mandatory requirement)				

Email address (non-mandatory requirement)

plan@planztp.com

Applicant's reference number (non-mandatory requirement)

P71749

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.)

Extension to an existing industry use

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)		2-6	Beor Street, Craiglie			Lot 12 RP857607	Douglas
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)	Industry	Port Douglas & Environs	nil
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			
					<input type="checkbox"/> GDA94 <input type="checkbox"/> WGS84 <input type="checkbox"/> other	

3. Total area of land on which the development is proposed (indicate square metres)2,161m²**4. Current use/s of the premises** (e.g. vacant land, house, apartment building, cane farm etc.)

Industry – M&R Kitchens Showroom and Workshop

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)
Exposition of an existing industrial building MCU 3B 022/04	28 Sept 2004	Use commenced – does not lapse

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	M & M 59 Pty Ltd as Trustee for M & M Superannuation Fund
<input checked="" type="checkbox"/> 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	
<input type="checkbox"/> 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 11 ☐ Yes

10a. 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 local government/private certifier's copy of the accepted QLeave form

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

11. 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)

- 12. 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
Signed Landowner Consent	Electronic
IDAS Form 5 - MCU	Electronic
Planning Report	Electronic
Proposal Plans	Electronic

13. 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 10

- 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 2013.

Question 10a

- 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 can be completed on the QLeave website at www.qleave.qld.gov.au. For further information contact QLeave on 1800 803 481.

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
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

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)
Exposition of an existing industrial building	Exposition of an existing industrial building	0	Business hours	

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)
Exposition of an existing industrial building MCU 3B 022/04	28 Sept 2004	Use commenced – does not lapse

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

The reuse of existing buildings on the premises	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
New building work on the premises	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
The reuse of existing operational work on the premises	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes
New operational work on the premises	<input checked="" type="checkbox"/> No	<input type="checkbox"/> 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		
<p>A site plan drawn to an appropriate scale (1:100, 1:200 or 1:500 are recommended scales) which shows the following:</p> <ul style="list-style-type: none"> the location and site area of the land to which the application relates (<i>relevant land</i>) 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. 	<input checked="" type="checkbox"/> Confirmed	Electronic
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.	<input checked="" type="checkbox"/> Confirmed	Electronic
A statement about the intensity and scale of the proposed use (e.g. number of visitors, number of seats, capacity of storage area etc.).	<input checked="" type="checkbox"/> Confirmed	Electronic
<p>Information that states:</p> <ul style="list-style-type: none"> 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). 	<input checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Not applicable	Electronic

A statement addressing the relevant part(s) of the State Development Assessment Provisions (SDAP).	<input checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Not applicable	Electronic
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.	<input checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Not applicable	Electronic
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: <ul style="list-style-type: none"> 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. 	<input checked="" type="checkbox"/> Confirmed	Electronic
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)	<input checked="" type="checkbox"/> Confirmed	Electronic
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.	<input checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Not applicable	Electronic
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.	<input checked="" type="checkbox"/> Confirmed <input type="checkbox"/> Not applicable	Electronic
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.	<input type="checkbox"/> Confirmed <input checked="" type="checkbox"/> 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.

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

I / we:

Insert landowner names. Refer to guide below**

M and M 59 Pty Ltd as Trustee for M and M
Superannuation Fund

As:

Confirm if Owner or Director

Owners

Of premises identified as:

Insert street address

2-6 Beor St, Craiglie

Described as:

Insert Real Property Description

Lot 12 RP857607

Consent to Planz Town

Planning making a

development application for:

Insert MCU / ROL proposed use

Extension to existing industry use

M Ferguson Mark Ferguson

[Signature of Owner / Director** / Body Corporate**]

22.5.17

[Date]

** If signing on behalf of Company or Body Corporate - insert name of Company or Body Corporate

M. Ferguson MAXINE FERGUSON

[Signature of Owner / Director / Body Corporate]

22.5.17

[Date]

** If signing on behalf of Company or Body Corporate - insert name of Company or Body Corporate

AS TRUSTEES FOR M & M SUPERANNUATION FUND

**Guide - To determine who is the owner of the land

Landowner: The Person, Company, or Body Corporate shown on the rates notice or lease documents

When there are multiple owners: The consent of each owner must be obtained

When there are multiple lots: The consent of each of those landowners is required

When the owner is a company: The company must consent to the application in accordance with Section 127 of The Corporations Act 2001

Easements: The consent of easement owners is not always required. This is considered on an application by application basis

Leases: If the land leased to you from someone else, Council or State, the lessors (not you) of the land must give the owner's consent

State owned land: If the land is state owned land that is leased or subleased, The State as the lessor of the land must give owner's consent

Power of attorney: If power of attorney has been granted authorising another person to sign on the owner's behalf, a certified copy of the power of attorney is required to accompany the consent

Application for a Development Permit – Expansion of an Existing Industry Use

at

2-6 Beor St, Craiglie

Prepared by



for

M & R Kitchens

26 May 2017

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APPLICATION SUMMARY

Details	
Proposal	Extension to existing industry
Applicant	M & R Kitchens c/- Planz Town Planning
Property Owner	M & M 59 Pty Ltd as trustee for Superannuation Fund
Address	2-6 Boer Street Corner of Downing Street & Captain Cook Hwy, Craiglie
Real Property Description	Lot 12 RP857607
Lot Size	2,161m ²
Zone	Industry – Special Management Area Craiglie Service Industry
Current Use	<p>Industry : the use of premises for an activity which in the course of any trade or business, involves the:</p> <ul style="list-style-type: none"> ▢ manufacture, production, processing, repair, recycling, storage or treatment of any article, material or thing (either solid, liquid or gaseous) or; ▢ disposal of waste of any kind whatsoever. <p>The use includes the sale of goods resulting from the industrial activity and any administration associated with the use, where these are carried out on the same Site and are ancillary to the industrial activity.</p> <p><i>Industry Class A:</i> Means the use of premises for industries which should not ordinarily cause any significant interference with the amenity of the area. The use includes bulk storage, panel beating and spray painting and equipment and vehicle depot.</p> <p>Service Industry: any premises used, or intended to be used for trades and services that cater to the tourist and marine activities in Port Douglas. This includes the manufacturing of goods on the premises, depots for receiving goods to be serviced and any administration and minor sales functions associated with the use, where these are carried out on the same Site and are ancillary to the Service Industry activity. Service Industry uses are limited to uses, which are allied to tourist and marine activities in Port Douglas. The term may include but is not limited to the following activities:</p> <ul style="list-style-type: none"> ▢ Limousine/bus depot; Cleaning or detailing of motor vehicles; Catering ▢ Servicing of small items and appliances such as: Bicycles; Cameras; Electrical appliances for domestic or office use; and Marine equipment; Printing; ▢ Fishing gear manufacturing; Marine engineering; ▢ Bulk storage and ancillary sales of - Indoor/Outdoor furniture; Hardware supplies; Raw materials; Plants and Landscaping supplies
Level of Assessment	Code Assessable
Applicable Codes	Port Douglas & Environs Locality Industry Planning Area Landscaping Vehicle Parking and Access
Supporting Documents	Building Plans and Elevations (Greg Skyring Drafting)

1. INTRODUCTION

The application is to facilitate a 305m² expansion of the existing M & R Kitchens building to construct a new enclosed loading area and storage. The design includes a 2m wide landscape buffer between the building and the Boer St boundary. The new enclosed storage area will allow for the removal of the shipping containers that are used for storage and the area will continued be used for parking M & R Kitchens trucks.

The site has 3 road frontages, which are a constraint on the site in terms of setbacks, however the 3 road frontages also allow very good manoeuvrability onto the site and all vehicles can enter and leave the site in a forward gear. There is no access is from the State controlled road, and there is only one access from Downing Street and one access from Boer Street. There will be no change to the 14 vehicle parking spaces.

1.1 History and Scale of Current Use

M&R Kitchens started in 1986 and moved to the current site in 1997. The business provides kitchen and bathroom cabinetry to the Port Douglas and Mossman community and also as far as Townsville, Cooktown and Gulf of Carpentaria region.

The 2004 extension to the building was for bulk storage, the approval allowed for storage to within 3m of the Boer Street frontage. In 2016, the business underwent a major technology upgrade to install the latest laser cutting machines and the latest air ventilation / particle removal technology. The site currently contains a single story a workshop, office, showroom, offices, staff room and ablutions.

Figure 1: Existing site features

Room	Features
Overall	720m ² industrial building (48.84m x 15.11m)
Workshop	505m ²
Offices	50m ²
Showroom	125m ²
Staff Amenities	40m ²

1.2 The Proposed Use

The initial proposal (March 2017) was for a 350m² extension built to the boundary to Beor St. Following discussion Council's Neil Beck, it was suggested that the proposal would not succeed as:

- Beor St / the site forms part of the entry to Port Douglas.
- Beor St is now an entry to a residential estate which is to be expanded in stages (Coral Gardens / Port Pacific Estate). A Highway / Beor St intersection upgrade will be required as the estate expands.
- A 2m building setback to Beor St is appropriate to allow landscaping of the subject site – to be contained on the site.

Areas used for loading and unloading, storage, utilities and car parking are currently screened from public view by a combination of landscaping and screen fencing. Fences along street frontages are articulated with appropriate landscaping. The proposal is now to enable the site to have a further extension that will be 30m x 8.7m approx. i.e. the same length as the workshop and extend to within 2m of the Beor St boundary. This will:

- Enable loading and unloading of vehicles out of the sun and rain.
- Enable the delivery vehicles to be parked undercover afterhours.
- Allow for the removal of shipping containers currently used for storage – these will be replaced by 'pallet racks'.
- Provide substantially improved working conditions for staff, which also allow the business to respond to contemporary work place health and safety expectations.
- Improve the amenity of the residential area to the south – as the activity (loading, unloading, etc.) will occur in a building rather than in the driveway.

On-site circulation allows safe and practical access to all parking, loading/unloading and manoeuvring areas. Landscaping will be enhanced along the Beor St frontage, consistent with the existing landscape character of the area.

