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ABN: 65 368 571 857
QBCC Lic. No.: 1010905

Our Ref: 20314
Your Ref: DA 092021

20 October 2020

Barcaldine Regional Council
Attn: Chief Executive Officer
PO Box 191
Barcaldine Q 4725

Dear Sir,

**RE: CHANGE TO DEVELOPMENT APPLICATION FOR MATERIAL CHANGE OF USE FOR
PROPOSED VISITOR ACCOMMODATION CABINS, 106 ELM STREET, BARCALTINE.**

On behalf of our client, we hereby seek approval for a material change of use over the above Lot 809 RY184 & Lots 3&4 RP 603055 for proposed Five (5) Visitor Accommodation Cabins & Seven (7) site Caravan Park.

Accordingly, we **enclose** the following:

1. Completed IDAS form 1;
2. Planning Report, including: -
 - ❖ assessments against the following: -
 - a) *Barcaldine Shire Planning Scheme*;
 - ❖ Appendix: -
 - I. Gatley Building Design Plans
 - II. SDAP State Code 1: Development in a state-controlled road environment
 - III. DTMR Pre-lodgment Advice

As part of this lodgment, we request an updated fee sheet for the application fee be forwarded for processing as soon as possible.

If you require any additional information, please don't hesitate to contact us on the numbers provided.

A handwritten signature in black ink that reads "John Gatley". The signature is written in a cursive, flowing style.

John Gatley
Enc.
Idas Form 1, Owners Consent, Planning Report, GBD Plans,
DTMR Pre-Lodgment Advice, State Code 1 Assessment

DA Form 1 – Development application details

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

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

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

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

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

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

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

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

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Carolyn Madders C/o – Gatley Building Design
Contact name (only applicable for companies)	John Gatley
Postal address (P.O. Box or street address)	PO Box 1530
Suburb	Bundaberg
State	Qld
Postcode	4670
Country	Australia
Contact number	(07) 4153 1183
Email address (non-mandatory)	admin@gatleybuildingdesign.com.au
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	20314

2) Owner's consent

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

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

PART 2 – LOCATION DETAILS

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

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

3.1) Street address and lot on plan

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
	-	106	Elm Street	Barcaldine
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4725	809	RY 184	Barcaldine
b)	Unit No.	Street No.	Street Name and Type	Suburb
	-	112	Elm Street	Barcaldine
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4725	3	RP603055	Barcaldine
c)	Unit No.	Street No.	Street Name and Type	Suburb
	-	112	Elm Street	Barcaldine
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4725	4	RP603055	Barcaldine
d)	Unit No.	Street No.	Street Name and Type	Suburb
	-	113	Ash Street	Barcaldine
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4725	802	RY 184	Barcaldine
e)	Unit No.	Street No.	Street Name and Type	Suburb
	-	-	Box Street	Barcaldine
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4725	1	RP 603055	Barcaldine
f)	Unit No.	Street No.	Street Name and Type	Suburb
	-	-	Box Street	Barcaldine
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4725	2	RP 603055	Barcaldine

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

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

☐ Coordinates of premises by longitude and latitude

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

☐ Coordinates of premises by easting and northing

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

		<input type="checkbox"/> 56	<input type="checkbox"/> Other:		
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3.3) Additional premises

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

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

<input type="checkbox"/> In or adjacent to a water body or watercourse or in or above an aquifer	
Name of water body, watercourse or aquifer:	
<input type="checkbox"/> On strategic port land under the <i>Transport Infrastructure Act 1994</i>	
Lot on plan description of strategic port land:	
Name of port authority for the lot:	
<input type="checkbox"/> In a tidal area	
Name of local government for the tidal area (if applicable):	
Name of port authority for tidal area (if applicable):	
<input type="checkbox"/> On airport land under the <i>Airport Assets (Restructuring and Disposal) Act 2008</i>	
Name of airport:	
<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>	
EMR site identification:	
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>	
CLR site identification:	

5) Are there any existing easements over the premises?

Note: Easement uses vary throughout Queensland and are to be identified correctly and accurately. For further information on easements and how they may affect the proposed development, see DA Forms Guide.

- ☐ Yes – All easement locations, types and dimensions are included in plans submitted with this development application
- ☒ No

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

a) What is the type of development? (tick only one box)			
<input checked="" type="checkbox"/> Material change of use	<input type="checkbox"/> Reconfiguring a lot	<input type="checkbox"/> Operational work	<input type="checkbox"/> Building work
b) What is the approval type? (tick only one box)			
<input checked="" type="checkbox"/> Development permit	<input type="checkbox"/> Preliminary approval	<input type="checkbox"/> Preliminary approval that includes a variation approval	
c) What is the level of assessment?			
<input checked="" type="checkbox"/> Code assessment	<input type="checkbox"/> Impact assessment (requires public notification)		
d) Provide a brief description of the proposal (e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):			
Construction of five (5) new accommodation cabins & Seven (7) Caravan Parking Sites.			
e) Relevant plans			
Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms guide: Relevant plans .			
<input checked="" type="checkbox"/> Relevant plans of the proposed development are attached to the development application			

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

Section 2 – Further development details

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

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition <i>(include each definition in a new row)</i>	Number of dwelling units <i>(if applicable)</i>	Gross floor area (m ²) <i>(if applicable)</i>
Visitor Accommodation	Visitor Accommodation	5	291.0m ² Refer plans
8.2) Does the proposed use involve the use of existing buildings on the premises?			
<input checked="" type="checkbox"/> Yes			
<input type="checkbox"/> No			

Division 2 – Reconfiguring a lot

Note: This division is only required to be completed if any part of the development application involves reconfiguring a lot.

9.1) What is the total number of existing lots making up the premises?	
9.2) What is the nature of the lot reconfiguration? <i>(tick all applicable boxes)</i>	
<input type="checkbox"/> Subdivision <i>(complete 10)</i>	<input type="checkbox"/> Dividing land into parts by agreement <i>(complete 11)</i>

<input type="checkbox"/> Boundary realignment (<i>complete 12</i>)	<input type="checkbox"/> Creating or changing an easement giving access to a lot from a constructed road (<i>complete 13</i>)
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10) Subdivision				
10.1) For this development, how many lots are being created and what is the intended use of those lots:				
Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created				
10.2) Will the subdivision be staged?				
<input type="checkbox"/> Yes – provide additional details below <input type="checkbox"/> No				
How many stages will the works include?				
What stage(s) will this development application apply to?				

11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?				
Intended use of parts created	Residential	Commercial	Industrial	Other, please specify:
Number of parts created				

12) Boundary realignment			
12.1) What are the current and proposed areas for each lot comprising the premises?			
Current lot		Proposed lot	
Lot on plan description	Area (m ²)	Lot on plan description	Area (m ²)
12.2) What is the reason for the boundary realignment?			

13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? (attach schedule if there are more than two easements)				
Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? (<i>e.g. pedestrian access</i>)	Identify the land/lot(s) benefitted by the easement

Division 3 – Operational work

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

14.1) What is the nature of the operational work?		
<input type="checkbox"/> Road work <input type="checkbox"/> Drainage work <input type="checkbox"/> Landscaping <input type="checkbox"/> Other – please specify:	<input type="checkbox"/> Stormwater <input type="checkbox"/> Earthworks <input type="checkbox"/> Signage	<input type="checkbox"/> Water infrastructure <input type="checkbox"/> Sewage infrastructure <input type="checkbox"/> Clearing vegetation
14.2) Is the operational work necessary to facilitate the creation of new lots? (<i>e.g. subdivision</i>)		

<input type="checkbox"/> Yes – specify number of new lots:	
<input type="checkbox"/> No	
14.3) What is the monetary value of the proposed operational work? <i>(include GST, materials and labour)</i>	
\$	

PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application
Barcaldine Regional Council
16) Has the local government agreed to apply a superseded planning scheme for this development application?
<input type="checkbox"/> Yes – a copy of the decision notice is attached to this development application <input type="checkbox"/> The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached <input checked="" type="checkbox"/> No

PART 5 – REFERRAL DETAILS

17) Does this development application include any aspects that have any referral requirements?
Note: A development application will require referral if prescribed by the Planning Regulation 2017.
<input type="checkbox"/> No, there are no referral requirements relevant to any development aspects identified in this development application – proceed to Part 6
Matters requiring referral to the Chief Executive of the Planning Act 2016: <input type="checkbox"/> Clearing native vegetation <input type="checkbox"/> Contaminated land <i>(unexploded ordnance)</i> <input type="checkbox"/> Environmentally relevant activities (ERA) <i>(only if the ERA has not been devolved to a local government)</i> <input type="checkbox"/> Fisheries – aquaculture <input type="checkbox"/> Fisheries – declared fish habitat area <input type="checkbox"/> Fisheries – marine plants <input type="checkbox"/> Fisheries – waterway barrier works <input type="checkbox"/> Hazardous chemical facilities <input type="checkbox"/> Heritage places – Queensland heritage place <i>(on or near a Queensland heritage place)</i> <input type="checkbox"/> Infrastructure-related referrals – designated premises <input type="checkbox"/> Infrastructure-related referrals – state transport infrastructure <input checked="" type="checkbox"/> Infrastructure-related referrals – State transport corridor and future State transport corridor <input type="checkbox"/> Infrastructure-related referrals – State-controlled transport tunnels and future state-controlled transport tunnels <input type="checkbox"/> Infrastructure-related referrals – near a state-controlled road intersection <input type="checkbox"/> Koala habitat in SEQ region – interfering with koala habitat in koala habitat areas outside koala priority areas <input type="checkbox"/> Koala habitat in SEQ region – key resource areas <input type="checkbox"/> Ports – Brisbane core port land – near a State transport corridor or future State transport corridor <input type="checkbox"/> Ports – Brisbane core port land – environmentally relevant activity (ERA) <input type="checkbox"/> Ports – Brisbane core port land – tidal works or work in a coastal management district <input type="checkbox"/> Ports – Brisbane core port land – hazardous chemical facility <input type="checkbox"/> Ports – Brisbane core port land – taking or interfering with water <input type="checkbox"/> Ports – Brisbane core port land – referable dams <input type="checkbox"/> Ports – Brisbane core port land – fisheries <input type="checkbox"/> Ports – Land within Port of Brisbane's port limits <i>(below high-water mark)</i> <input type="checkbox"/> SEQ development area

- ☐ SEQ regional landscape and rural production area or SEQ rural living area – tourist activity or sport and recreation activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – community activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – indoor recreation
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – urban activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – combined use
- ☐ Tidal works or works in a coastal management district
- ☐ Reconfiguring a lot in a coastal management district or for a canal
- ☐ Erosion prone area in a coastal management district
- ☐ Urban design
- ☐ Water-related development – taking or interfering with water
- ☐ Water-related development – removing quarry material *(from a watercourse or lake)*
- ☐ Water-related development – referable dams
- ☐ Water-related development – levees *(category 3 levees only)*
- ☐ Wetland protection area

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

- ☐ Airport land
- ☐ Environmentally relevant activities (ERA) *(only if the ERA has been devolved to local government)*
- ☐ Heritage places – Local heritage places

Matters requiring referral to the **Chief Executive of the distribution entity or transmission entity**:

- ☐ Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:

- The **Chief Executive of the holder of the licence**, if not an individual
- The **holder of the licence**, if the holder of the licence is an individual
- ☐ Infrastructure-related referrals – Oil and gas infrastructure

Matters requiring referral to the **Brisbane City Council**:

- ☐ Ports – Brisbane core port land

Matters requiring referral to the **Minister responsible for administering the Transport Infrastructure Act 1994**:

- ☐ Ports – Brisbane core port land *(where inconsistent with the Brisbane port LUP for transport reasons)*
- ☐ Ports – Strategic port land

Matters requiring referral to the **relevant port operator**, if applicant is not port operator:

- ☐ Ports – Land within Port of Brisbane's port limits *(below high-water mark)*

Matters requiring referral to the **Chief Executive of the relevant port authority**:

- ☐ Ports – Land within limits of another port *(below high-water mark)*

Matters requiring referral to the **Gold Coast Waterways Authority**:

- ☐ Tidal works or work in a coastal management district *(in Gold Coast waters)*

Matters requiring referral to the **Queensland Fire and Emergency Service**:

- ☐ Tidal works or work in a coastal management district *(involving a marina (more than six vessel berths))*

18) Has any referral agency provided a referral response for this development application?

- ☐ Yes – referral response(s) received and listed below are attached to this development application
- ☒ No

Referral requirement	Referral agency	Date of referral response

Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application, or include details in a schedule to this development application *(if applicable)*.

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PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules
<input checked="" type="checkbox"/> I agree to receive an information request if determined necessary for this development application <input type="checkbox"/> I do not agree to accept an information request for this development application <p>Note: By not agreeing to accept an information request I, the applicant, acknowledge:</p> <ul style="list-style-type: none"> that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules. <p>Further advice about information requests is contained in the DA Forms Guide.</p>

PART 7 – FURTHER DETAILS

20) Are there any associated development applications or current approvals? (e.g. a preliminary approval)			
<input type="checkbox"/> Yes – provide details below or include details in a schedule to this development application <input checked="" type="checkbox"/> No			
List of approval/development application references	Reference number	Date	Assessment manager
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			

21) Has the portable long service leave levy been paid? (only applicable to development applications involving building work or operational work)		
<input type="checkbox"/> Yes – a copy of the receipted QLeave form is attached to this development application <input type="checkbox"/> No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid <input type="checkbox"/> Not applicable (e.g. building and construction work is less than \$150,000 excluding GST)		
Amount paid	Date paid (dd/mm/yy)	QLeave levy number (A, B or E)
\$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?
<input type="checkbox"/> Yes – show cause or enforcement notice is attached <input checked="" type="checkbox"/> No

23) Further legislative requirements
<u>Environmentally relevant activities</u>
23.1) Is this development application also taken to be an application for an environmental authority for an Environmentally Relevant Activity (ERA) under section 115 of the <i>Environmental Protection Act 1994</i> ?

☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below

☒ No

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

Proposed ERA number:

Proposed ERA threshold:

Proposed ERA name:

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

Hazardous chemical facilities

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

☐ Yes – *Form 69: Notification of a facility exceeding 10% of schedule 15 threshold* is attached to this development application

☒ No

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

Clearing native vegetation

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

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

☒ No

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

Environmental offsets

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

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

☒ No

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

Koala habitat in SEQ Region

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

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

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

☒ No

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

Water resources

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

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

☒ No

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

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

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

Waterway barrier works

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

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

☒ No

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

Marine activities

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

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

☒ No

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

Quarry materials from a watercourse or lake

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

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

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

Quarry materials from land under tidal waters

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

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

Note: Contact the Department of Environment and Science at www.des.qld.gov.au for further information.

Referable dams

23.11) Does this development application involve a **referable dam** required to be failure impact assessed under section 343 of the *Water Supply (Safety and Reliability) Act 2008* (the Water Supply Act)?

- ☐ Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the Water Supply Act is attached to this development application
☒ No

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

Tidal work or development within a coastal management district

23.12) Does this development application involve **tidal work or development in a coastal management district**?

- ☐ Yes – the following is included with this development application:
- ☐ Evidence the proposal meets the code for assessable development that is prescribed tidal work (*only required if application involves prescribed tidal work*)
 - ☐ A certificate of title
- ☒ No

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

Queensland and local heritage places

23.13) Does this development application propose development on or adjoining a place entered in the **Queensland heritage register** or on a place entered in a local government's **Local Heritage Register**?