2. PLANNING CONSIDERATIONS

2.1 Statement Assessment and Referral

The *Sustainable Planning Regulations* and State Mapping set out the matters of interest to the State for development assessment. Where the State is a Referral agency for a development application the *State Development Assessments Provisions* (SDAP) apply.

Referral is triggered for the following State interest: Material change of use of premises if any part of the land— is within 25m of a State-controlled road (SP Reg, sched. 7, table 3, item 1). The SDAP Provisions are contained in **Section 4**.

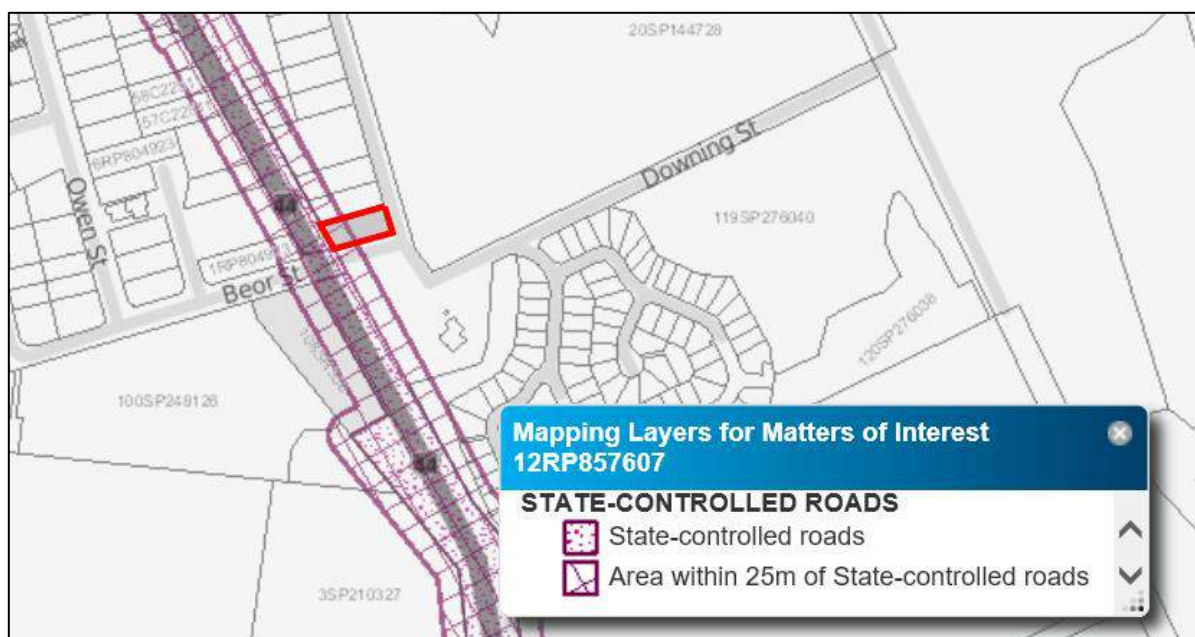


Figure 2: State interest mapping

2.2 Assessment Against the Planning Scheme

In considering the proposal against the relevant codes, there are Performance Criteria and Acceptable Solutions which are to be considered:

- Assessable development must demonstrate that the Performance Criteria can be achieved.
- The Acceptable Solutions nominated in the Codes are just one means by which the Performance Criteria may be achieved.

The proposal satisfies the Purpose and Overall Outcomes of the planning Scheme Codes, as identified in **Section 2.3** and the Assessment against the codes (**Section 3**).



Figure 3: Air photo of site and surrounds

2.3 Compliance Considerations

Landscaping: The Port Douglas & Environs Locality Code and the Landscaping Code – requires that Landscaping of development Sites complements the existing tropical seaside resort town character of Port Douglas and creates a dominant tropical vegetated streetscape.

The site is landscaped and will be further landscaped, to an extent relevant for the scale of this development. The site has 3 road frontages, which are a constraint on the site in terms of building setbacks, but provide opportunities for landscaping. In this instance, the established character of the area includes significant mature trees including melaleucas. The landscape character is well established by the ‘canopy’. The proposal will result in additional landscaping on the Beor St property boundary within the site. There is also well established landscaping on the road reserve of Beor St. No significant changes are proposed to the landscaping that exists on the balance of the site.

There is an established landscape theme for the site / area which includes a mature tree canopy – both within and adjacent to most Craigie industrial lots.



Figures 3 & 4: Beor St Landscaping



10% of the site is landscaped:

- a. 75m² of grass and landscaping to the front of the building (on the site).
- b. 120m of grass and landscaping to the north of the building (on the site).
- c. golden cane and palms on Beor Street road reserve.
- d. existing melaleucas at the front and rear of the site within the road reserve.

The proposal satisfies the landscape provisions of the scheme including AO10.3 and AO11.3 (Landscape code) which requires dense planting to the side boundaries incorporating trees planted for an average of every 10 metres where adjacent to a Building and low shrubs, groundcovers.

Side Boundary Setback: The industry planning area provision PO4 requires Buildings/structures contributes to the desired amenity of the area and protects the amenity of other land uses. Provision AO4.2 nominates Buildings / structures are Setback 4m from any secondary street Frontage.

The development will have a 2m setback to Beor St, and the development complies with the performance criteria. The siting is appropriate for the amenity of the area having regard to the location of other buildings and the constraints of the site. An initial pre-lodgement inquiry with council established that a 0m setback would not be appropriate to Beor St, however a 2m building setback to Beor St is appropriate to allow landscaping of the subject site – to be contained on the site.

The area of the site that is to contain the extension is currently not that visible from the Highway or Beor St, owing to the fence and landscaping. The view from the streetscape will not be detrimentally affected by the extension. It is also noted that the extension will improve the amenity to the street by further containing the onsite activities within a building.



Photos showing inside factory.





Photos showing factory – loading – unloading area

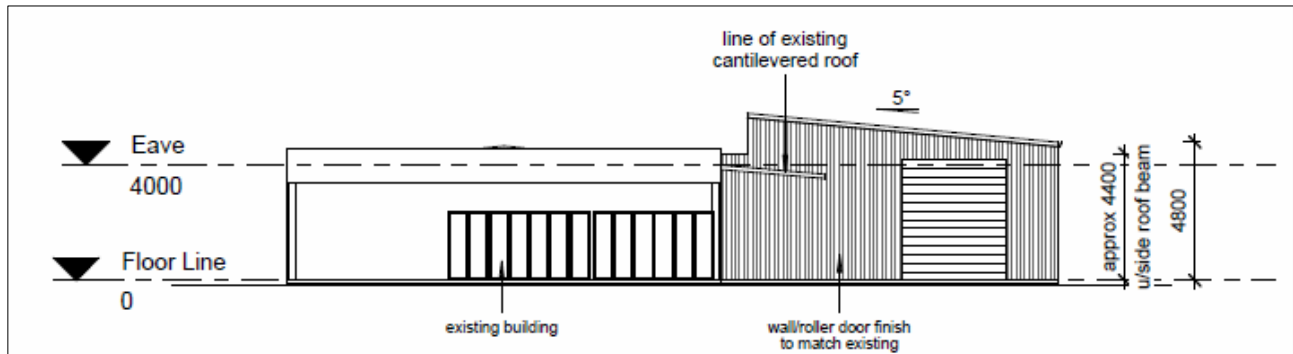


Photo showing factory – loading – unloading area viewed from Highway



3. ASSESSMENT AGAINST PLANNING SCHEME

3.1 Port Douglas and Environs Locality Code



Performance Criteria	Acceptable Solutions	Comment
Protecting Port Douglas & Environs Amenity – General		
<p>Buildings and structures complement the Height of surrounding development</p> <p>AND</p> <p>Buildings are limited to two Storeys;</p> <p>OR</p> <p>In the High Scale locations depicted on the Locality Plan, development of three Storeys is appropriate.</p>	<p>A1.1</p> <p>In the Planning Areas (and parts thereof) listed below 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:</p> <ul style="list-style-type: none"> • Residential 1; • Industry; • Conservation; • Community and Recreational Facilities; • Residential 2; • Tourist and Residential (Medium Scale); • Commercial – (Medium Scale, outside the Tourist Centre); • Commercial – (High Scale, outside the Tourist Centre); and • Commercial – (High Scale, within the Tourist Centre and on the high side of Macrossan Street) – 	<p>Complies</p> <p>The Existing building is 4m in height, the extension will be single storey but with greater height to allow the building to fit in 'over' the existing roof line. The new building will be under 6m at its highest point.</p>

Performance Criteria	Acceptable Solutions	Comment
	<p>in this instance there is no specified number of Storeys, however the maximum Height prevails.</p> <p>OR</p> <p>In the Planning Areas (parts thereof) listed below the maximum Height of Buildings/structures is 10 metres and 3 Storeys. 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:</p> <p>P1 Tourist and Residential – (High Scale); and</p> <p>P2 Commercial – (High Scale, within the Tourist Centre and on the low side of Macrossan Street, through to Warner Street).</p>	Not applicable
Development is connected to all urban services.	<p>A2.1</p> <p>Development is connected to available urban services by underground connections, wherever possible.</p> <p>AND/OR</p> <p>Contributions are paid when applicable in accordance with the requirements of Planning Scheme Policy No 11 – Water Supply and Sewerage Headworks and Works External Contributions.</p>	<p>Complies</p> <p>The site is connected to all urban services, and the engineering report demonstrates that connections can be extended to the new lots.</p> <p>Not applicable</p>
Landscaping of development Sites complements the existing tropical seaside resort town character of Port Douglas and creates a dominant tropical vegetated streetscape.	<p>A3.1</p> <p>Landscaping of a development Site complies with Planning Scheme Policy No 7 – Landscaping, with particular emphasis on appropriate species for Port Douglas.</p>	<p>Complies with the performance criteria.</p> <p>The site is landscaped and will be further landscaped, to an extent relevant for the scale of this development.</p>

Performance Criteria	Acceptable Solutions	Comment
		The site has 3 road frontages, which are a constraint on the site in terms of building setbacks, but provide opportunities for landscaping. In this instance, the established character of the area includes significant mature trees including melaleucas. The landscape character is well established by the 'canopy'. The proposal will result in additional landscaping on the Beor St property boundary within the site. There is also well established landscaping on the Beor St road reserve. No significant changes are proposed to the landscaping that exists on the balance of the site. Refer to discussion in Section 2.3 of this report.
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.	A4.1 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.	Complies
Provisions relating to <i>Tourist Centre, Local Centres, Residential Development Outside Tourist Centres, Community Facilities and Special Management Areas</i> , have not been included here as they are not relevant to this application.		
Other Development		
P19 Industrial development is limited to Service Industry and is located in existing or identified Industrial areas and is of a scale and intensity of development which is acceptable in the Locality.	A19.1 Service Industry development is located in the identified Industrial areas of: <ul style="list-style-type: none"> ▯ Special Management Area 3 - Service Industry Precincts (Craiglie); and ▯ Special Management Area 4 - Service Industry Precincts (Mahogany Street) 	Complies The site has been used for industry since 1997. An extension to the industry was previously approved in 2004
Protection of Scenic Amenity and Natural Values		

Performance Criteria	Acceptable Solutions	Comment
The views and vistas of Four Mile Beach from the intersection of Davidson Street and Macrossan Street to the beach front are maintained.	A21.1 Any development in Macrossan Street between Davidson Street and the beach front, outside the Tourist Centre, is designed with Macrossan Street as the Main Street Frontage and the Buildings are Setback 6 metres from the Main Street Frontage.	Not applicable The site is not located near Four Mile Beach or the intersection of Davidson Street and Macrossan Street.
Development does not adversely impact on areas of sensitive natural vegetation, foreshore areas, Watercourses and areas of tidal inundation which contribute the Scenic Amenity and natural values of the locality	No Acceptable Solution.	Not applicable The site does not contain areas of sensitive natural vegetation, foreshore areas, or a watercourse.

3.2 Industry Planning Area

The purpose of this Code is to facilitate the achievement of the following outcomes for the Industry Planning Area:

- provide for the establishment of Industry, Class A and Class B and Service Industry on appropriate land with regard to Site suitability, accessibility, surrounding land uses, and location of utilities and services;
- ensure that Industry achieves appropriate environmental standards; ensure that industrial Buildings have a high standard of layout and building design
- that provides an efficient, safe and attractive working environment; ensure that Industry, Class A and Class B and Service Industry do not adversely
- impact on surrounding land uses and Setback areas provide landscaped buffers to adjacent incompatible land uses;
- ensure that Landscaping provides an attractive streetscape and screens utility, storage and car parking from the street; and
- ensure that industrial land uses are protected from encroachment of incompatible land use activities.

Comment

The proposed development complies with the purpose and intent of the code particular the development is of an appropriate scale in the appropriate location – ensuring industrial services are available to the community and residential, agricultural and natural areas are not encroached upon by incompatible development.

Elements of the Code

Performance Criteria		Acceptable Solution	Comment
Consistent and Inconsistent Uses			
P1	The establishment of uses is consistent with the outcomes sought for the Industry Planning Area.	A1.1 Uses identified as inconsistent uses in the Assessment Tables are not established in the Industry Planning Area.	Complies
P2	A Caretaker's Residence is	A2.1 Only one Caretaker's	Not applicable

only established in association with an industrial use or activity operating as the primary use on the Site.	Residence is established on the parent Site in association with an industrial use or activity located on one industrial allotment identified on a Standard Format Plan.	
Site Coverage		
P3 The Site Coverage of Buildings ensures that there is sufficient area for the provision of services and Landscaping.	A3.1 The Site Coverage of all Buildings does not exceed 60% of the Site area.	<p>Complies</p> <p>The existing site coverage is a 720m² industrial building (48.84m x 15.11m) on 2,161m² (33%)</p> <p>The proposed site coverage is 1,025m² on 2,161m² (47.5%)</p>
Siting and Design		
P4 The siting of industrial Buildings/structures contributes to the desired amenity of the area and protects the amenity of other land uses.	A4.1 Buildings/structures on Sites with Frontage to a State-Controlled Road, are Setback 8 metres from the Road Frontage.	<p>Complies with performance criteria</p> <p>The existing building is setback 6m from the state controlled road, the proposed extension will be setback approx. 20m from the State Controlled Road.</p>
	<p>A4.2 In other cases, Buildings / structures are Setback:</p> <ul style="list-style-type: none"> • 6 m from the Main Street Frontage; and • 4m from any secondary street Frontage. 	<p>Complies with the performance criteria</p> <p>The proposed extension will be built to within 2m of the boundary with Beor St. The siting is appropriate for the amenity of the area having regard to the location of other buildings and the constraints of the site. Refer to discussion in Section 2.3 of this report.</p>
	A4.3 Where the Site has a common boundary with land in an Industry Planning Area, the Building/structure may be built to the side and rear boundaries where the Building Code requirements are satisfied. HOWEVER Where the Building Code requirements	<p>Complies</p>

	<p>are not satisfied, Buildings are Setback 2.5 metres or a quarter of the Height of the Building/structure, whichever is the greater, from side and rear boundaries.</p> <p>A4.4 Where the Site adjoins land not in an Industry Planning Area or land developed partially or wholly for a residential use, the Building/structure is Setback 2.5 metres or a quarter of the Height of the Building/structure, whichever is the greater, from the common boundary.</p> <p>A4.5 The Building / structure is sited to maximise energy conservation, natural cooling and shading from summer sun, with the use of high quality materials and non-reflective roof materials.</p>	<p>Not applicable</p> <p>Not applicable The site is constrained by 3 road frontages. The buildings are located in accordance with the lot shape and orientation.</p>
Loading / Unloading facilities		
P5 The transport of goods and materials to and from industrial Sites does not adversely affect the movement of traffic on the Roads adjacent to the Site.	<p>A5.1 All delivery/pick up vehicles are contained wholly within the Site when being loaded / unloaded.</p> <p>A5.2 Sufficient manoeuvring area is provided on Site to allow a single unit truck to ingress and egress the Site in a forward gear.</p> <p>A5.3 Site Access is limited to one Access point for each street Frontage.</p>	<p>Complies The deliveries will be directly into the proposed extension.</p> <p>Complies All vehicles likely to access the site will be able to drive through the site to leave in a forward gear.</p> <p>Complies No access is from the state controlled road, and there is only one access from Downing Street and one access from Boer Street.</p>
Landscaping		
P6 Industrial Sites are landscaped to enhance the amenity of	A6.1 A minimum of 20% of the area of the Site is	Complies with the performance criteria.

<p>industrial areas and provide a pleasant working environment.</p>	<p>landscaped.</p> <p>A6.2 Dense Planting along any Road Frontage is a minimum width of 3 metres. EXCEPT THAT Dense Planting along the Road Frontage is a minimum of 4 metres in width where adjacent to the Captain Cook Highway.</p> <p>A6.3 Any Setback areas from side and rear boundaries where the Site adjoins land not in an Industry Planning Area or land developed partially or wholly for a residential use, are landscaped with Dense Planting in accordance with all the relevant requirements of the Landscaping Code and Planning Scheme Policy No 7 – Landscaping.</p> <p>A6.4 Areas used for loading and unloading, storage, utilities</p>	<p>There is an established landscape theme for the site / area which includes a mature tree canopy – both within and adjacent to most Craiglie industrial lots.</p> <p>10% of the site is landscaped:</p> <ol style="list-style-type: none"> 75m² of grass and landscaping to the front of the building (on the site). 120m of grass and landscaping to the north of the building (on the site). golden cane and palms on Beor Street road reserve between the footpath and the site boundary. existing melaleucas at the front and rear of the site within the road reserve. <p>Complies with the performance criteria. As discussed above. There is a lot of open space on site capable of providing a pleasant working environment</p> <p>Will be complied with as applicable</p> <p>Complies</p>
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3.3 Landscaping Code

The purpose of this Code is to:

- ensure that new Landscaping incorporates plants which encourage Biodiversity;
- maintain and strengthen the tropical and native landscape character of the Shire through high quality landscape works;
- ensure that Landscaping enhances the visual quality and unique identity of different parts of the Shire by featuring endemics;
- create attractive streetscapes and public spaces through landscape design and the use of street trees and shade trees;
- ensure that native species are incorporated into Landscaping, as a means of providing continuity between developed and undeveloped areas;
- ensure that existing vegetation on Site is retained, protected during works and integrated with the built environment;
- ensure preferred plant species are selected in accordance with the Plant Species Schedule in Planning Scheme Policy No 7 – Landscaping; and
- ensure that Landscaping screens Buildings to reduce their bulk and to enhance the landscape character of the Shire.

Elements of the Code

Performance Criteria	Acceptable Measure	Comment
<i>Landscape Design</i>		
Landscape design satisfies the purpose and the detailed requirements of this Code.	<p>A1.1 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.</p> <p>AND</p> <p>Landscaping is maintained in accordance with the requirements specified in this Code and Planning Scheme Policy No 7 – Landscaping.</p>	<p>Complies with performance criteria</p> <p>Refer to discussion in Section 2.3 of this report.</p>