- ☐ Yes – details of the heritage place are provided in the table below
☒ No

Note: See guidance materials at www.des.qld.gov.au for information requirements regarding development of Queensland heritage places.

Name of the heritage place:		Place ID:	
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Brothels

23.14) Does this development application involve a **material change of use for a brothel**?

- ☐ Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the *Prostitution Regulation 2014*
☒ No

Decision under section 62 of the Transport Infrastructure Act 1994

23.15) Does this development application involve new or changed access to a state-controlled road?

- ☐ Yes - this application will be taken to be an application for a decision under section 62 of the *Transport Infrastructure Act 1994* (subject to the conditions in section 75 of the *Transport Infrastructure Act 1994* being satisfied)
☒ No

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist	
I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17 <i>Note: See the Planning Regulation 2017 for referral requirements</i>	<input checked="" type="checkbox"/> Yes
If building work is associated with the proposed development, Parts 4 to 6 of DA Form 2 – Building work details have been completed and attached to this development application	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable
Supporting information addressing any applicable assessment benchmarks is with the development application <i>Note: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see DA Forms Guide: Planning Report Template.</i>	<input checked="" type="checkbox"/> Yes
Relevant plans of the development are attached to this development application <i>Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.</i>	<input checked="" type="checkbox"/> Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable

25) Applicant declaration	
<input checked="" type="checkbox"/> By making this development application, I declare that all information in this development application is true and correct <input checked="" type="checkbox"/> Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the <i>Electronic Transactions Act 2001</i> <i>Note: It is unlawful to intentionally provide false or misleading information.</i>	
<p>Privacy – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website. Personal information will not be disclosed for a purpose unrelated to the <i>Planning Act 2016</i>, Planning Regulation 2017 and the DA Rules except where:</p> <ul style="list-style-type: none"> • such disclosure is in accordance with the provisions about public access to documents contained in the <i>Planning Act 2016</i> and the Planning Regulation 2017, and the access rules made under the <i>Planning Act 2016</i> and Planning Regulation 2017; or • required by other legislation (including the <i>Right to Information Act 2009</i>); or • otherwise required by law. <p>This information may be stored in relevant databases. The information collected will be retained as required by the <i>Public Records Act 2002</i>.</p>	

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

Date received:

Reference number(s):

Notification of engagement of alternative assessment manager

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

QLeave notification and payment

Note: For completion by assessment manager if applicable

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

Individual owner's consent for making a development application under the *Planning Act 2016*

I, Carolyn Elizabeth Madders

as owner of the premises identified as follows:

106 & 112 Elm Street, Barcaldine Qld
Described as Lot 809 RY 184 (106 Elm St) Lots 3 & 4 RP603055 (112 Elm St)

consent to the making of a development application under the *Planning Act 2016* by:

Gatley Building Design

on the premises described above for:

Material Change of Use – Five (5) New Holiday Cabins & Seven (7) Caravan Parking Sites

Signed:

Carolyn Elizabeth Madders

Date:

20/10/20

Planning Report – Revision B

Lot 809 RY184



Application for Material Change of Use: Visitor Accommodation

Barcaldine Motel, 106 Elm Street, Barcaldine

Ref No. 20314

Prepared By:



9 Princess Street [PO Box 1530] Bundaberg Queensland 4670

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ABN: 65 368 571 857

QBCC Lic. No.: 1010905

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Executive Summary

a. Site Details

ADDRESS	106 & 112 Elm Street, Barcaldine
LOT DESCRIPTION	Lot 809 RY184, Lot 3 RP603055, Lot 4 RP603055
SITE AREA	4046.9m2
OWNER	D. & C. Madders
LOCAL PLANNING SCHEME	Barcaldine Shire Planning Scheme
PLANNING SCHEME ZONING	Commercial Zone

b. Application Details

APPLICATION	Material Change of Use
LEVEL OF ASSESSMENT	Code Assessable Development
APPLICANT	Gatley Building Designs
CONTACT	Michael Johnston
PH:	(07) 41531183
EMAIL:	admin@gatleybuildingdesign.com.au
OUR REFERENCE	20314 – Rev B

1.0 Introduction

This report has been prepared to support the development application seeking a material change of use over the land located at 106 & 112 Elm St, Barcaldine described as Lot 809 RY 184, Lot 3 RP603055 and Lot 4 RP603055. The proposed lot is referred to within figures 1 & 2. It is also noted that the proposal is an extension to the existing Barcaldine Motel Cabin development previously approved in 2012 located on the adjoining Lot 804, 113 Ash Street. The site is located within the Barcaldine Regional Council (BRC).

The site is in the Barcaldine Regional Council Planning Scheme area and is classified within the Commercial Zone (refer figure 3). This known, the proposed development is subject to assessment by the BRC against the Barcaldine Shire Planning Scheme (BSPS).

The Material Change of Use proposes the construction of Visitor Accommodation Cabins on Lot 809 consisting of five (5) single bedroom cabins similar to the previously constructed buildings located on the adjacent block. In addition, it is proposed to construct on Lots 3&4 seven (7) grassed caravan sites. As the proposal is commercial in nature, it is deemed a code assessable development as outlined within BSPS table 4.4.2 'Commercial "Zone" Table of Assessment' contained with the Development Scheme.

This report will detail the assessment of this development against the relevant BSPS codes. We will demonstrate compliance with the relevant codes or otherwise provide suitable probable solutions.

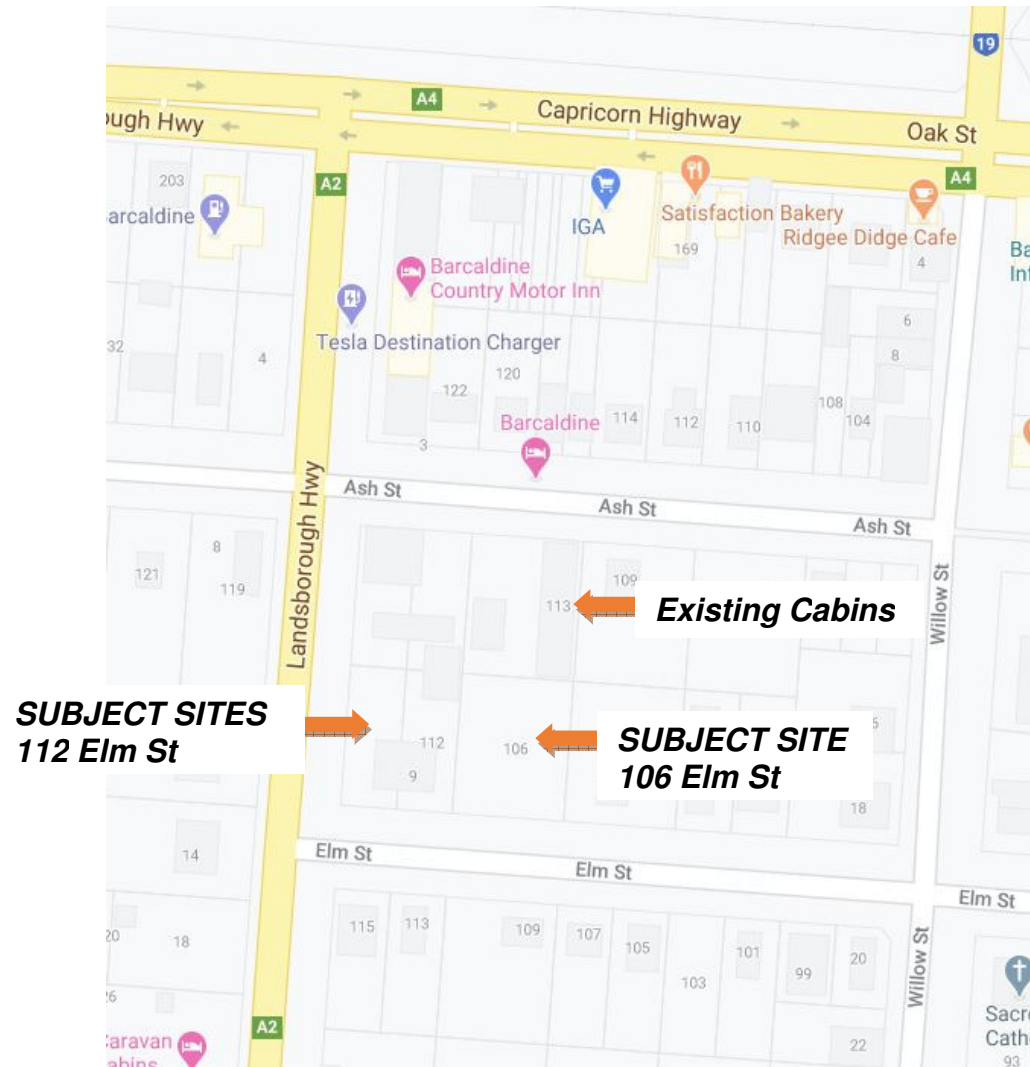


Figure 1: Street map of the Barcaldine area. Subject sites are located on Elm Street, as shown.

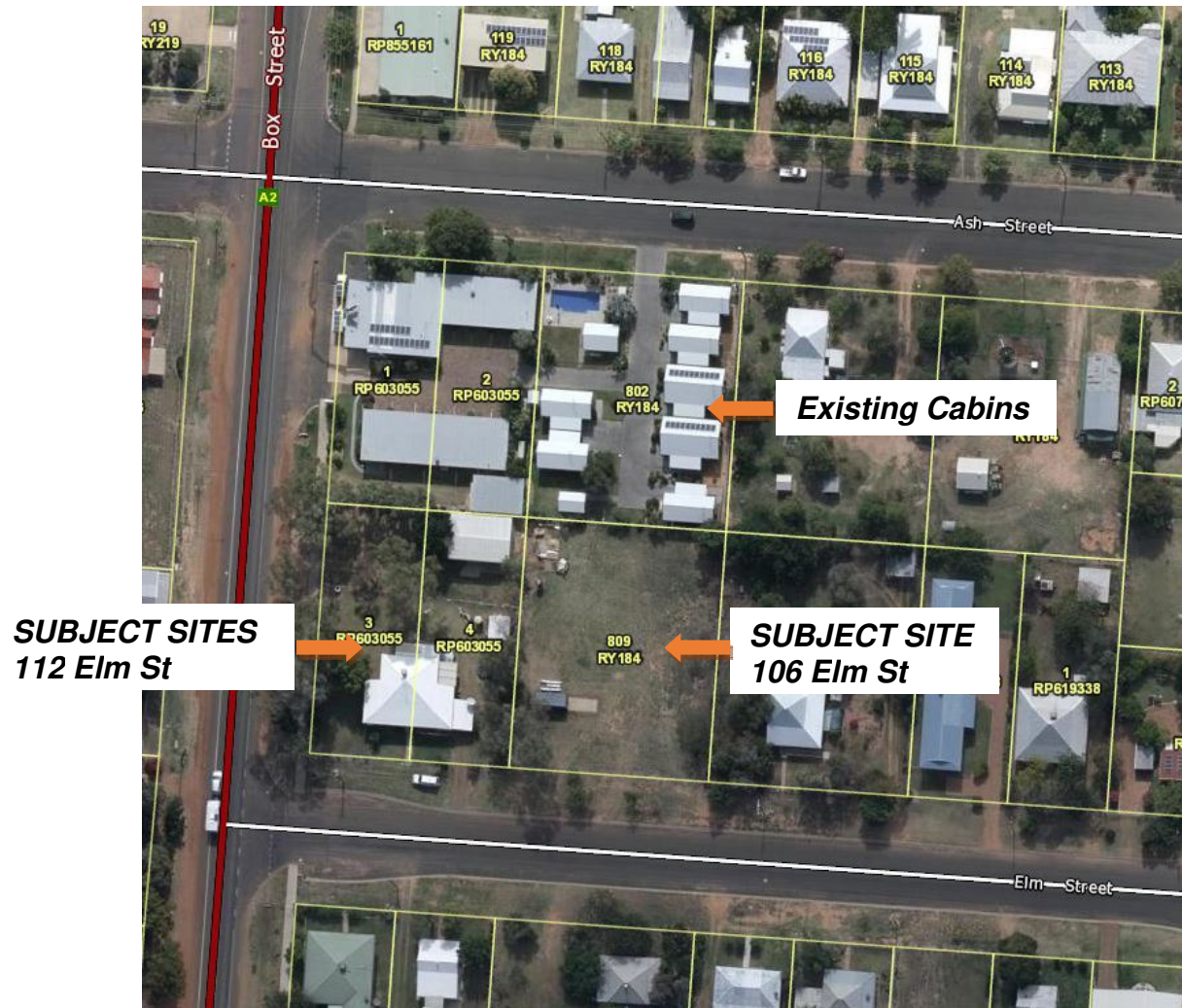


Figure 2: Aerial Photograph of the subject sites.

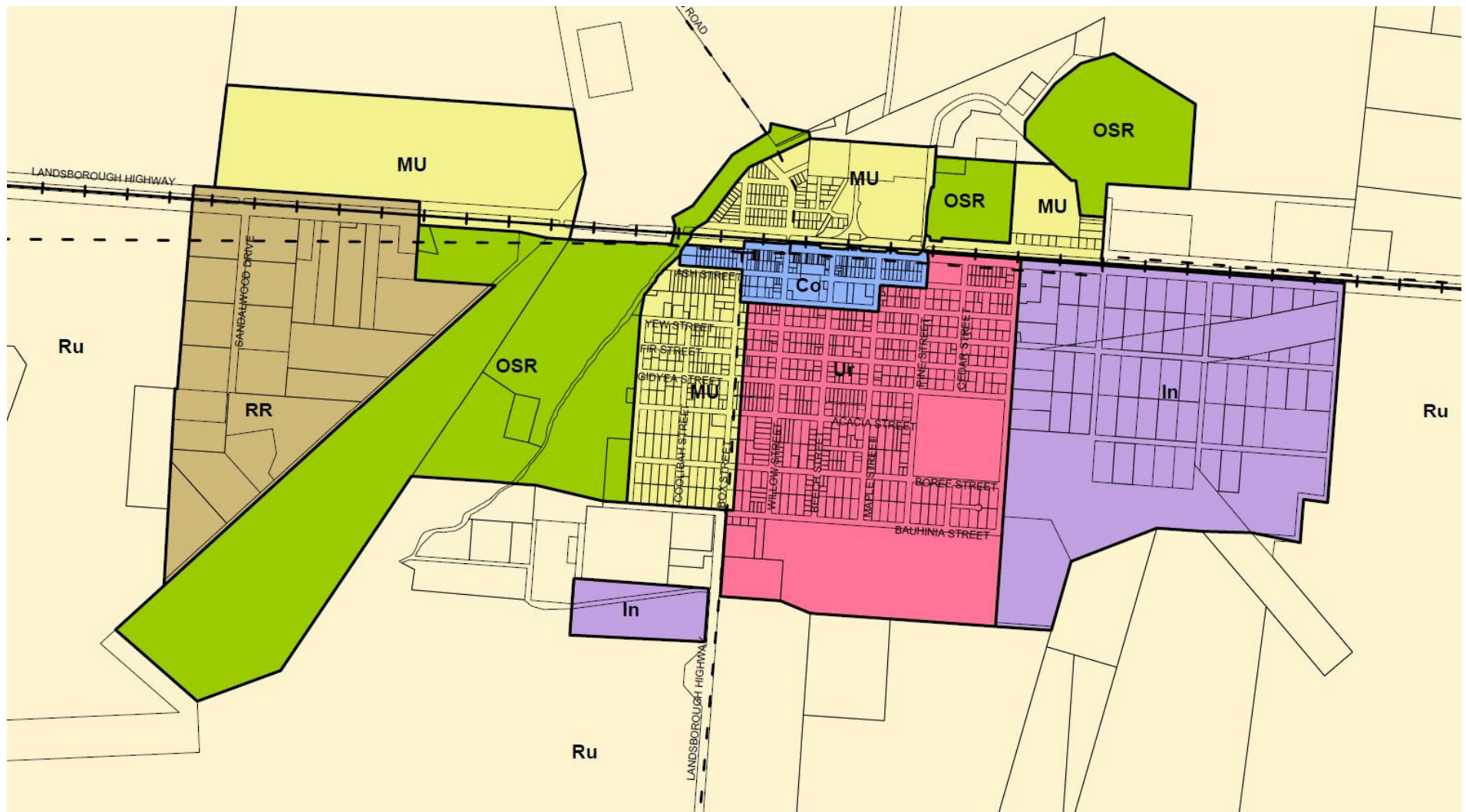


Figure 3: BSPS Zoning Map. Subject site is within the 'Commercial Zone' shown as Co.

2.0 Site Characteristics

2.1 Existing Features

2.1.1 Location

The site is located at 106 & 112 Elm St, Barcaldine and is described as Lot 809 on RY 184 and Lots 3&4 on RP603055. The site has a total area of 4046.9m² and is located within the boundaries of the Barcaldine Regional Council (BRC). This site will be subject to assessment against the relevant codes of the Barcaldine Shire Town Planning Scheme.

The sites are currently vacant grassed lots. There is limited existing vegetation to each site, and where possible will be retained. The lots are adjoined by an existing Residential use to the East, fronted by Box St to the West, the existing Barcaldine Motel Accommodation Cabins & Motel to the North and is fronted by Elm Street to the South.

2.1.2 Frontage & Access

The site fronts Elm Street to the South and Box St to the West. It is proposed to construct a new concrete access crossover to Lot 809. It is proposed to construct a new concrete access crossover to Lot 4 as the new exit for the 7site caravan parking area. It is also proposed to construct a new concrete access to the Box Street frontage of Lot 3 as an access to the caravan parking area. This is a formalisation of an entry which had been used to access this site for decades. Accesses will be constructed in accordance with BRC & DTMR requirements. The lot frontage to Elm St is over 80m and the frontage to Box St is over 50m.

2.1.3 Area Designation

The sites are contained within the former Barcaldine Shire and is within the Commercial area of the planning scheme. The proposed development is considered code assessable under the BSPS.

The following outlines the definition of Commercial Activities:

"Commercial activities" – means **"Premises"** used for activities involving the provision of goods, food, services or entertainment, including:

- (1) **"Catering premises"**;
- (2) **"Commercial premises"**;
- (3) **"Hotel"**;
- (4) **"Professional office"**;
- (5) **"Shop"**; and

(6) **"Tourist facility"**

"Commercial premises" - means "Premises" used for business offices or for other business or commercial purposes but not for "Professional office".

2.1.4 Topography

This site gently slopes from the rear of the lots to the Elm Street frontage and contains mostly mown grass.

2.1.5 Services

The site has access to council sewer, water and stormwater infrastructure. It also has access to electrical and telecommunications.

2.1.6 Site Images



Image 1: Existing Box St Frontage of Lot 3 RP603055. Note existing shed to the rear corner of block and existing concrete path to the frontage of site.



Image 2: Historical Image of the Box St Frontage of Lot 3 RP603055. Note gated access which had been used for decades to access site off of Box St.

3.0 Proposed Development

3.1 Material Change of Use

This development involves a Material Change of Use (MCU) for the construction of 5 visitor accommodation cabins, 7 Caravan Sites and associated infrastructure on the sites located at 106 and 112 Elm Street, Barcaldine.

The proposed use is defined within the BSPS as:

“Visitor accommodation” - means **“Premises”** used for the temporary accommodation of and rendering services to travellers or tourists and includes **“Uses”** such as cabin parks, camping grounds, caravan parks and farm stays.

As outlined in the attached plans, the proposed development includes 5x accommodation cabins with covered car accommodation, a Colorbond Storage Shed, 2x Barbecue Shelters, 7x Caravan Sites, an Amenities Block and landscaped gardens for use by guests. The cabins will be single bedroom cabins constructed to continue the existing theme and style of the cabins previously approved on the adjoining 113 Ash St. The cabins are standalone with a covered car park provided for each. The single room cabins have a proposed 58.2m² footprint. The cabins will be constructed using modern energy efficient design elements. The 7 Caravan Park sites will have access to power and water. The sites will be grassed and landscaped to maintain a cool green lush feel. Hardstand will be kept to a minimum. It is also proposed to include a caravan effluent dump point. The building layouts and site plan are included within the appendix.

3.1.1 Access & Parking

The proposed access to 106 Elm St will be via a new concrete crossover constructed within the Elm Street frontage of site. The internal concrete driveway will be 4.5m wide, widening out to six to connect the existing driveway on 113 Ash Street. Each cabin will include a car park to accommodate the guest's vehicle with Visitor parking accommodated by way of Tandem parking to the cabin driveway. Access to the caravan park will be by way of a concrete driveway off Box St. Once the caravan is uncoupled from the tow vehicle, the vehicle will enter and leave site via the Elm St Access only. On departure, the van and tow vehicle will leave site via the Elm St Driveway. The formalisation of the historical Box St Access is important as it eliminates reversing into the van sites. Caravans will need to check into the Motel Reception and will be directed to the site. When all caravan parks are full, to eliminate potential queuing, a gate to the access from Box street will be closed and will remain this way until sites become free. Signage will be included to direct people to the reception for information.

3.1.2 Landscaping

Constructed gardens are proposed to be included within the communal areas providing a tranquil green setting for the guests. The gardens will also assist in providing a visual buffer to the adjoining properties. An indication of the areas to be landscaped has been provided on the accompanying site plan. Refer to the appendix for details.

3.1.3 State Referrals

Through the State Assessment and Referral Agency (SARA) pre-lodgement process it has been identified that the application triggers a concurrence agency referral to Dept. Transport & Main Roads (DTMR). The sites are located within 100m of Box Street, a State-controlled road, in accordance with Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 (State transport corridors – Road and Rail).

As such, SDAP State code 1: Development in a state-controlled road environment has been addressed. Please refer to Appendix for State Code 1 assessment table.

4.0 Barcaldine Shire Planning Scheme – Code Assessments

Part 4.4 Commercial Zone

	Performance Criteria	Acceptable Solution	Comments
Location	<p>PC1 Non-“Commercial activities” and non – “Community oriented activities”- Locational Criteria</p> <p>Non-“Commercial activities” and non- “Community oriented activities” are located in the commercial “Zone” only where:</p> <p>(a) there is a clear community need for such activities;</p> <p>(b) the consolidation of such activities in other more appropriate “Zones” is not prejudiced; and</p> <p>(c) the core function, amenity, character and streetscape of the Commercial “Zone” are not prejudiced.</p>	No acceptable solution is prescribed.	N/A
Amenity	<p>PC2 Operating Hours</p> <p>“Uses” are operated to ensure the amenity of the commercial “Zone” and of surrounding areas is protected.</p>	AS2 “Uses” are operated only between the hours of 7:00am and 9:00pm.	Complies - The office hours will be as proposed, but as the use is residential in nature there will be guests staying 24 hours a day.

	Performance Criteria	Acceptable Solution	Comments
Amenity	<p>PC3 Delivery of Goods The loading and unloading of goods occurs at appropriate times to protect the amenity of the Commercial “Zone” and surrounding areas.</p>	<p>AS3.1 Loading and unloading occurs only between the hours of: (a) 7:00am and 6:00pm, Monday to Friday And (b) 7:00am and 12:00 (noon) on Saturdays.</p> <p>AS3.2 No loading and unloading occurs on Sundays and Public Holidays.</p>	<p>Complies - Due to the nature of the development, the deliveries will be minimal. Deliveries will comply with the prescribed times.</p>
Amenity	<p>PC4 “Total use area” “Development” is of a scale that contributes to the amenity of the Commercial “Zone”.</p>	<p>AS4 “Total use area” is no more than 75% of site area.</p>	<p>Complies - Total use area of site is 998.2m² (282m² cabins, 70m² Shed, 48m² BBQ Shelters, 73m² Amenities Block, 525m² Caravan Sites) being 24.6% of the 4046.9m² site area.</p>
Amenity	<p>PC5 “Building” and “Structure” Design “Buildings” and “Structures” are designed so that: (a) the amenity of the Commercial “Zone” is protected and maintained; (b) character and streetscape are enhanced; (c) they address the street frontage; and (d) compliment the local traditional building elements.</p>	<p>AS5 “Buildings” and “Structures” other than those within 100 metres of the boundary of an “Airport” are less than 8.5 metres in height and are not more than 2 (two) storeys at any point above natural ground level. (Except where establishing in an existing “Building” and no “Building works” are being undertaken).</p>	<p>Complies - The 4 of the 5 proposed cabins are low set single storey design on stumps and have an overall height well below the 8.5m prescribed. Cabin 5 will be an accessible cabin and will be constructed as a slab on ground building to minimise access ramping. The proposed Shed, Barbecue Shelters and Amenities Block will also comply.</p>
Amenity	<p>PC6 Setbacks and Boundary Clearances “Buildings” and “Structures” are located to ensure the local character and streetscape are protected and enhanced.</p>	<p>No acceptable solution is prescribed.</p>	<p>Complies - Boundary setbacks are of an appropriate nature for a development of this type and are consistent with those previously approved for the existing cabins located on the adjoining lot (113 Ash St). The proposal includes landscaped gardens to all boundaries and internally to soften the development from the street.</p>

	Performance Criteria	Acceptable Solution	Comments
Amenity	<p>PC7 Transport Movements Transport movements associated with the use protect the amenity of surrounding residential areas.</p>	<p>AS7 Transport movements do not occur through residential areas.</p>	<p>Complies - The proposal is visitor accommodation with no foreseeable reason to negatively impact the surrounding lots.</p>
Amenity	<p>PC8 Landscaping and External Activity Areas Landscaping and external activity areas are provided on - site to: (a) contribute to built form and streetscape; (b) provide positive sun and breeze control; and (c) make provision for recreation areas.</p>	<p>No acceptable solution is prescribed.</p>	<p>Complies - The proposal includes extensive landscaped gardens (as shown on site plan) also includes a recreation area with barbecue shelters.</p>
Amenity	<p>PC9 Lighting The design of lighting does not prejudice the amenity of the Commercial "Zone" or surrounding areas through poorly directed lighting, lighting overspill or lighting glare.</p>	<p>AS9 Direct lighting or lighting does not exceed 8.0 lux at 1.5 metres beyond the boundary of the site.</p>	<p>Requirement noted.</p>
Infrastructure	<p>PC10 Water Supply All "Premises" have an adequate volume and supply of water for the "Use".</p>	<p>AS10 "Premises" are connected to Council's reticulated water supply system.</p>	<p>Complies - The sites have access to the Council water supply.</p>

	Performance Criteria	Acceptable Solution	Comments
Infrastructure	<p>PC11 Effluent Disposal All "Premises" provide for the treatment and disposal of effluent and other waste water to ensure the protection of public health and environmental values.</p>	<p>AS11.1 "Premises" are connected to Council's reticulated sewerage system.</p> <p>Or</p> <p>AS11.2 "Premises" not in a sewerage area have an on-site effluent disposal system in accordance with Schedule 1, Division 4: Standards for Sewerage, Section 4.2.</p>	<p>Complies - The sites have access to the Council sewer infrastructure.</p>
Infrastructure	<p>PC12 Stormwater Stormwater is collected and discharged so as to: (a) protect the stability of buildings or the use of adjacent land; and (b) protect and maintain environmental values</p>	<p>AS12 Stormwater is collected and discharged in accordance with Schedule 1, Division 5: Standards for Stormwater Drainage, Section 5.1.</p>	<p>Complies – Stormwater to be sent to the legal points of discharge.</p>
Infrastructure	<p>PC13 Electricity "Premises" are provided with an adequate supply of electricity for the "Use".</p>	<p>AS13 All "Premises" have a supply of electricity.</p>	<p>Complies - The sites have existing access to the electrical grid.</p>

	Performance Criteria	Acceptable Solution	Comments
Infrastructure	<p>PC14 Vehicle Access Vehicle access is provided to ensure the safe and functional operation for motorists and pedestrians.</p>	<p>For “Bed and breakfast premises”, “Caretaker’s residence”, a “Material Change of Use” from one to another of: “Commercial premises”, “Professional office” or “Shop” where not involving “Building work”, and “Home business”:</p> <p>AS14.1 All “Premises” must have vehicle access to a formed road. Access is to be designed and constructed in accordance with Schedule 1, Division 2: Standards for Roads, Carparking, Manoeuvring Areas and Access, Section 2.3(2).</p> <p>For all other “Uses”:</p> <p>AS14.2 All “Premises” must have vehicle access to a formed road. Access to be designed and constructed in accordance with Schedule 1, Division 2: Standards for Roads, Carparking, Manoeuvring Areas and Access, Section 2.3(1).</p>	<p>Complies - The vehicle accesses to be constructed will be done in accordance with BRC & DTMR requirements.</p>
Infrastructure	<p>PC15 Vehicle Parking and Service Vehicle Provision Vehicle parking, service vehicle areas, loading and unloading areas (including refuse storage areas) are: (a) adequate for the “Use”; (b) ensure safe and functional operation for motorists and pedestrians; and (c) located to allow for the servicing of the Use, while protecting the amenity of surrounding “Uses”.</p>	<p>AS15.1 All “Uses” provide vehicle parking in accordance with Schedule 1, Division 2: Standards for Roads, Carparking, Manoeuvring Areas and Access, Section 2.2(1)(a)</p> <p>AS15.2 Car parking, service vehicle parking and manoeuvring areas are designed and constructed in accordance with Schedule 1, Division 2: Standards for Roads, Carparking, Manoeuvring Areas and Access, Section 2.2(1)(b)</p>	<p>Complies - The requirement within the BSPS is for 1 space per “Accommodation unit”, camping site or caravan site. One covered carpark is being provided for each cabin. Additional visitor parking is available in tandem in the driveway behind the carport. The caravan Parking areas are large enough to accommodate a vehicle and caravan.</p> <p>Complies - The proposal will be constructed to comply with this schedule.</p>