Landscape Character and Planting		
Landscaping contributes to a sense of place, is functional to the surroundings and provides dominant visual interest and form.	A2.1 A minimum of 80% of the proposed landscape area is open to the sky for sunlight and ventilation.	Will be complied with
	A2.2 The percentage of native or endemic species utilised in the Landscaping is as specified in the Locality Code.	Will be complied with
	OR Where not specified in the Locality Code, in accordance with Planning Scheme Policy No. 7 – Landscaping.	
	A2.3 Landscaping includes planting layers comprised of canopy, middle storey, screening and groundcovers, with palm trees used as accent plants only.	Complies
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.	A3.1 Existing native vegetation on Site is retained and incorporated into the Site design, wherever possible.	Will be complied with
	A3.2 Any mature vegetation on the Site which is removed or damaged during development of the Site is replaced with advanced native species.	Will be complied with / Not applicable
	A3.3 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.	Complies
	A3.4 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.	Complies / not applicable No new on street planting is proposed
Plant species are selected with	A4.1 Species are selected in	Will be complied with

consideration to the scale and form of development, screening, buffering, streetscape, shading and the locality of the area.	accordance with the Plant Species Schedule in Planning Scheme Policy No 7 – Landscaping.	
Shade planting is provided in car parking areas where uncovered or open, and adjacent to driveways and internal Roadways.	<p>A5.1 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.</p> <p>A5.2 A minimum of 1 shade tree is provided for every 10 metres along a driveway or internal Roadway.</p> <p>A5.3 Landscape beds and trees are protected by garden edging, bollards or wheel stops.</p> <p>A5.4 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.</p>	<p>Complies with performance criteria The site is shaded, by the established tall trees outside the site.</p> <p>Not applicable to this scale of development.</p> <p>Complies</p> <p>Not applicable to this scale of development.</p>
Screening		
Fences along street frontages are articulated with appropriate Landscaping.	<p>A6.1 Perimeter fencing to any street Frontage complies with the relevant Planning Area Code.</p> <p>A6.2 Trees, shrubs and groundcovers are planted within any recessed areas along the fence line.</p>	<p>Complies</p> <p>Not applicable</p>
Landscaping within Recreation Areas of residential development are functional, well designed and enhance the residential amenity.	<p>A7.1 One shade tree is provided for each private open space or private Recreation Area.</p> <p>A7.2 Tree species provide 30% shade over the area within 5 years.</p> <p>A7.3 A minimum of 50% of the Landscaping and</p>	<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>

	<p>Recreational Area is landscaped, with trees, shrubs, groundcovers, minimising large expanses of hardstand areas and structures.</p> <p>A7.4 Plants are located to provide shelter and shade to Habitable Rooms and outdoor Recreation Areas from the hot summer sun.</p>	Not applicable
Undesirable features are screened with Landscaping.	A8.1 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.	Not applicable
The environmental values of the Site and adjacent land are enhanced.	A9.1 Landscaping using similar endemic or native species, is planted on-Site on land adjoining an area of natural environmental value.	Will be complied with
Streetscape and Site Amenity		
Landscaping for residential development enhances the streetscape and the visual appearance of the development.	<p>A10.1 Dense Planting along the front of the Site incorporates:</p> <ul style="list-style-type: none"> • 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. <p>A10.2 Dense Planting to the rear of the Site incorporates:</p> <ul style="list-style-type: none"> • 1 shade tree for an average of every 75m², growing to the Building eave Height within 5 years of planting; 	<p>Complies with performance criteria</p> <p>This development proposal does not alter the front boundary / front landscape character of the site.</p> <p>Complies with performance criteria</p> <p>This development proposal does not alter the rear boundary / rear landscape character of the site.</p>

	<ul style="list-style-type: none"> • screening shrubs to grow to 3 metres in Height within 2 years of planting; • low shrubs, groundcovers and mulch to completely cover unsealed ground. <p>A10.3 Dense Planting to the side boundaries incorporates:</p> <ul style="list-style-type: none"> • trees planted for an average of every 10 metres where adjacent to a Building; • low shrubs, groundcovers and mulch to completely cover unsealed ground 	<p>Complies Refer to discussion in section 3.2 of this report.</p>
Landscaping for non-residential development enhances the streetscape and the visual appearance of the development.	<p>A11.1 Dense Planting along the front boundary of the Site where a Building is Setback from the front alignment, incorporates:</p> <ul style="list-style-type: none"> • 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. <p>A11.2 Dense Planting to the rear of the Site where a Building is Setback from the rear alignment, incorporates:</p> <ul style="list-style-type: none"> • 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. <p>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</p>	<p>Complies with performance criteria This development proposal does not alter the front boundary / front landscape character of the site.</p> <p>Complies with performance criteria This development proposal does not alter the rear boundary / rear landscape character of the site.</p> <p>Complies Refer to discussion in section 3.2 of this report.</p>

	<p>Building is Setback from the side boundary, incorporates:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>	<p>Complies with performance criteria</p> <p>The site is well shaded, and this is provided by the tall vegetation located outside the site. Refer to discussion in section 3.2.</p>
Maintenance and Drainage		
<p>Landscaped areas are designed in order to be maintained in an efficient manner.</p>	<p>A12.1 A maintenance program is undertaken in accordance with the Maintenance Schedule in Planning Scheme Policy No 7 – Landscaping.</p> <p>A12.2 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.</p> <p>A12.3 Turf areas are accessible by standard lawn maintenance equipment.</p> <p>A12.4 Plant species are selected with long life expectancy and minimal maintenance requirements where on- Site management will be limited.</p> <p>A12.5 Mulching is provided to all garden beds to reduce weed growth and to retain water, and is to be replenished</p>	<p>Will be complied with</p> <p>Will be complied with</p> <p>Will be complied with</p> <p>Will be complied with</p> <p>Will be complied with</p>

	every year in the ongoing maintenance program.	
Stormwater runoff is minimised and re-used in Landscaping through water infiltration, where appropriate.	<p>A13.1 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.</p> <p>A13.2 Overland flow paths are not to be restricted by Landscaping works.</p> <p>A13.3 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.</p>	<p>Will be complied with</p> <p>Will be complied with</p> <p>Will be complied with</p>
Safety		
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 metres of clear trunk.	Not applicable
The landscape design enhances personal safety and reduces the potential for crime and vandalism.	<p>A15.1 Security and foot lighting is provided to all common areas, including car parks, entries, driveways and pathways.</p> <p>A15.2 Hard surfaces are stable, non-slippery and useable in all weathers.</p> <p>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).</p> <p>A15.4 Lighting for bicycle paths is provided in accordance with the relevant Australian Standards</p>	<p>Will be complied with</p> <p>Will be complied with</p> <p>Not applicable to this scale of development</p> <p>Not applicable to this scale of development</p>

Utilities and Services		
<p>The location and type of plant species does not adversely affect the function and accessibility of services and facilities and service areas.</p>	A16.1 Plant species are selected and sited with consideration to the location of overhead and underground services.	Complies
	A16.2 All underground services are to be located under pathways and below the eaves of the Building.	Will be complied with
	A16.3 Irrigation control devices are located in the common Landscaping and Recreation Area.	Will be complied with
	A16.4 Landscaping is located to enable trade persons to Access and view meters and other mechanical equipment within the Site.	Not applicable to this scale of development
	A16.5 Landscaping does not limit Access for service vehicles or rubbish trucks to utility areas, bin enclosures or docking areas.	Not applicable to this scale of development
	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: <ul style="list-style-type: none"> - in an electric line shadow; or - within 5.0 metres of an electric line shadow; or - within 5.0 metres of a substation boundary. 	Not applicable to this scale of development
	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.	Not applicable
	A16.8 On a Site adjoining an	Not applicable

	<p>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.</p>	
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3.4 Vehicle Parking and Access Code

The purpose of this Code is to ensure that:

- sufficient vehicle parking is provided on-Site to cater for all types of vehicular traffic accessing and parking on the Site, including staff, guests, patrons, residents and short term delivery vehicles;
- sufficient bicycle parking and end of trip facilities are provided on-Site to cater for customer and staff.
- on-Site parking is provided so as to be accessible and convenient, particularly for any short term use;
- the provision of on-Site parking, loading/unloading facilities and the provision of Access to the Site, do not impact on the efficient function of the street network or on the area in which the development is located; and
- new vehicle Access points are safely located and are not in conflict with the preferred ultimate streetscape character and local character and do not unduly disrupt any current or future on-street parking arrangements

Comment

The proposed dwelling provides 14 well-appointed parking spaces, plus the parking for service vehicles (the company trucks):

- There are 6 spaces at the front of the site for clients and staff.
- 8 spaces at the rear of the site for staff.
- Generous manoeuvrability for all vehicles.
- Access to the workshop for the service vehicles
- Pedestrian access is sensible.

Elements of the Code

Performance Criteria	Acceptable Measure	Comment
Vehicle Parking Numbers		
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	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	Complies Parking is required at 1 car pace per 90m ² of net lettable area (approx. 680m ²) which is 8 spaces. The proposal allows for 14 spaces

<p>Site, having particular regard to:</p> <ul style="list-style-type: none"> • 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. 	<p>the particular use or uses.</p> <p>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.</p>	<p>plus the vehicle parking areas.</p> <p>The vehicles likely to access the site will be able to manoeuvre onsite (drive through) to leave in a forward gear.</p> <p><i>The development proposes parking at the rate of 1 space per 50m² NLA or 1 space per 70m² total area.</i></p>
<p>Parking for People with Disabilities</p>		
<p>Parking spaces are provided to meet the needs of vehicle occupants with disabilities</p>	<p>A2.1 For parking areas with a total number of ordinary vehicle spaces less than 50, wheelchair accessible spaces are provided as follows:</p> <ul style="list-style-type: none"> • Medical, higher education, entertainment facilities and shopping centres – 2 spaces; • All other uses – 1 space. <p>A2.2 For parking areas with 50 or more ordinary vehicle spaces, wheelchair accessible spaces are provided as follows:</p> <ul style="list-style-type: none"> • 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. 	<p>Complies</p> <p>Not applicable</p>

Motor Cycles		
<p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>A3.1 Parking for motorcycles is substituted for ordinary vehicle parking to a maximum level of 2% per cent of total ordinary parking.</p> <p>AND</p> <p>The motorcycle parking complies with other elements of this Code.</p>	Not applicable
Compact Vehicles		
<p>A proportion of the parking spaces provided may be for compact vehicles. The proportion of total parking provided for compact vehicles is selected considering:</p> <ul style="list-style-type: none"> • 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. 	<p>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:</p> <ul style="list-style-type: none"> • 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. 	Not applicable
Bicycle Parking		
<p>Sufficient bicycle parking spaces with appropriate security and end of trip facilities are provided on-Site to</p>	<p>A5.1 The minimum number of bicycle parking spaces provided on Site is not less</p>	<p>Not applicable</p> <p>However there is room on site for bicycle parking.</p>

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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: <ul style="list-style-type: none"> • People with Disabilities • Cyclists • Motorcyclists • Compact Vehicles • Ordinary Vehicles • Service Delivery Vehicles. 	Complies
	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.	Not applicable
Access Driveways		
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.	Complies
The 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.	Complies
Access for People with Disabilities		
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.	Will be complied with
Access for Pedestrians		
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.	Complies As far as appropriate for this site, this location and this use.
Access for Cyclists		
Access for cyclists is provided to the	A13.1 Access pathways for cyclists	Not applicable to this scale of