	Performance Criteria	Acceptable Solution	Comments
Infrastructure	<p>PC16 Roads Adequate all-weather road access is provided between the “Premises” and the existing road network.</p>	<p>AS16 Roads are designed and constructed in accordance with Schedule 1, Division 2: Standards for Roads, Carparking, Manoeuvring Areas and Access, Section 2.1(1)</p>	<p>Complies – All weather concrete internal driveway proposed to cabins. New all-weather concrete access proposed to each site access. Caravan Site proposed to be irrigated grass.</p>
Infrastructure	<p>PC17 “Electricity transmission line easement” - Vegetation Transmission lines within an “Electricity transmission line easement” are protected from vegetation.</p>	<p>AS17.1 Planted vegetation within an “Electricity transmission line easement” shall have a mature height not exceeding 2.5 metres as shown in Schedule 2, Division 3: Powerline / Electricity Easements, Section 3.2 Diagram 3.</p> <p>AS17.2 No part of planted vegetation, at its mature size, is located closer than 2.5 metres to an electricity transmission line as shown in Schedule 2, Division 3: Powerline / Electricity Easements, Section 3.2 Diagram 3.</p>	<p>N/A</p> <p>Requirement noted.</p>
Infrastructure	<p>PC18 “Electricity transmission line easement” - Separation Distance “Habitable buildings” and “Child oriented uses” are located to ensure community safety.</p>	<p>AS18 “Habitable buildings” and “Child oriented uses” maintain a minimum separation distance from the most proximate boundary of an “Electricity transmission line easement” in accordance with Schedule 2, Division 3: Powerline / Electricity Easements, Section 3.1 (1) and Section 3.1 Diagram 1.</p>	<p>N/A</p>

	Performance Criteria	Acceptable Solution	Comments
Environmental	<p>PC19 “Watercourses” and “Lakes” <i>“Development”</i> ensures the maintenance of riparian areas and water quality including protection from off-site transfer of sediment.</p>	<p>AS19 A minimum 10 metre wide buffer area is provided extending out from the high bank of any <i>“Watercourse”</i> or <i>“Lake”</i>. Buffer areas include a cover of vegetation, including grasses.</p>	N/A
Environmental	<p>PC20 Cultural Heritage <i>“Development”</i> ensures the protection and maintenance of places and items of cultural heritage.</p>	<p>AS20.1 A minimum separation distance of 10 metres is provided to the <i>“Bed and banks”</i> of <i>“Watercourses”</i> and <i>“Lakes”</i>.</p> <p>AS20.2 A minimum separation distance of 20 metres is provided to cemeteries and burial sites as identified in Schedule 2, Division 6: Places and Items of Cultural Heritage, Section 6.1.</p>	N/A
Environmental	<p>PC21 Air Emissions Air emissions from <i>“Premises”</i> do not cause environmental harm or nuisance to adjoining properties or <i>“Sensitive land uses”</i>.¹</p>	No acceptable solution is prescribed.	N/A

	Performance Criteria	Acceptable Solution	Comments
Environmental	<p>PC22 Noise Emissions Noise emissions from “Premises” do not cause environmental harm or nuisance to adjoining properties or “Sensitive land uses”.</p>	No acceptable solution is prescribed.	<p>Complies - Due to the nature of the development there are no foreseeable ‘Noise Emission’ issues. Guests will have their obligations outlined to them regarding this on check in.</p>
Environmental	<p>PC23 Water Quality The standard of effluent and / or stormwater runoff from “Premises” ensures the quality of surface and underground water is suitable for: (a) the biological integrity of aquatic ecosystems; (b) recreational use; (c) supply as drinking water after minimal treatment; (d) agricultural use; or (e) industrial use. 3</p>	No acceptable solution is prescribed.	<p>Complies - Due to the nature of the development we do not believe that the stormwater runoff will be of any less of a standard than that from a residential property.</p>
Environmental	<p>PC24 Excavation or Filling Excavating or filling of land: (a) ensures safety and amenity for the users of the “Premises” and land in close proximity; (b) minimises soil erosion; and (c) limits detrimental impacts on water quality.</p>	<p>AS24.1 Batters have a maximum slope of 25%, are terraced at every rise of 1.5 metres and each terrace has a minimum depth of 750mm.</p> <p>AS24.2 Excavation or filling within 1.5 metres of any site boundary is battered or retained by a wall that does not exceed 1 metre in height.</p> <p>AS24.3 Excavation or filling is undertaken in accordance with Schedule 1, Division 1: Standards for Construction Activities, Section 1.1</p>	N/A

	Performance Criteria	Acceptable Solution	Comments
Environmental	<p>PC25 Construction Activities Erosion control measures and silt collection measures ensure that environmental values are protected during construction activities.</p>	<p>AS25 During construction soil erosion and sediment is controlled in accordance with standards contained in Schedule 1, Division 1: Standards for Construction Activities, Section 1.1</p>	Requirement noted.
Constraint	<p>PC26 “Development” in the vicinity of “Airports” “Development” in the vicinity of “Airports”: (a) protects the operation of the “Airport”; (b) is designed and located to achieve a suitable standard of amenity for the proposed activity; and (c) does not restrict the future operational requirements of the “Airport”. 4</p>	<p>AS26 “Buildings” and “Structures” within 100 metres of the boundary of an “Airport” are less than 7.5 metres in height at any point above natural ground level. (Except where establishing in an existing “Building” and no “Building works” are being undertaken for that existing “Building”).</p>	N/A
Constraint	<p>PC27 Flooding “Premises” are designed and located so as: (a) not to be adversely impacted upon by flooding; (b) to protect life and property; and (c) not to have an undesirable impact on the extent or magnitude of flooding.⁵</p>	No acceptable solution is prescribed.	Requirement noted

	Performance Criteria	Acceptable Solution	Comments
Constraint	<p>PC28 Sloping Land <i>"Development"</i> is undertaken to ensure:</p> <ul style="list-style-type: none"> (a) vulnerability to landslip, erosion and land degradation is minimised; and (b) safety of persons and property is not compromised. 	<p>AS28 <i>"Development"</i> is not undertaken on slopes greater than 15%.</p>	N/A
Use	<p>PC29 "Airport" <i>"Airport"</i> activities:</p> <ul style="list-style-type: none"> (a) do not adversely impact on the amenity of surrounding residents; (b) ensure the safe operation of aeronautical and support activities; and (c) ensure the safety of surrounding <i>"Premises"</i>. 6 	No acceptable solution is prescribed.	N/A
Use	<p>PC30 "Bed and breakfast premises" <i>"Premises"</i> used for a <i>"Bed and breakfast premises"</i> are of a scale and are operated in a manner so as not to impact adversely on the amenity of the locality.</p>	<p>AS30.1 Provision is made for no more than 6 (six) paying guests to be accommodated at any one time.</p> <p>AS30.2 <i>"Premises"</i> contains not more than 2 (two) <i>"Accommodation units"</i> for guest accommodation purposes.</p>	N/A

<p style="text-align: center;">Use</p>	<p>PC31 “Home business” “Premises” used for a “Home business” are of a scale and are operated in a manner so as not to impact adversely on the amenity of the locality.</p>	<p>AS31.1 No more than 1 (one) person other than the residents of the “Premises” is employed in the “Home business”.</p> <p>AS31.2 No more than 50m² of “Total use area” is used for the purposes of a “Home business”.</p> <p>AS31.3 No more than 2 (two) clients normally attend the “Premises” at any one time.</p> <p>AS31.4 No goods or products produced by other businesses are displayed for sale in any window or outdoor area.</p> <p>AS31.5 Operate only between the hours of 7:00am and 6:00pm.</p> <p>AS31.6 Delivery of goods occurs only between the hours of 8:00am and 6:00pm Monday to Friday, excluding Public Holidays.</p>	<p>N/A</p>
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5.0 Conclusion

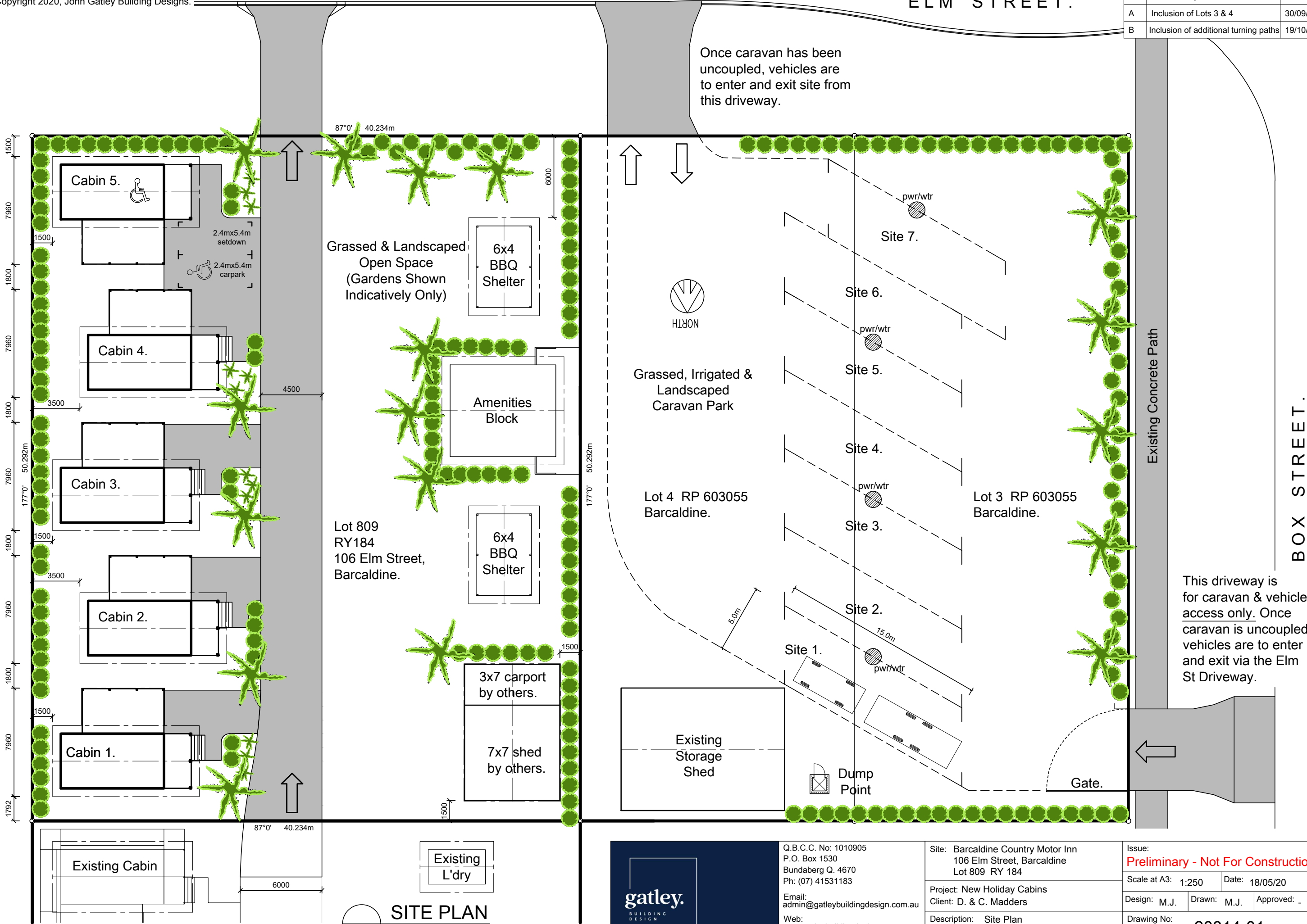
This report supports this proposed development in seeking a Material Change of Use over the site located at 106 & 112 Elm Street, Barcaldine, Queensland. The sites are located within the Barcaldine Shire Planning Scheme area and are contained within the “Commercial Zone” of this scheme. The development has been assessed against the relevant codes contained within the BSPS. The proposed MCU for the ‘Visitor Accommodation’ has been assessed against these provisions and has shown general compliance. The proposed development will not cause any adverse impacts upon the surrounding area and its existing uses.

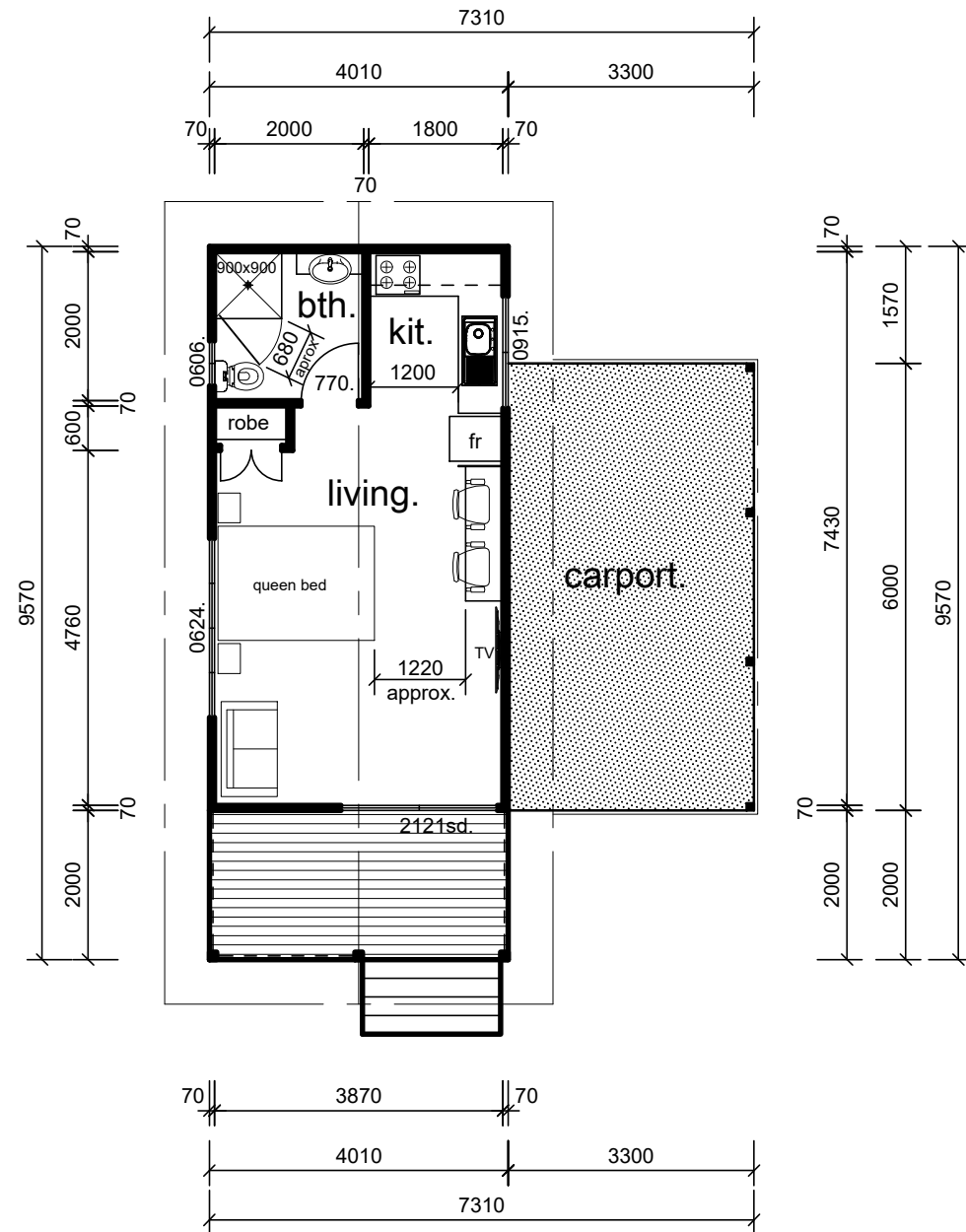
The owners of the Barcaldine Country Motor Inn have a proven track record of delivering a high standard of finish with the construction of the first stage 4 star accommodation cabins to Ash St. These next 5 cabins and Caravan Park will build on this, providing another valuable high-quality accommodation option for the travelling public visiting the Barcaldine region.

6.0 Appendix.

- John Gatley Building Design Plans
- SARA Pre-Lodgement Advice
- SDAP State Code 1: Development in a state-controlled road environment

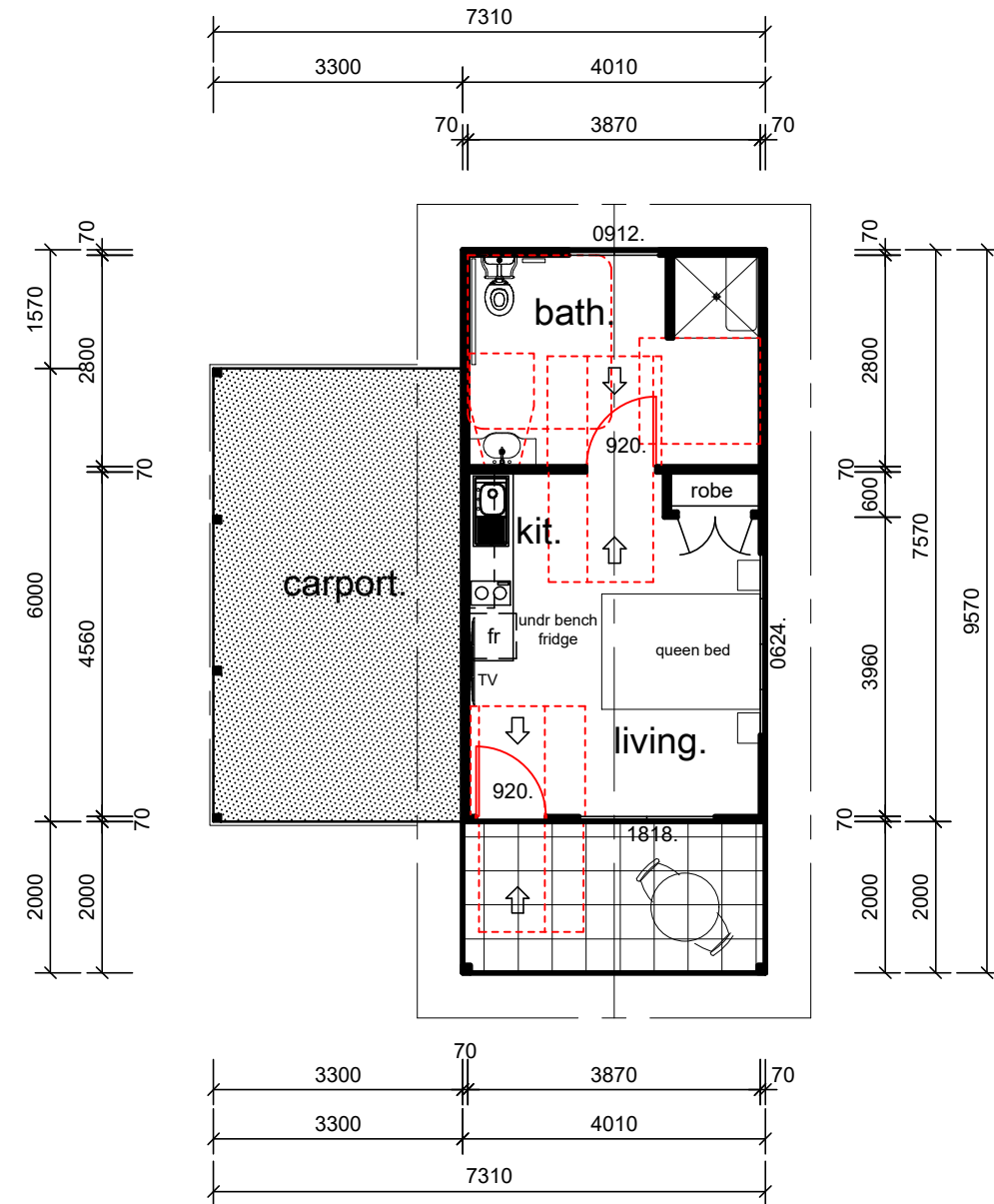
Rev	Description	Date
A	Inclusion of Lots 3 & 4	30/09/20
B	Inclusion of additional turning paths	19/10/20





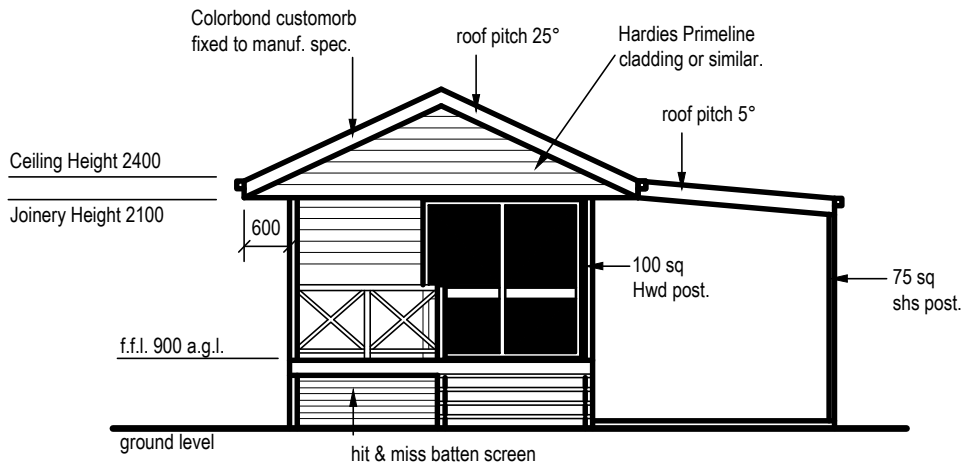
 **FLOOR PLAN**
scale 1:100 @A3

AREAS:	
O/S Walls -	30.4m ²
Carport -	19.8m ²
Entry Patio -	8.0m ²
TOTAL:	58.2m²

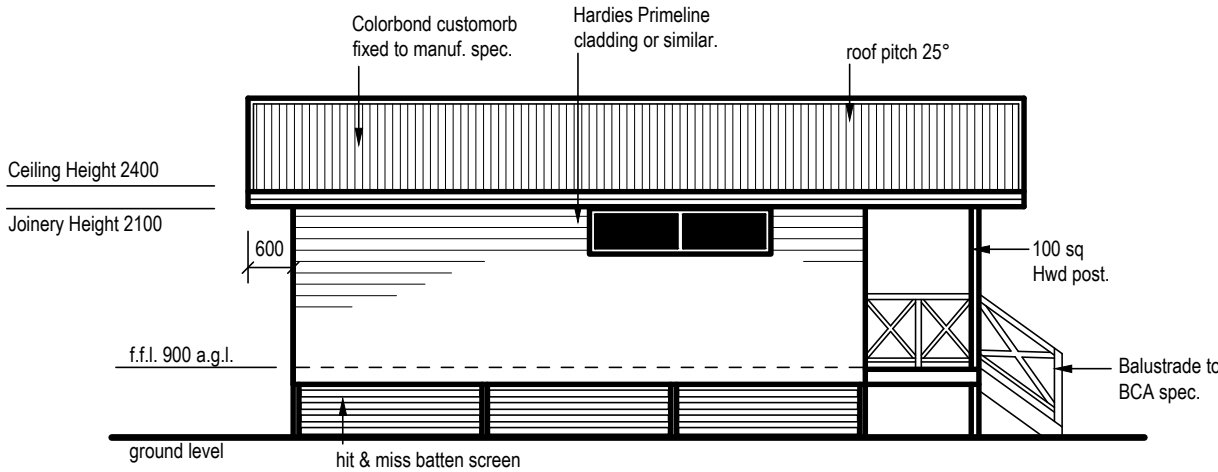


 **FLOOR PLAN**
Accessible Cabin scale 1:100 @A3

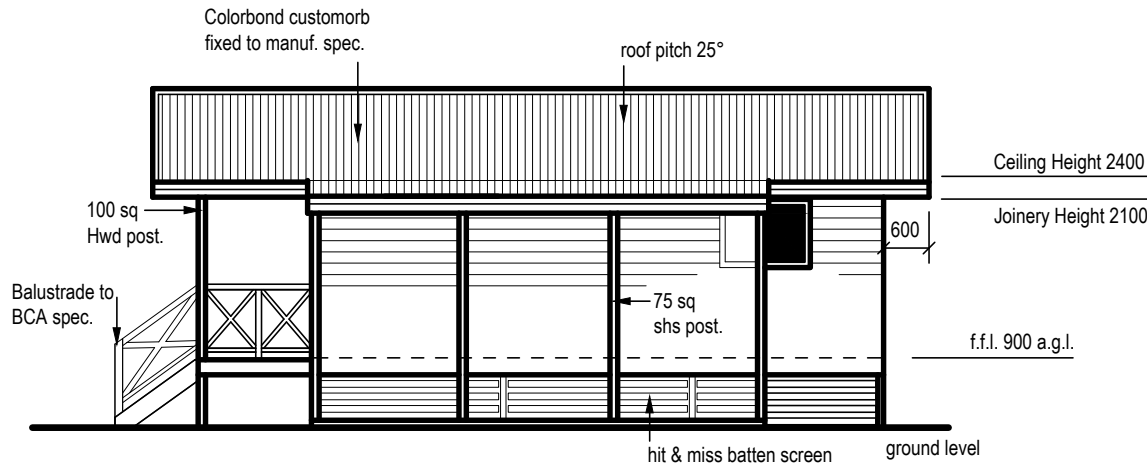
Rev	Description	Date
A	Inclusion of Lots 3 & 4	30/09/20
B	Inclusion of additional turning paths	19/10/20



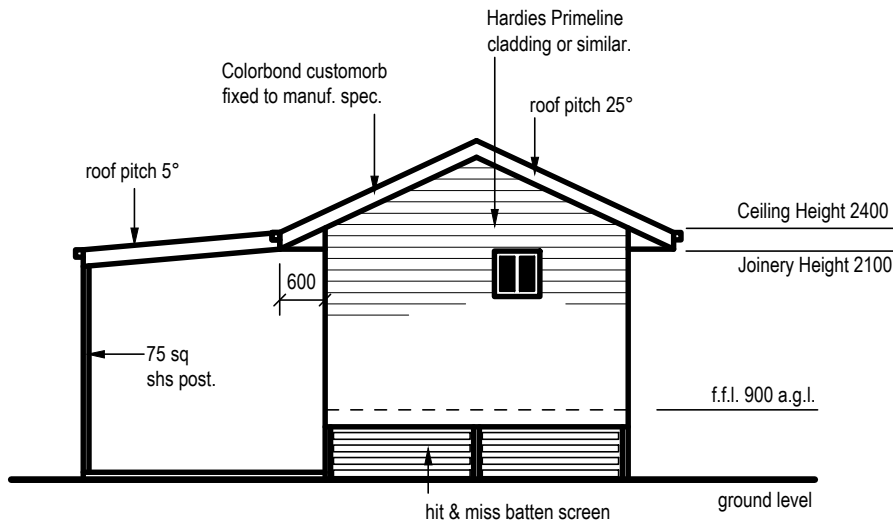
FRONT ELEVATION.
scale 1:100 @A3



SIDE ELEVATION.
scale 1:100 @A3



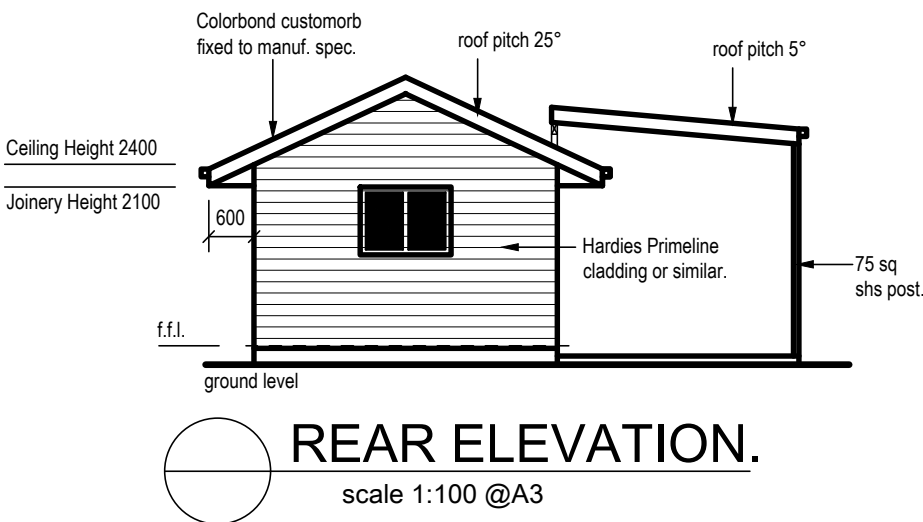
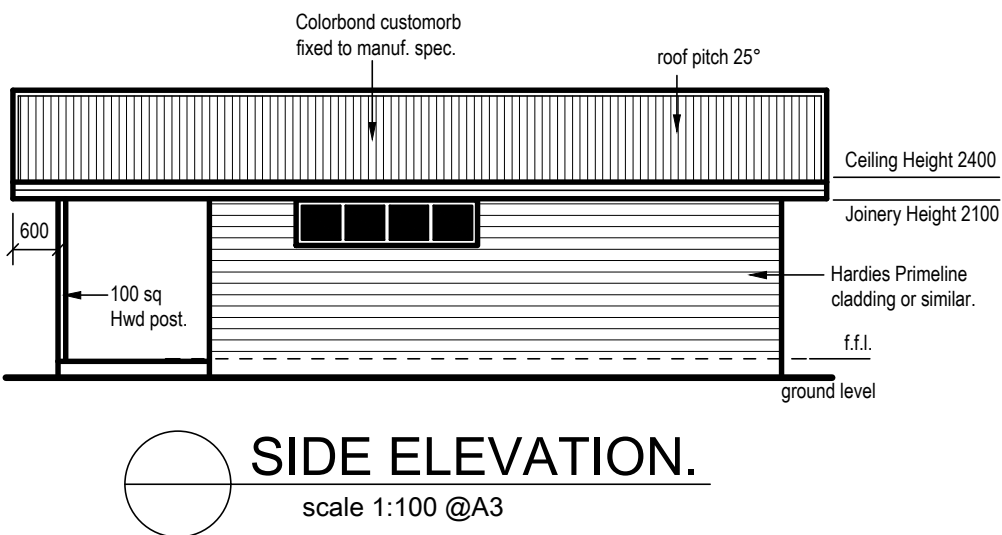
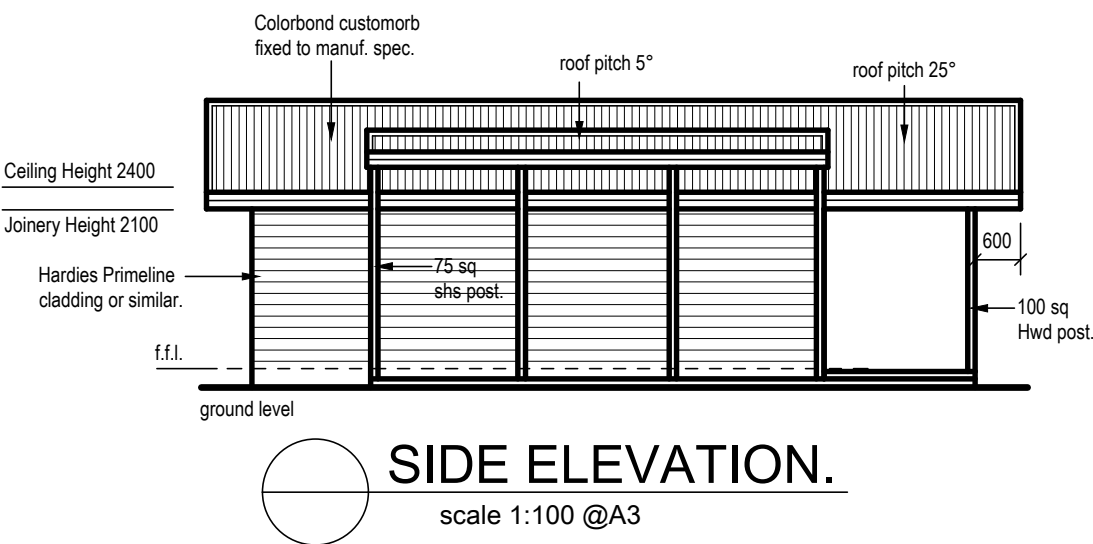
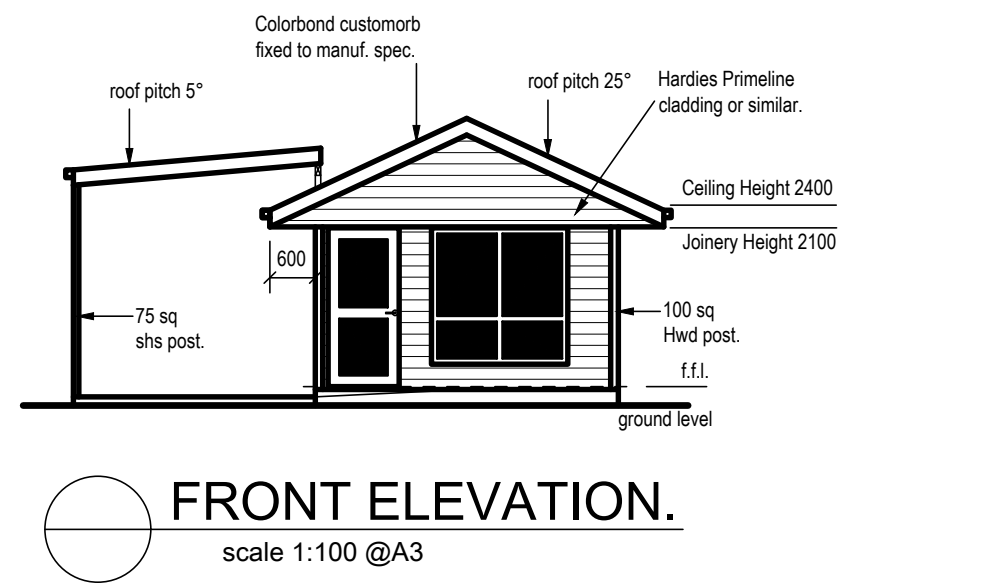
SIDE ELEVATION.
scale 1:100 @A3