Building or to bicycle parking area from the street.	<p>are provided in accordance with the relevant provisions of the Australian Standards.</p> <p>AND</p> <p>Where Access for cyclists is shared with Access for pedestrians and vehicles, the shared use is identified by signage and linemarking.</p>	development
Dimensions of Parking Spaces		
Parking spaces must have adequate areas and dimensions to meet user requirements.	<p>A14.1 Car parking for the disabled, ordinary car parking spaces and motorcycle parking spaces meet the requirements of the relevant Australian Standards.</p> <p>AND</p> <p>Parking spaces for special vehicles that are classified in accordance with the relevant Australian Standards meet the requirements of that Standard.</p> <p>AND</p> <p>Parking spaces for standard sized buses have the following minimum dimensions:</p> <ul style="list-style-type: none"> • width: 4 metres • length: 20 metres • clear Height: 4 metres. <p>AND</p> <p>Parking spaces for compact vehicles have the following minimum dimensions:</p> <ul style="list-style-type: none"> • 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. <p>AND</p> <p>Parking spaces for special</p>	Complies as far as relevant to this scale of development

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An on-Site circulation system provides safe and practical Access to all parking, loading/unloading and manoeuvring areas.	A17.1 Circulation driveways comply with the provisions of the relevant Australian Standards.	Complies
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.	Complies / Not applicable to this scale of development

4. SDAP CODES

1.1 Managing noise and vibration impacts from transport corridors state code

Table 1.1.1: Building work and material change of use

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

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 that is a residential building 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 a residential building exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following external noise criteria ^{^#} : ≤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)) ≤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	N/A	Not a residential building
	AO1.2 Every private open space* in an accommodation activity exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following external noise criteria ^{^#} : • ≤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)) ≤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	N/A	Not a residential building
	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 ^{^#} : • 63 dB(A) L ₁₀ (12 hour) free field (between 6 am and 6 pm). AND	N/A	Not a residential building

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>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 meet the following internal noise criteria^{^#}:</p> <ul style="list-style-type: none"> ≤35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours). <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>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 Housing and Public Works website.</p>	N/A	As above
Accommodation buildings near a railway with more than 15 passing trains per day or a type 2 multi modal corridor			
PO2 Development involving an accommodation activity that is a residential building achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by a railway with more than 15 passing trains per day or a type 2 multi-modal corridor.	<p>AO2.1 All facades of a residential building exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria^{^#}:</p> <ul style="list-style-type: none"> ≤65 dB(A) L_{eq} (24 hour) facade corrected ≤87 dB(A) (single event maximum sound pressure level) facade corrected. <p>AND</p>	N/A	
	<p>AO2.2 Every private open space and passive recreation area* exposed to noise from a railway with more than 15 passing trains per day or type 2 multi-modal corridor meet the following external noise criteria^{^#}:</p> <ul style="list-style-type: none"> ≤62 dB(A) L_{eq} (24 hour) free field ≤84 dB(A) (single event maximum sound pressure level) free field. <p>AND</p>	N/A	
	<p>AO2.3 Every habitable room in an accommodation activity exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria^{^#}:</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	<ul style="list-style-type: none"> ≤45 dB(A) single event maximum sound pressure level (railway). <p>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 noise.</p>		
Accommodation activities or residential care facilities near a busway or light rail			
PO3 Development involving an accommodation activity or residential care facility 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 or residential care facility (other than a residential building) exposed to noise from a busway or light rail meet the following external noise criteria ^{##} : <ul style="list-style-type: none"> ≤55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour between 6 am and 10 pm) ≤50 dB(A) L_{eq} (1 hour) facade corrected (maximum hour between 10 pm and 6 am) ≤64 dB(A) L_{max} facade corrected (between 10 pm and 6 am). AND	N/A	
	AO3.2 Every private open space and passive recreation area* in an accommodation activity or residential care facility (other than a residential building) exposed to noise from a busway or light rail meet the following external noise criteria ^{##} : <ul style="list-style-type: none"> ≤52 dB(A) L_{eq} (1 hour) free field (maximum hour between 6 am and 10 pm) ≤66 dB(A) L_{max} free field. AND	N/A	
	AO3.3 Every habitable room of an accommodation activity or residential care facility (other than a residential building) exposed to noise from a busway or light rail meet the following internal noise criteria ^{##} : <ul style="list-style-type: none"> ≤35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours). <p>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.</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
Particular development near a state-controlled road or type 1 multi modal corridor			
PO4 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 state-controlled road or a type 1 multi-modal corridor.	AO4.1 All facades of buildings for a child care centre or educational establishment exposed to noise from state-controlled roads or type 1 multi-modal corridors meet the following external noise criteria [#] : <ul style="list-style-type: none"> ≤58 dB(A) L₁₀ (1 hour) facade corrected (maximum hour during normal opening hours). AND	N/A	
	AO4.2 Outdoor education area and outdoor play area* exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following external noise criteria [#] : <ul style="list-style-type: none"> ≤63 dB(A) L₁₀ (12 hours) free field (between 6 am and 6 pm). AND	N/A	
	AO4.3 Indoor education areas and indoor play areas in a childcare centre, health care service, hospital, educational establishment, library and place of worship exposed to noise from a state-controlled road or type 1 multi-modal corridor meet the following internal noise criteria [#] : <ul style="list-style-type: none"> ≤35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). AND	N/A	
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 [#] : ≤58 dB(A) L ₁₀ (1 hour) facade corrected (maximum hour during normal opening hours). AND	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>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#:</p> <p>(1) ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p><small>Note: Noise levels from state-controlled roads or type 1 multi-modal corridors are to be measured in accordance with <i>AS1055.1-1997 Acoustics – Description and measurement of environmental noise</i>.</small></p>	N/A	
Particular development near a railway (with more than 15 passing trains per day) or a type 2 multi modal corridor			
<p>PO6 Development involving a:</p> <ul style="list-style-type: none"> child care centre, or <p>educational establishment achieves acceptable noise levels for workers and patrons by mitigating adverse impacts on the development from noise generated by a railway with more than 15 passing trains per day or a type 2 multi-modal corridor.</p>	<p>AO6.1 All facades of buildings in a child care centre or educational establishment exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria^#:</p> <ul style="list-style-type: none"> ≤ 65 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours) ≤ 87 dB(A) (single event maximum sound pressure level) facade corrected. <p>AND</p>	N/A	
	<p>AO6.2 Outdoor education area and outdoor play area* exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria^#:</p> <ul style="list-style-type: none"> ≤ 62 dB(A) L_{eq} (12 hour) free field (between 6 am and 6 pm) ≤ 84 dB(A) (single event maximum sound pressure level) free field. <p>AND</p>	N/A	
	<p>AO6.3 Sleeping rooms in a child care centre exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#:</p> <ul style="list-style-type: none"> ≤ 45 dB(A) single event maximum sound pressure level. <p>AND</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>AO6.4 Indoor education areas and indoor play areas exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#:</p> <ul style="list-style-type: none"> • ≤50 dB(A) single event maximum sound pressure level. <p>Note: Noise levels from railways OR type 2 multi-modal corridors are measured in accordance with <i>AS1055.1–1997 Acoustics – Description and measurement of environmental noise</i>.</p>	N/A	
<p>P07 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 more than 15 passing trains per day or a type 2 multi-modal corridor.</p>	<p>AO7.1 All facades of buildings for a hospital exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following external noise criteria#:</p> <p>(1) ≤65 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours)</p> <p>(2) ≤87 dB(A) (single event maximum sound pressure level) facade corrected.</p> <p>AND</p>	N/A	
	<p>AO7.2 Ward areas exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#:</p> <p>(1) ≤45 dB(A) single event maximum sound pressure level.</p> <p>AND</p>	N/A	
	<p>AO7.3 Patient care areas (other than ward areas) exposed to noise from a railway with more than 15 passing trains per day or a type 2 multi-modal corridor meet the following internal noise criteria#:</p> <p>(1) ≤50 dB(A) single event maximum sound pressure level.</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	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.		
Particular development near a busway or light rail			
P08 Development involving a: <ul style="list-style-type: none"> child care centre, or 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#: <ul style="list-style-type: none"> ≤55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours). AND	N/A	
	AO8.2 Outdoor education area and outdoor play areas* exposed to noise from a busway or light rail meet the following external noise criteria^#: <ul style="list-style-type: none"> ≤52 dB(A) L_{eq} (1 hour) free field (maximum hour during normal opening hours) ≤66 dB(A) L_{max} free field (during normal opening hours). AND	N/A	
	AO8.3 Indoor education areas and indoor play areas exposed to noise from a busway or light rail meet the following internal noise criteria#: <p>≤35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p>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.</p>	N/A	
P09 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#: <p>(1) ≤55 dB(A) L_{eq} (1 hour) facade corrected (maximum hour during normal opening hours).</p> AND <p>AO9.2 Patient care areas exposed to noise from a busway or light rail meet the following internal noise criteria#:</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>(1) ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p>Note: Areas exposed to noise from a busway or light rail are measured in accordance with <i>AS1055.1-1997 Acoustics – Description and measurement of environmental noise</i>.</p>		
Noise barriers or earth mounds			
<p>PO10 Noise barriers or earth mounds erected to mitigate noise from transport operations and infrastructure are designed, sited and constructed to:</p> <ul style="list-style-type: none"> – maintain safe operation and maintenance of state transport infrastructure • minimise impacts on surrounding properties • complement the surrounding local environment <p>maintain fauna movement corridors where appropriate</p>	<p>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 <i>Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise</i>, Department of Transport and Main Roads, 2013.</p> <p>Design of the.</p> <p>OR</p>	N/A	
	<p>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 <i>Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways</i>, Queensland Rail, 2011.</p> <p>OR</p>	N/A	
	<p>AO10.3 No acceptable outcome is prescribed for noise barriers and earth mounds adjacent to a busway or light rail.</p>	N/A	
Vibration			
<p>PO11 Development mitigates adverse impacts on the development from vibration generated by transport operations and infrastructure.</p>	No acceptable outcome is prescribed.	N/A	This is an application for an extension to an industrial shed.

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

1.2 Managing air and lighting impacts from transport corridors state code

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 or residential care facility (other than a residential building) meet the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i> for the following indicators: <ul style="list-style-type: none"> carbon monoxide nitrogen dioxide sulphur dioxide photochemical oxidants respirable particulate matter (PM10) fine particulate matter (PM2.5) lead toluene formaldehyde xlenes. AND	N/A	This is an application for an extension to an industrial shed.
	AO1.2 Every outdoor education area and passive recreation area of an educational establishment, childcare centre and hospital, meet the air quality objectives in the <i>Environmental Protection (Air) Policy 2008</i> for the following indicators: <ul style="list-style-type: none"> carbon monoxide; nitrogen dioxide sulphur dioxide photochemical oxidants respirable particulate matter (PM10) fine particulate matter (PM2.5) lead toluene formaldehyde xlenes. 	N/A	This is an application for an extension to an industrial shed.
Lighting impacts			
PO2 Development involving an accommodation activity, residential care facility, or hospital achieves acceptable levels of amenity for residents and patients by	AO2.1 Buildings for an accommodation activity, residential care facility (other than a residential building), or hospital are designed, sited and constructed to incorporate treatments to	N/A	This is an application for an extension to an industrial shed.

Performance outcomes	Acceptable outcomes	Response	Comment
mitigating lighting impacts from state transport infrastructure.	attenuate ingress of artificial lighting from state transport infrastructure during the hours of 10 pm – 6 am.		

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: <ul style="list-style-type: none"> (1) state transport corridors (2) future state transport corridors (3) state transport infrastructure <p><small>Editor's note: For a railway, Section 3.2 – Structures, setbacks, utilities and maintenance of the Guide for development in a railway environment, Department of Transport and Main Roads, 2014, provides guidance on how to comply with this performance outcome.</small></p>	AO1.1 Buildings, structures, services and utilities are not located in a railway, future railway land or public passenger transport corridor. AND	<input checked="" type="checkbox"/>	Buildings, structures, services and utilities are not located in a railway, future railway land or public passenger transport corridor.
	AO1.2 Buildings and structures are set back horizontally a minimum of three metres from overhead line equipment. AND	<input checked="" type="checkbox"/>	There is no overhead equipment.
	AO1.3 Construction activities do not encroach into a railway or public passenger transport corridor. AND	<input checked="" type="checkbox"/>	Will be complied with
	AO1.4 The lowest part of development in or over a railway or future railway land is to be a minimum of: <ul style="list-style-type: none"> (1) 7.9 metres above the railway track where the proposed development extends along the <u>railway</u> for a distance of less than 40 metres, or (2) 9.0 metres above the railway track where the development extends along the <u>railway</u> for a distance of between 40 and 80 metres. <p><small>Editor's note: Part A.10 – Clearances of the Guide for development in a railway environment, Department of Infrastructure and Planning, 2010, provides guidance on how to comply with this acceptable outcome.</small></p> AND	<input checked="" type="checkbox"/>	Development is not in or over a railway or future railway land
	AO1.5 Existing authorised access points and access routes to state transport corridors for maintenance and emergency works are maintained. AND	<input checked="" type="checkbox"/>	There are no existing authorised access points to the state controlled road, and the development will continue to be accessed from Boer St and Dickson St.

Response column key:

- ☒ Achieved
- P/S Performance solution
- N/A Not applicable

Performance outcomes	Acceptable outcomes	Response	Comment
	AO1.6 Pipe work, services and utilities can be maintained without requiring access to the state transport corridor. AND	<input checked="" type="checkbox"/>	Will be complied with
	AO1.7 Pipe work, services and utilities are not attached to rail transport infrastructure. AND	<input checked="" type="checkbox"/>	Not applicable
	AO1.8 Buildings and structures are set back a minimum of three metres from a railway viaduct. AND	<input checked="" type="checkbox"/>	Site is not near a railway viaduct.
	AO1.9 Development below or abutting a railway viaduct is to be clear of permanent structures or any other activity that may impede emergency access or works and maintenance of rail transport infrastructure. <small>Editor's note: Temporary activities below or abutting a railway viaduct could include, for example, car parking or outdoor storage.</small>	<input checked="" type="checkbox"/>	As above
	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.	<input checked="" type="checkbox"/>	Development is not above a railway
PO2 Development prevents unauthorised access to: (1) state transport corridors, (2) future state transport corridors, (3) state transport infrastructure, by people, vehicles and projectiles.	AO2.1 Fencing is provided along the property boundary with the railway. <small>Editor's note: Where fencing is provided it is to be in accordance with the railway manager's standards.</small> AND	<input checked="" type="checkbox"/>	The development does not adjoin a railway.
	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	<input checked="" type="checkbox"/>	The development does not adjoin a railway.

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>(2) height of 2.4 metres vertically above the highest toe hold if see-through, or 2 metres if non see-through.</p> <p>Editor's note: Expanded metal is considered see-through.</p> <p>AND</p>		
	<p>AO2.3 Development in or over a railway or future railway land includes throw protection screens.</p> <p>Editor's note: Throw protection screens in a railway or future railway land designed in accordance with the relevant provisions of the <i>Civil Engineering Technical Requirement CIVIL-SR-005 Design of buildings over or near railways</i>, Queensland Rail, 2011, and the <i>Civil Engineering Technical Requirement CIVIL-SR-008 Protection screens</i>, Queensland Rail, 2011, comply with this acceptable outcome.</p> <p>AND</p>	☑	Development is not in or over a railway or future railway land
	<p>AO2.4 Built to boundary walls and solid fences abutting a railway are protected by an anti-graffiti coating.</p> <p>AND</p>	N/A	Development is not built to boundary or adjoining a railway.
	<p>AO2.5 Road barriers are installed along any proposed roads abutting a railway.</p> <p>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.</p> <p>AND</p>	N/A	
	<p>AO2.6 Proposed vehicle manoeuvring areas, driveways, loading areas or carparks abutting a railway include rail interface barriers.</p> <p>Editor's note: A Registered Professional Engineer of Queensland (RPEQ) certified barrier design complies with this acceptable outcome.</p>	N/A	
<p>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.</p>	<p>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 <i>AS5100 Bridge design</i>, <i>AS 1170 Structural design actions</i> and <i>Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways</i>, Queensland Rail, 2011.</p> <p>Editor's note: Part A.9 – Collision protection of the Guide for development in a railway environment, Department of Infrastructure and Planning, 2010, provides guidance on how to comply with this acceptable outcome.</p>	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
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.	<p>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:</p> <ul style="list-style-type: none"> (1) not vertically overloaded or affected by the addition or removal of lateral pressures (2) not adversely affected as a result of directly or indirectly disturbing groundwater or soil. <p>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified geotechnical assessment, groundwater assessment and structural engineering assessment be prepared and submitted with the application.</p>	N/A	
PO5 Development involving dangerous goods adjacent to a railway or future railway land does not adversely impact on the safety of a railway.	<p>AO5.1 Development involving dangerous goods, other than hazardous chemicals below the threshold quantities listed in table 5.2 of the <i>State Planning Policy guideline: State interest – emissions and hazardous activities, Guidance on development involving hazardous chemicals</i>, 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.</p> <p>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 for development in a railway environment, Department of Infrastructure and Planning, 2010.</p>	N/A	
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.	<p>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 <i>Roadside advertising guide</i>, Department of Transport and Main Roads, 2013.</p>	N/A	Advertising devices exist – on the frontage of the building no further signage is proposed.
<p>PO7 Filling, excavation and construction does not adversely impact on or compromise the safety or operation of:</p> <ul style="list-style-type: none"> (1) state transport corridors, (2) future state transport corridors, (3) state transport infrastructure. 	<p>AO7.1 Filling and excavation does not undermine, cause subsidence of, or groundwater seepage onto a <u>state</u> transport corridor or future state transport corridor.</p> <p>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 <i>Road planning and design manual</i>, Department of Transport and Main Roads, 2013.</p>	<input checked="" type="checkbox"/>	Will be complied with / not applicable

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>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 <i>Transport Infrastructure Act 1994</i> may be required.</p> <p>AND</p> <p>A07.2 Development within 25 metres of a railway or public passenger transport corridor and 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 the railway or public passenger transport corridor.</p> <p>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.</p> <p>Editor's note: Development within 25 metres of a railway or public passenger transport corridor may require an RPEQ certified vibration monitoring plan for the construction phase of development as a condition of approval.</p>		
		N/A	As above
PO8 Filling and excavation does not interfere with or impact on existing or future planned services or public utilities on a state-controlled road.	<p>A08.1 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.</p> <p>Editor's note: An approval issued by the Department of Transport and Main Roads under section 33 of the <i>Transport Infrastructure Act 1994</i> may be required.</p>	<input checked="" type="checkbox"/>	Will be complied with / not applicable
<p>PO9 Retaining or reinforced soil structures required to contain fill and excavation:</p> <p>(1) do not encroach on a state transport corridor</p> <p>(2) are capable of being constructed and maintained without adversely impacting a state transport corridor</p> <p>(3) are constructed of durable materials which maximise the life of the structure.</p>	<p>A09.1 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.</p> <p>AND</p>	<input checked="" type="checkbox"/>	No retaining or reinforced soil structures are required
	<p>A09.2 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.</p> <p>Editor's note: To demonstrate compliance with this acceptable outcome a RPEQ report should demonstrate that the works will not destabilise state transport infrastructure or the land supporting this infrastructure.</p> <p>AND</p>	<input checked="" type="checkbox"/>	As above
	<p>A09.3 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.</p>	<input checked="" type="checkbox"/>	As above