REAR ELEVATION.
scale 1:100 @A3

	Q.B.C.C. No: 1010905 P.O. Box 1530 Bundaberg Q. 4670 Ph: (07) 41531183 Email: admin@gatleybuildingdesign.com.au Web: www.gatleybuildingdesign.com.au	Site: Barcaldine Country Motor Inn 106 Elm Street, Barcaldine Lot 809 RY 184	Issue: Preliminary - Not For Construction		
			Scale at A3: 1:100	Date: 18/05/20	
		Project: New Holiday Cabins Client: D. & C. Madders	Design: M.J.	Drawn: M.J.	Approved: _
		Description: Elevations - Single Bed Cabin	Drawing No: 20314-03		

Rev	Description	Date
A	Inclusion of Lots 3 & 4	30/09/20
B	Inclusion of additional turning paths	19/10/20



Q.B.C.C. No: 1010905
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Bundaberg Q. 4670
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Email: admin@gatleybuildingdesign.com.au
Web: www.gatleybuildingdesign.com.au

Site: Barcaldine Country Motor Inn
106 Elm Street, Barcaldine
Lot 809 RY 184

Project: New Holiday Cabins
Client: D. & C. Madders

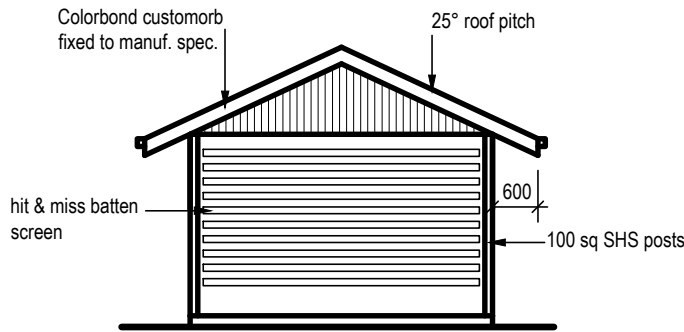
Description: Elevations - Accessible Cabin

Issue: Preliminary - Not For Construction

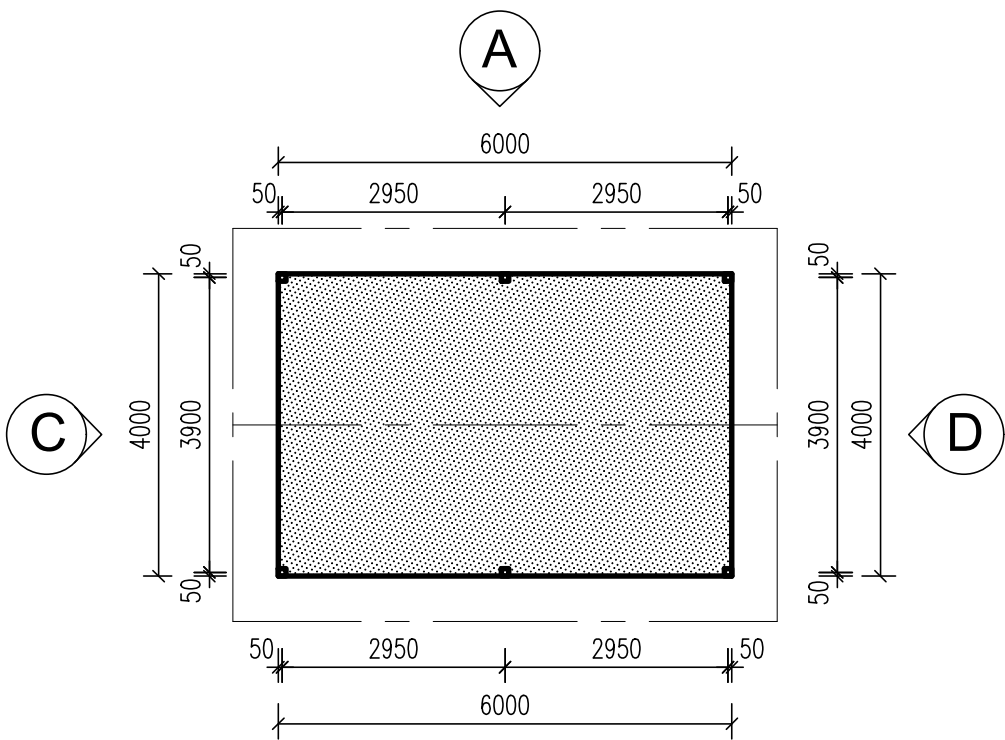
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Design: M.J.	Drawn: M.J.	Approved: _

Drawing No: 20314-04

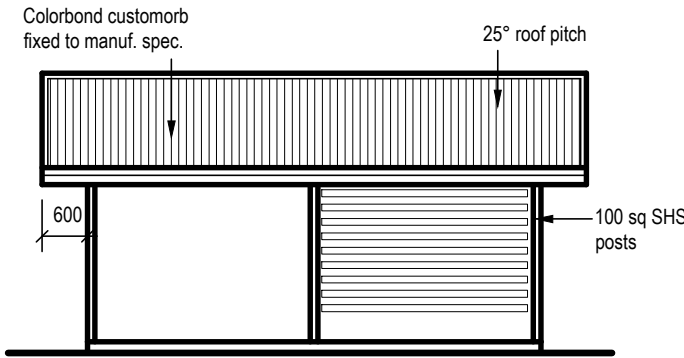
Rev	Description	Date
A	Inclusion of Lots 3 & 4	30/09/20
B	Inclusion of additional turning paths	19/10/20



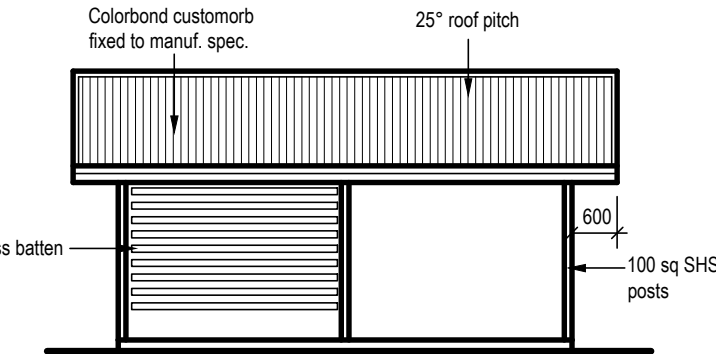
ELEVATION D.
scale 1:100



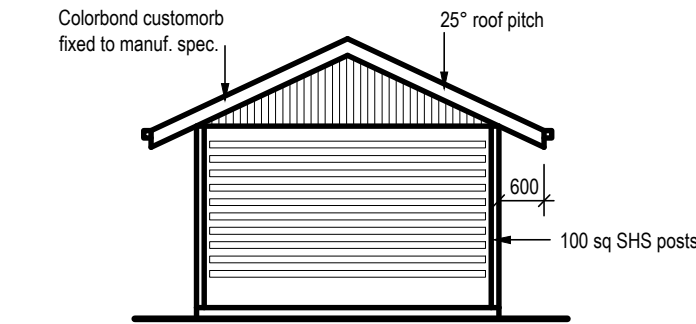
FLOOR PLAN - Barbecue Shelter.
scale 1:100




ELEVATION A.
scale 1:100



ELEVATION B.
scale 1:100



ELEVATION C.
scale 1:100



Q.B.C.C. No: 1010905
P.O. Box 1530
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Ph: (07) 41531183
Email: admin@gatleybuildingdesign.com.au
Web: www.gatleybuildingdesign.com.au

Site: Barcaldine Country Motor Inn
106 Elm Street, Barcaldine
Lot 809 RY 184

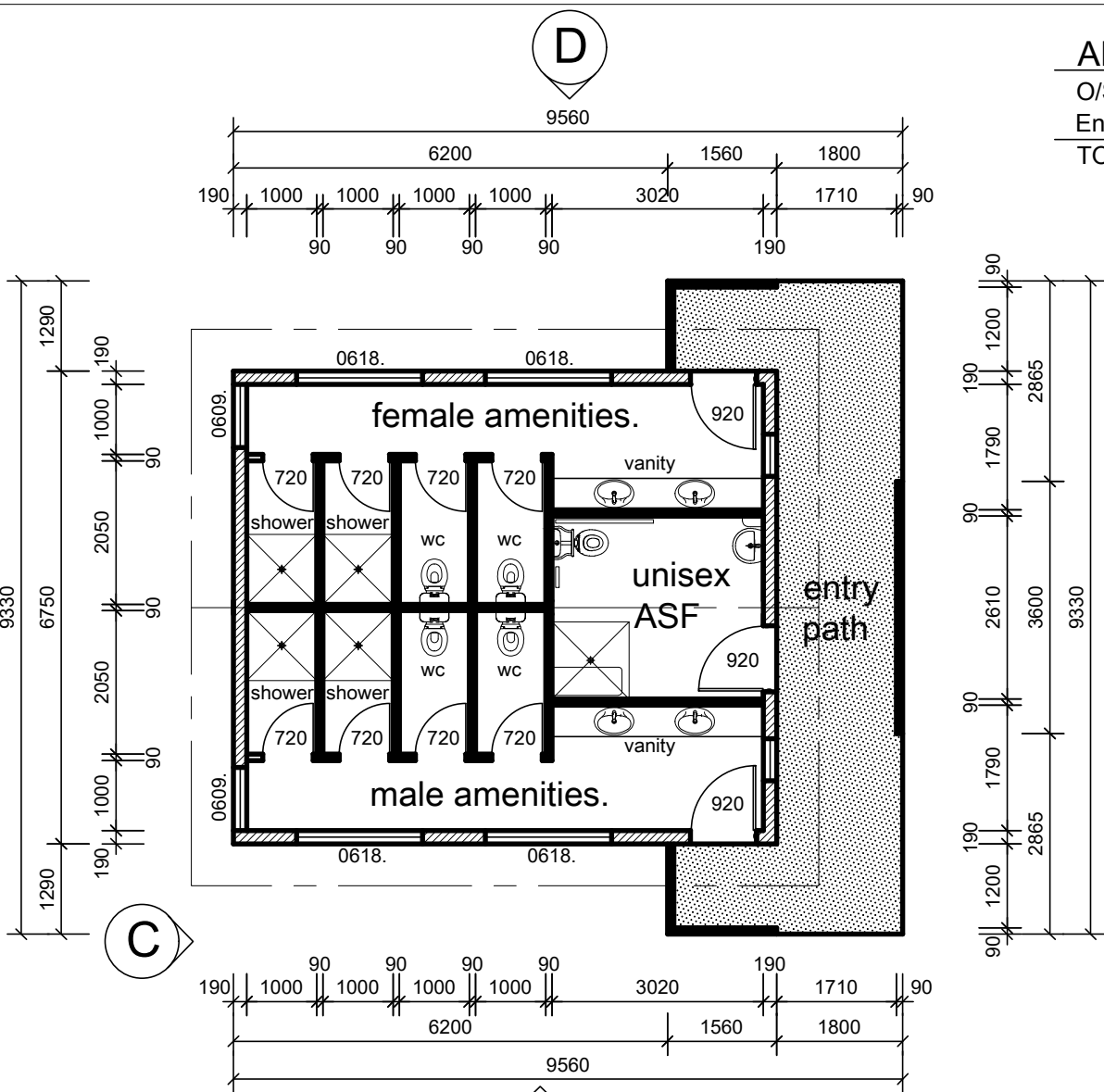
Project: New Holiday Cabins
Client: D. & C. Madders