Performance outcomes	Acceptable outcomes	Response	Comment
	AND		
	AO9.4 Retaining or reinforced soil structures adjacent to a state-controlled road, and in excess of an overall height of two metres, incorporate design treatments (such as terracing or planting) to reduce the overall height impact. AND	N/A	No retaining or reinforced soil structures are required
	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	N/A	No retaining or reinforced soil structures are required
	AO9.6 Temporary structures and batters do not encroach into a railway.	N/A	No retaining or reinforced soil structures are required
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 <i>AS 1289.0 2000 – Methods of testing soils for engineering purposes</i> .	<input checked="" type="checkbox"/>	Will be complied with as 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 <i>Guidelines for assessment of road impacts of development (GARID)</i> , Department of Transport and Main Roads, 2006.	<input checked="" type="checkbox"/>	Will be complied with as applicable
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 <i>Transport Infrastructure Act 1994</i> and a section 62 approval under the <i>Transport Infrastructure Act 1994</i> for the siting of the access and associated works.	N/A	--
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 <i>AS 1289.0 – Methods of testing soils for engineering purposes</i> and <i>AS 4133.0-2005 – Methods of testing rocks for engineering purposes</i> .	<input checked="" type="checkbox"/>	Will be complied with

Performance outcomes	Acceptable outcomes	Response	Comment
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 <i>AS 2436-2010 – Guide to noise and vibration control on construction, demolition and maintenance sites</i> .	<input checked="" type="checkbox"/>	Will be complied with

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	<input checked="" type="checkbox"/>	Will be complied with
	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	<input checked="" type="checkbox"/>	Will be complied with
	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	<input checked="" type="checkbox"/>	Will be complied with
	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	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>(2) the development does not cause stormwater, roofwater, ponding, floodwater or any other drainage to be directed to, increased or concentrated on the railway</p> <p>(3) the development does not impede any drainage, stormwater or floodwater flows from the railway</p> <p>(4) stormwater or floodwater flows have been designed to:</p> <p>(a) maintain the structural integrity of the light rail transport infrastructure</p> <p>(b) avoid scour or deposition</p> <p>(5) additional railway formation drainage necessitated by the development is located within the premises where the development is carried out</p> <p>(6) retaining structures for excavations abutting the railway corridor provide for drainage.</p>		
Lawful point of discharge			
P02 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.	A02.1 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 <i>Road drainage manual</i> , Department of Transport and Main Roads, 2010 and section 3.02 of <i>Queensland urban drainage manual</i> , Department of Energy and Water Supply, 2013. OR	☑	Will be complied with as applicable. The site has 3 road frontages, and drains away from the State Controlled Road.
	A02.2 For development on premises within 25 metres of a railway, approval from the relevant railway manager for the railway, as defined in the <i>Transport Infrastructure Act 1994</i> , schedule 6 has been gained to verify the lawful point of discharge for stormwater onto the railway. AND	N/A	
	A02.3 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.	☑	Will be complied with as applicable.

Performance outcomes	Acceptable outcomes	Response	Comment
	AND		
	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.	☑	Will be complied with as applicable
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 <i>Road drainage manual</i> , Department of Transport and Main Roads, 2010, an erosion and sedimentation control plan should be provided to support a stormwater management plan.	N/A	

19.1 Access to state-controlled roads state code

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

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	N/A	There are no existing authorised access points to the state controlled road, and the development will be accessed from Beor St and Dickson St
	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	☑	

Performance outcomes	Acceptable outcomes	Response	Comment
	<p>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:</p> <ul style="list-style-type: none"> (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. <p>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.</p> <p>AND</p>	N/A	
	<p>AO1.5 Development does not propose a new road access location to a limited access road.</p> <p>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.</p>	N/A	
Number of road accesses to the state-controlled road			
PO2 The number of road accesses to the state-controlled road maintains the safety	<p>AO2.1 Development does not increase the number of And accesses to the state-controlled road.</p> <p>AND</p>	<input checked="" type="checkbox"/>	No access to the state controlled road is required or proposed.

Performance outcomes	Acceptable outcomes	Response	Comment
and efficiency of the state-controlled road.	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	N/A	
	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.	N/A	
Design vehicle and traffic volume			
P03 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 planning scheme. And	<input checked="" type="checkbox"/>	No access to the state controlled road is required or proposed. The existing access will remain.
	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	<input checked="" type="checkbox"/>	
	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	<input checked="" type="checkbox"/>	
	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	<input checked="" type="checkbox"/>	
	AO3.5 Any road access not in an urban location is designed in accordance with Volume 3, parts 3, 4 and 4A	N/A	

Performance outcomes	Acceptable outcomes	Response	Comment
	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	N/A	
	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. <small>Editor's note: The design vehicle to be considered is the same as the design vehicle set under the relevant local government planning scheme.</small>	☑	
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	☑	
	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.	☑	

Performance outcomes	Acceptable outcomes	Response	Comment
	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.	<input checked="" type="checkbox"/>	

Response column key:

- ☒ Achieved
- P/S Performance solution
- N/A Not applicable

19.2 Transport infrastructure and network design state code

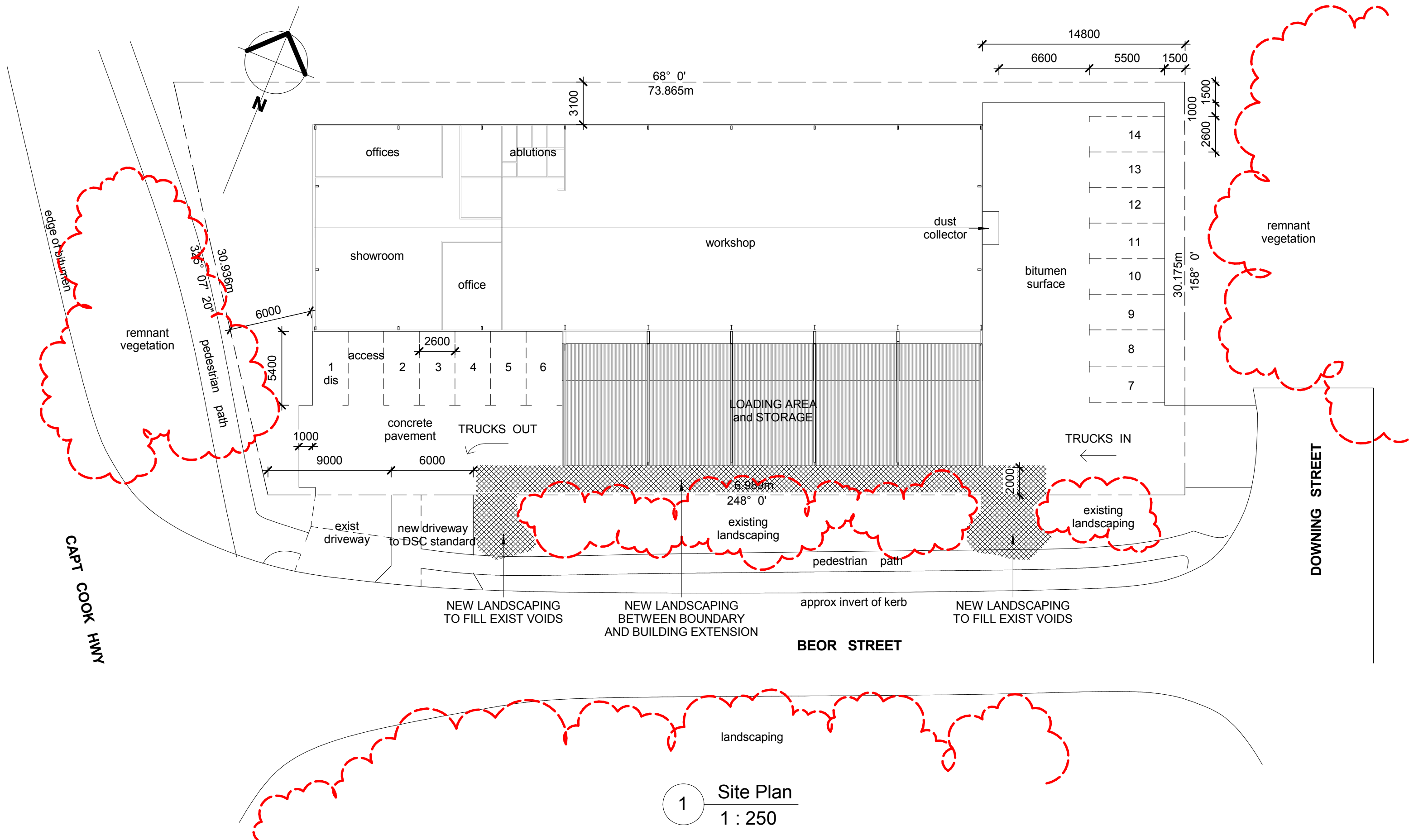
Table 19.2.1: All development

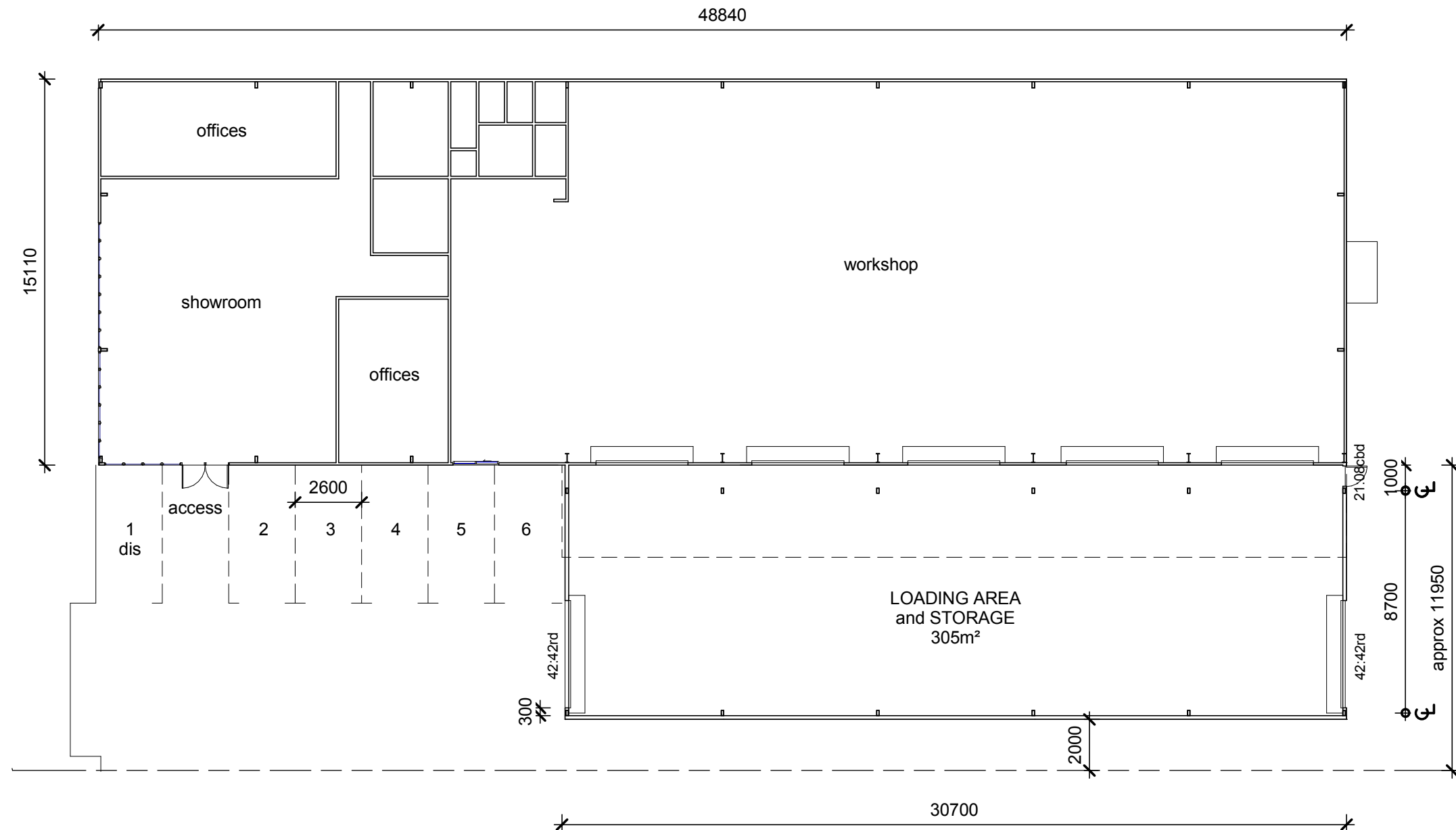
Performance outcomes	Acceptable outcomes	Response	Comment
All state transport infrastructure – except state-controlled roads			
PO1 Development does not compromise the safe and efficient management or operation of state transport infrastructure or transport networks. Editor's note: To demonstrate compliance 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, including any impact on a railway crossing. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken.	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/>	Will be complied with
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	<input checked="" type="checkbox"/>	Complies / Will be complied with. The future upgrade of the Intersection of the Highway and Boer St is factored into the design – including the setbacks of 2m to Boer St and the ability to include landscaping on the site, rather than in the Boer St road reserve.
	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.	<input checked="" type="checkbox"/>	Complies / Will be complied with

Performance outcomes	Acceptable outcomes	Response	Comment
State-controlled roads			
PO3 Development does not compromise the safe and efficient management or operation of state-controlled roads. <small>Editor's note: A traffic impact assessment will assist in addressing this performance outcome.</small>	No acceptable outcome is prescribed.	<input checked="" type="checkbox"/>	Complies / Will be complied with
PO4 Development does not compromise planned upgrades of the state-controlled road network or delivery of future state-controlled roads. <small>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.</small>	AO4.1 The layout and design of the development accommodates planned upgrades of the state-controlled road AND	<input checked="" type="checkbox"/>	Complies The future upgrade of the Intersection of the Highway and Beor St is factored into the design – including the setbacks of 2m to Beor St and the ability to include landscaping on the site, rather than in the Beor St road reserve.
	AO4.2 The layout and design of the development accommodates the delivery of future state-controlled roads. <small>Editor's note: To demonstrate compliance with this acceptable outcome, it is recommended that a traffic impact assessment be prepared.</small>	<input checked="" type="checkbox"/>	Complies / Will be complied with
PO5 Upgrade works on or associated with, the state-controlled road network are undertaken in accordance with applicable standards.	AO5.1 Upgrade works for the development are consistent with the requirements of the <i>Road planning and design manual</i> , 2 nd edition, Department of Transport and Main Roads, 2013. AND	N/A	
	AO5.2 The design and staging of upgrade works on or associated with the state-controlled road network are consistent with planned upgrades.	N/A	
PO6 Development does not impose traffic loadings on the state-controlled road network which could be accommodated on the local road network.	AO6.1 New lower order roads do not connect directly to a state-controlled road. AND	N/A	
	AO6.2 The layout and design of the development directs traffic generated by the development to use lower order roads.	<input checked="" type="checkbox"/>	

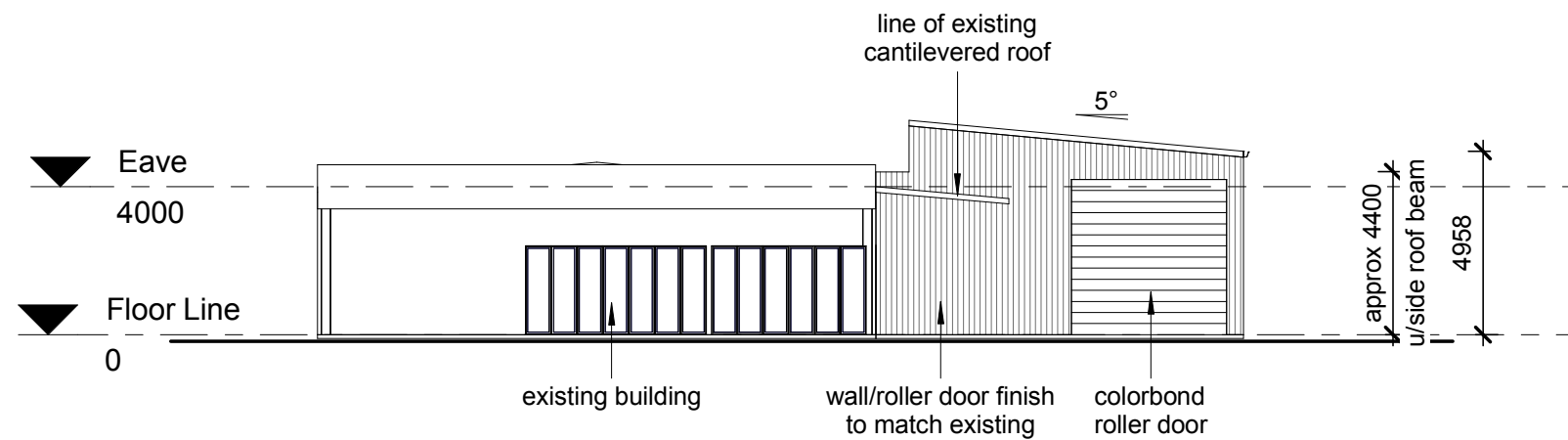
APPENDIX 1: PROPOSAL PLANS

Drawing or Document	Reference	Date
Site Plan	Plan 103-17 Sheet 1 of 3 Rev A Greg Skyring Design and drafting	17.05.17
Floor Plan	Plan 103-17 Sheet 2 of 3 Rev A Greg Skyring Design and drafting	17.05.17
Elevations	Plan 103-17 Sheet 3 of 3 Rev A Greg Skyring Design and drafting	17.05.17

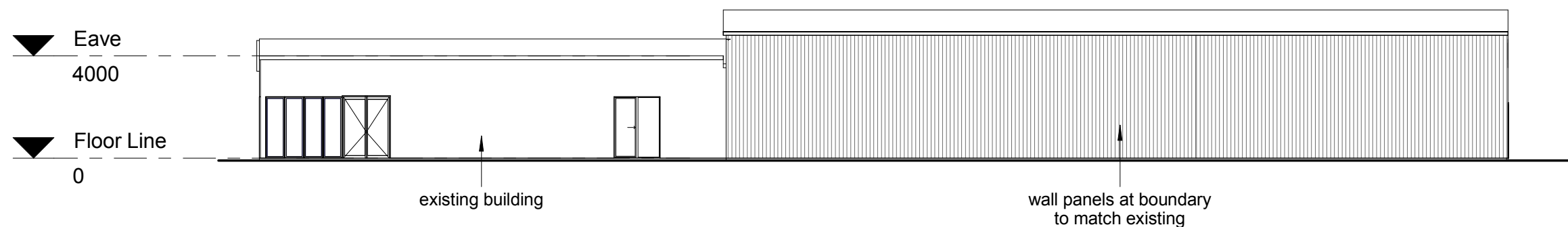




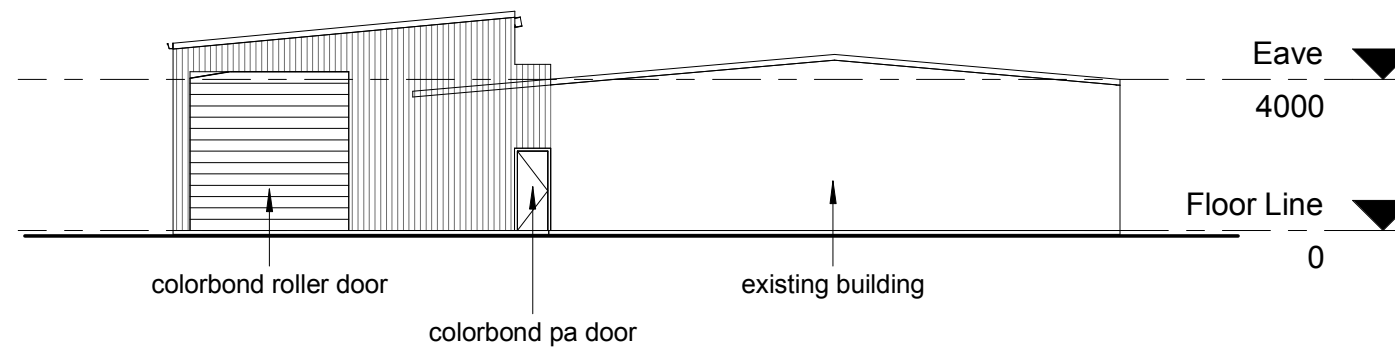
1 Floor Plan
1 : 200



1 West Elevation
1 : 200



2 South Elevation
1 : 200



3 East Elevation
1 : 200