Description: Floor Plan & Elevations -
Barbecue Shelter

Issue:
Preliminary - Not For Construction

Scale at A3: 1:100	Date: 18/05/20	
Design: M.J.	Drawn: M.J.	Approved: _

Drawing No: **20314-05**



B

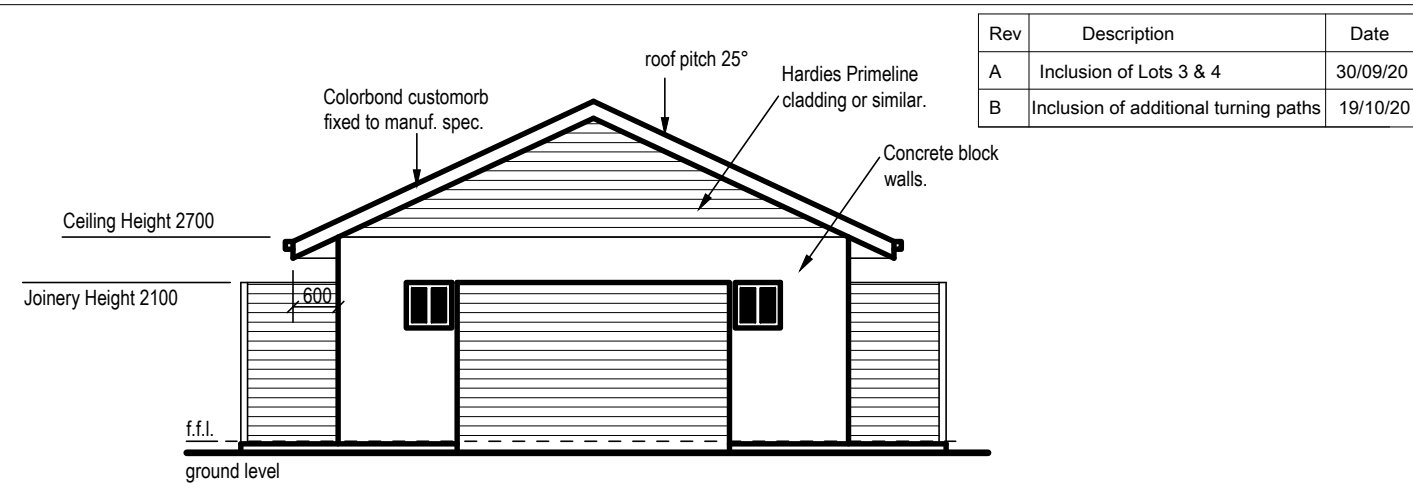
FLOOR PLAN

scale 1:100 @A3

AREAS:

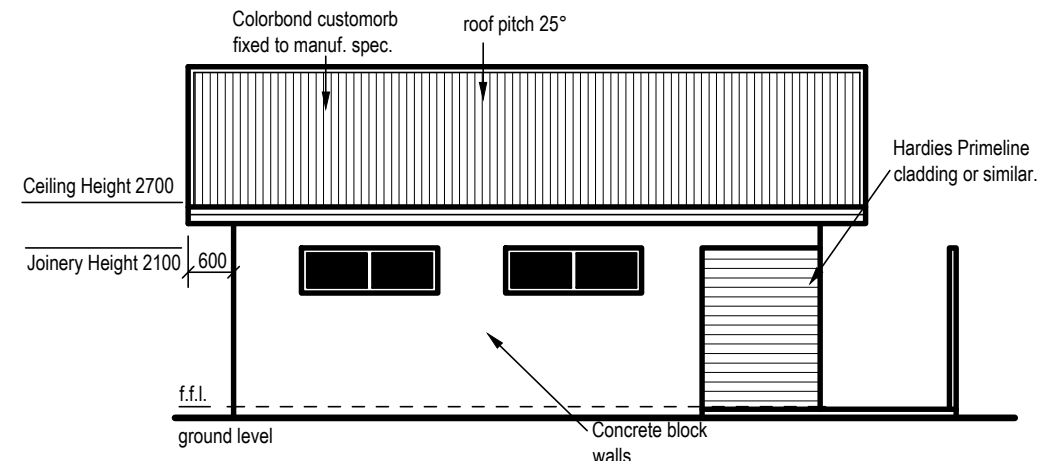
O/S Walls - 52.4m²
Entry Path - 20.8m²
TOTAL: 73.2m²

A



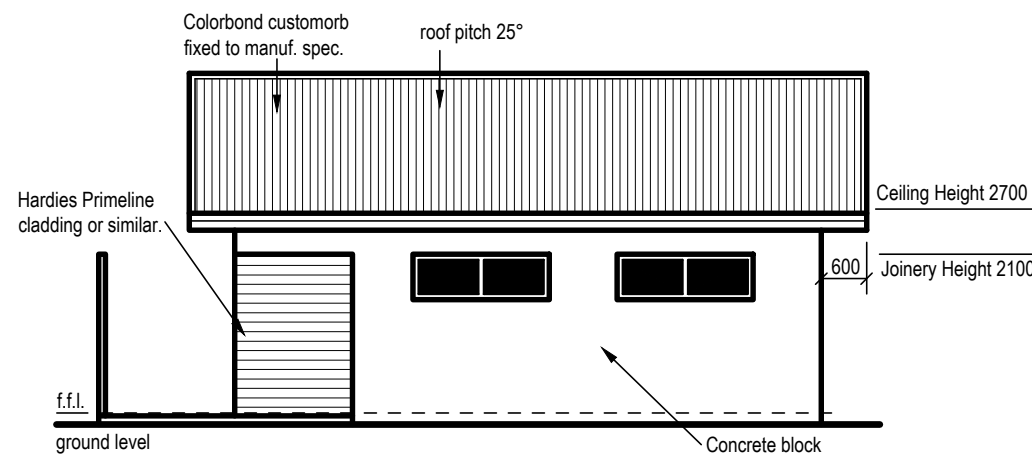
ELEVATION A.

scale 1:100 @A3



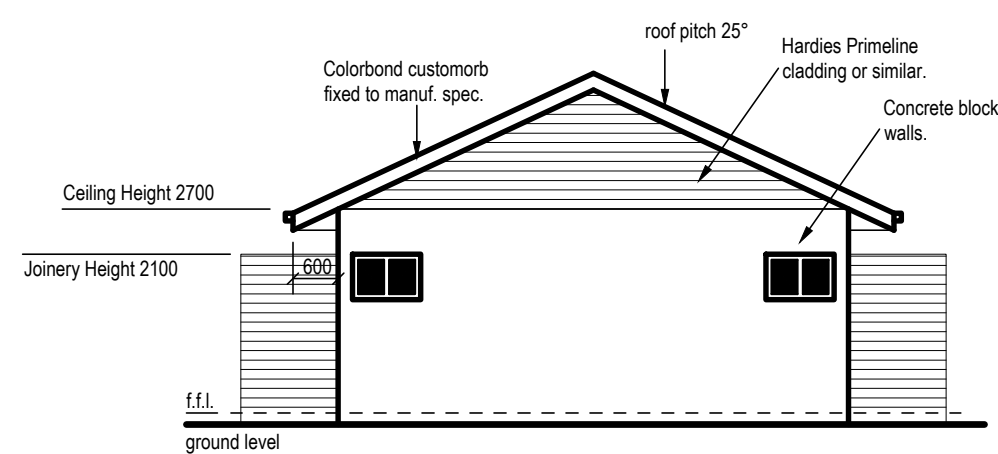
ELEVATION B.

scale 1:100 @A3



ELEVATION D.

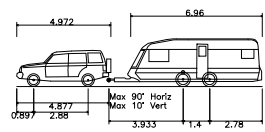
scale 1:100 @A3



ELEVATION C.

scale 1:100 @A3

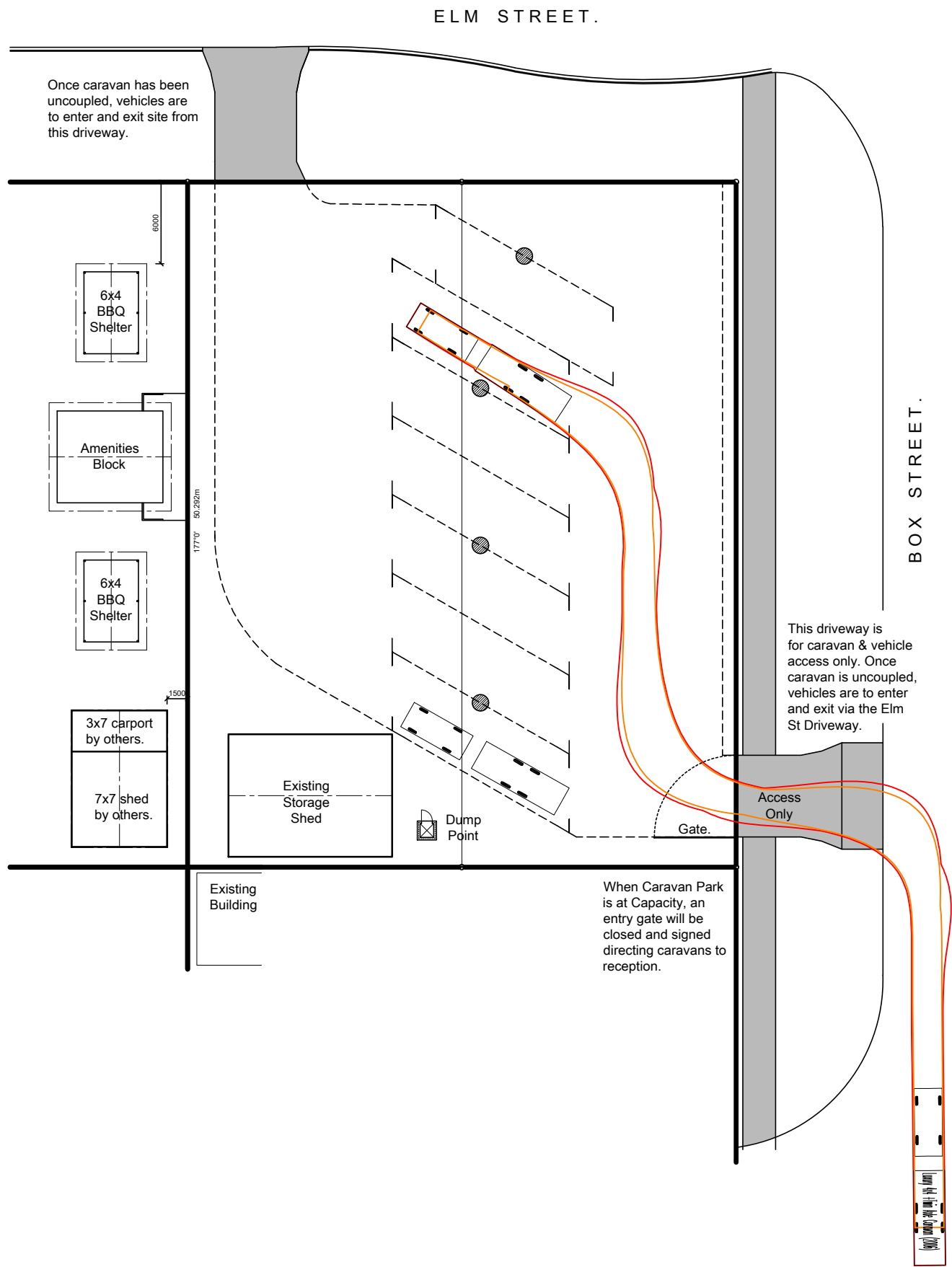
	Q.B.C.C. No: 1010905 P.O. Box 1530 Bundaberg Q. 4670 Ph: (07) 41531183 Email: admin@gatleybuildingdesign.com.au Web: www.gatleybuildingdesign.com.au	Site: Barcardine Country Motor Inn 106 Elm Street, Barcardine Lot 809 RY 184 Project: New Holiday Cabins Client: D. & C. Madders Description: Floor Plan & Elevations - Amenities Block	Issue: Preliminary - Not For Construction	
			Scale at A3: 1:100	Date: 18/05/20
			Design: M.J.	Drawn: M.J. Approved: _
			Drawing No: 20314-06	



Luxury 4x4 +Twin Axle Caravan (2006)
Overall Length 12.990m
Overall Width 2.285m
Overall Body Height 2.524m
Min Body Ground Clearance 0.251m
Max Track Width 2.130m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.800m

All turning Paths have been prepared using Autodesk Vehicle Tracker 2021 Software

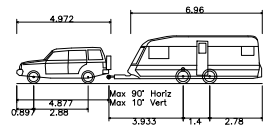
Rev	Description	Date
A	Inclusion of Lots 3 & 4	30/09/20
B	Inclusion of additional turning paths	19/10/20



TURNING PATHS

scale 1:400 @A3

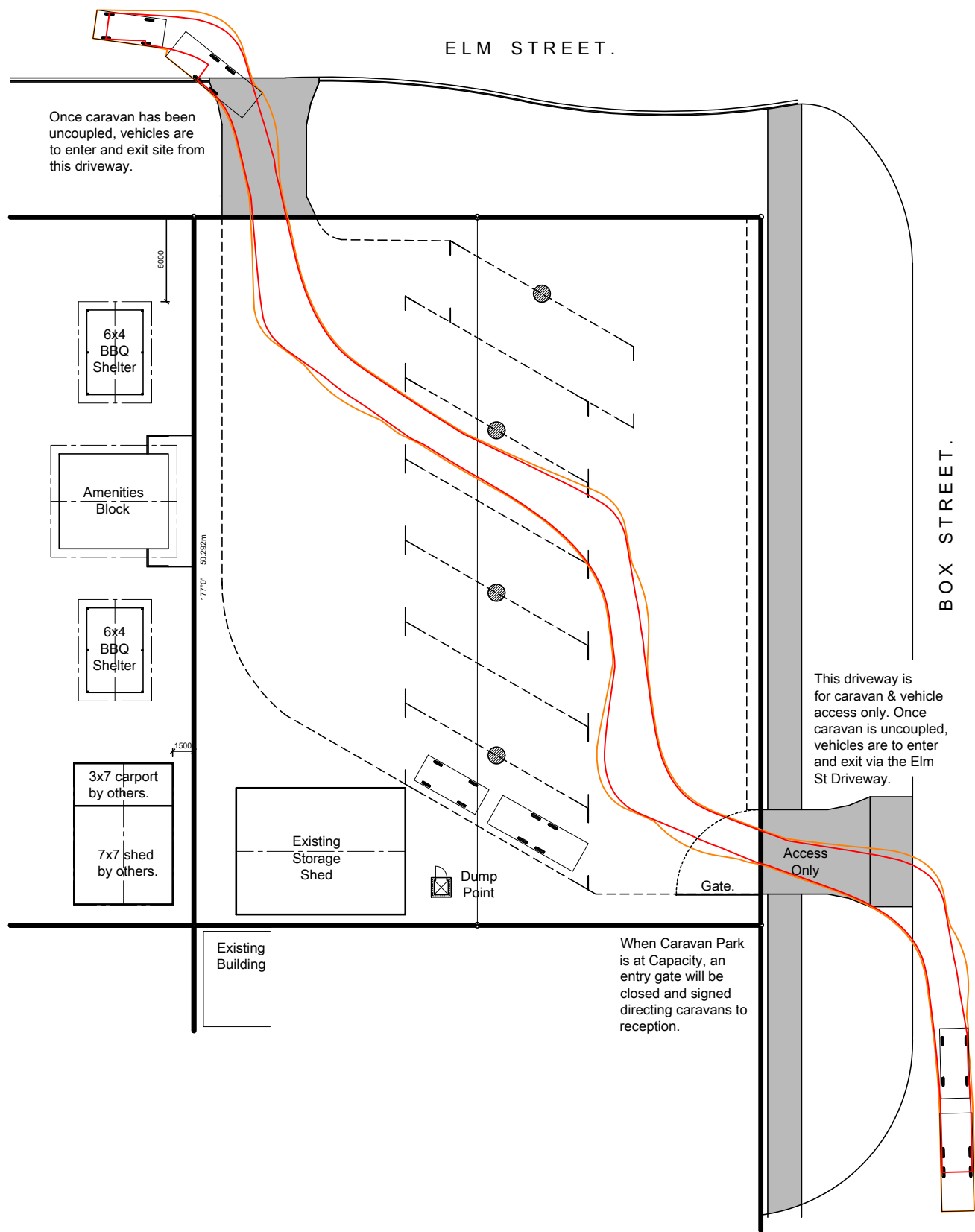
	Q.B.C.C. No: 1010905 P.O. Box 1530 Bundaberg Q. 4670 Ph: (07) 41531183 Email: admin@gatleybuildingdesign.com.au Web: www.gatleybuildingdesign.com.au		Site: Barcaldine Country Motor Inn 106 Elm Street, Barcaldine Lot 809 RY 184		Issue: Preliminary - Not For Construction	
	Project: New Holiday Cabins Client: D. & C. Madders		Description: Turning Path - Car & Caravan		Scale at A3: 1:400	Date: 18/05/20
					Design: M.J.	Drawn: M.J. Approved: _
					Drawing No: 20314-07	



Luxury 4x4 +Twin Axle Caravan (2006)
Overall Length 12.990m
Overall Width 2.285m
Overall Body Height 2.524m
Min Body Ground Clearance 0.251m
Max Track Width 2.130m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.800m

All turning Paths have been prepared using Autodesk Vehicle Tracker 2021 Software

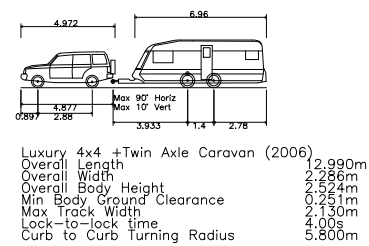
Rev	Description	Date
A	Inclusion of Lots 3 & 4	30/09/20
B	Inclusion of additional turning paths	19/10/20



TURNING PATHS

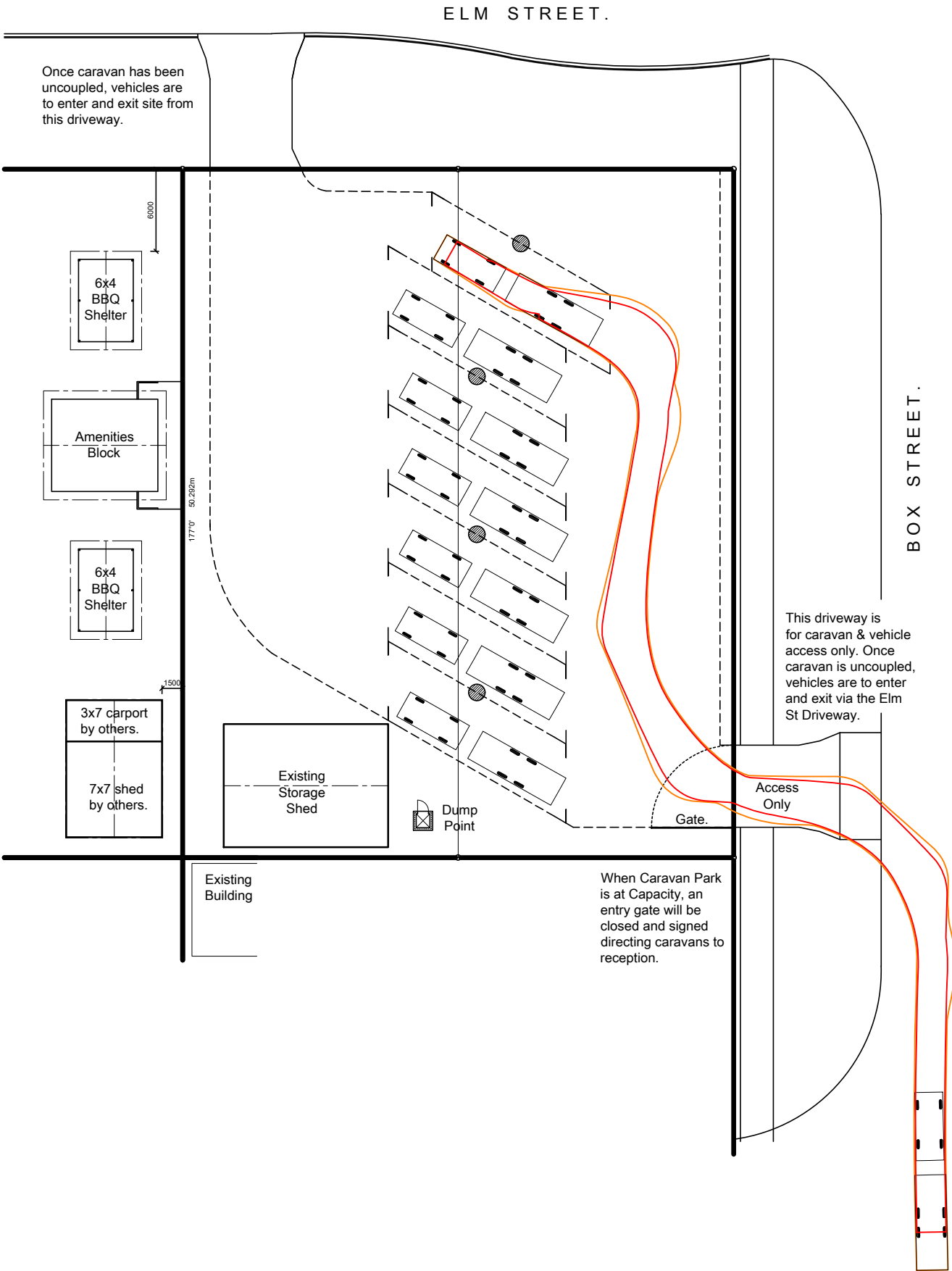
scale 1:400 @A3

	Q.B.C.C. No: 1010905 P.O. Box 1530 Bundaberg Q. 4670 Ph: (07) 41531183 Email: admin@gatleybuildingdesign.com.au Web: www.gatleybuildingdesign.com.au		Site: Barcaldine Country Motor Inn 106 Elm Street, Barcaldine Lot 809 RY 184 Project: New Holiday Cabins Client: D. & C. Madders Description: Turning Path - Car & Caravan	Issue: Preliminary - Not For Construction Scale at A3: 1:400 Date: 18/05/20 Design: M.J. Drawn: M.J. Approved: _
				Drawing No: 20314-08

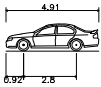


All turning Paths have been prepared using Autodesk Vehicle Tracker 2021 Software

Rev	Description	Date
A	Inclusion of Lots 3 & 4	30/09/20
B	Inclusion of additional turning paths	19/10/20



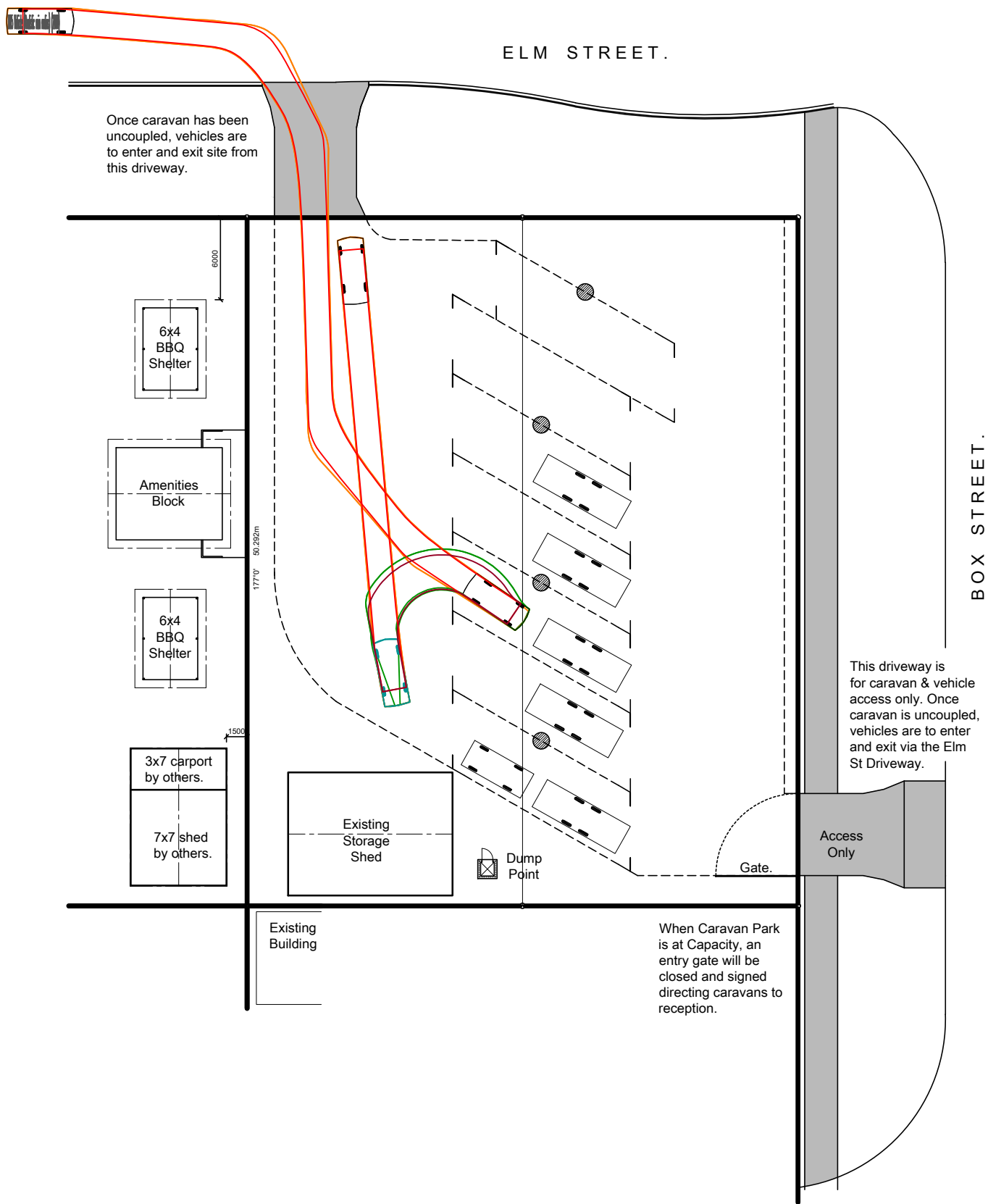
TURNING PATHS
scale 1:400 @A3



B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.91m
Overall Width 1.87m
Overall Body Height 1.42m
Min Body Ground Clearance 0.159m
Track Width 1.77m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m

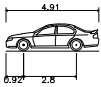
All turning Paths have been
prepared using Autodesk Vehicle
Tracker 2021 Software

Rev	Description	Date
A	Inclusion of Lots 3 & 4	30/09/20
B	Inclusion of additional turning paths	19/10/20



TURNING PATHS
scale 1:400 @A3

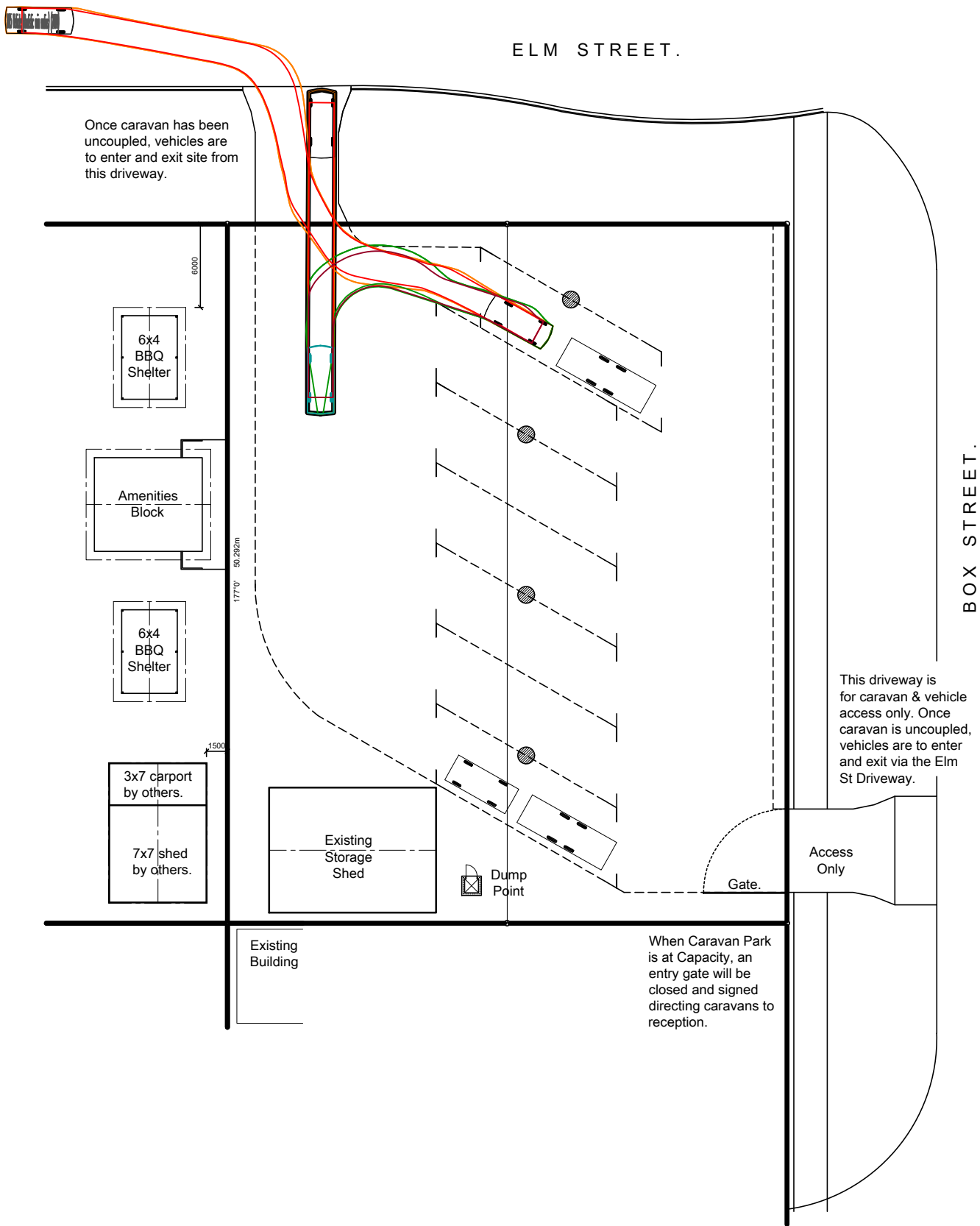
	Q.B.C.C. No: 1010905 P.O. Box 1530 Bundaberg Q. 4670 Ph: (07) 41531183 Email: admin@gatleybuildingdesign.com.au Web: www.gatleybuildingdesign.com.au		Site: Barcaldine Country Motor Inn 106 Elm Street, Barcaldine Lot 809 RY 184		Issue: Preliminary - Not For Construction	
	Project: New Holiday Cabins Client: D. & C. Madders		Scale at A3: 1:400		Date: 18/05/20	
	Description: Turning Path - Car		Design: M.J.	Drawn: M.J.	Approved: _	
			Drawing No:		20314-10	



B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.91m
Overall Width 1.87m
Overall Body Height 1.42m
Min Body Ground Clearance 0.159m
Track Width 1.77m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m

All turning Paths have been prepared using Autodesk Vehicle Tracker 2021 Software

Rev	Description	Date
A	Inclusion of Lots 3 & 4	30/09/20
B	Inclusion of additional turning paths	19/10/20



TURNING PATHS

scale 1:400 @A3

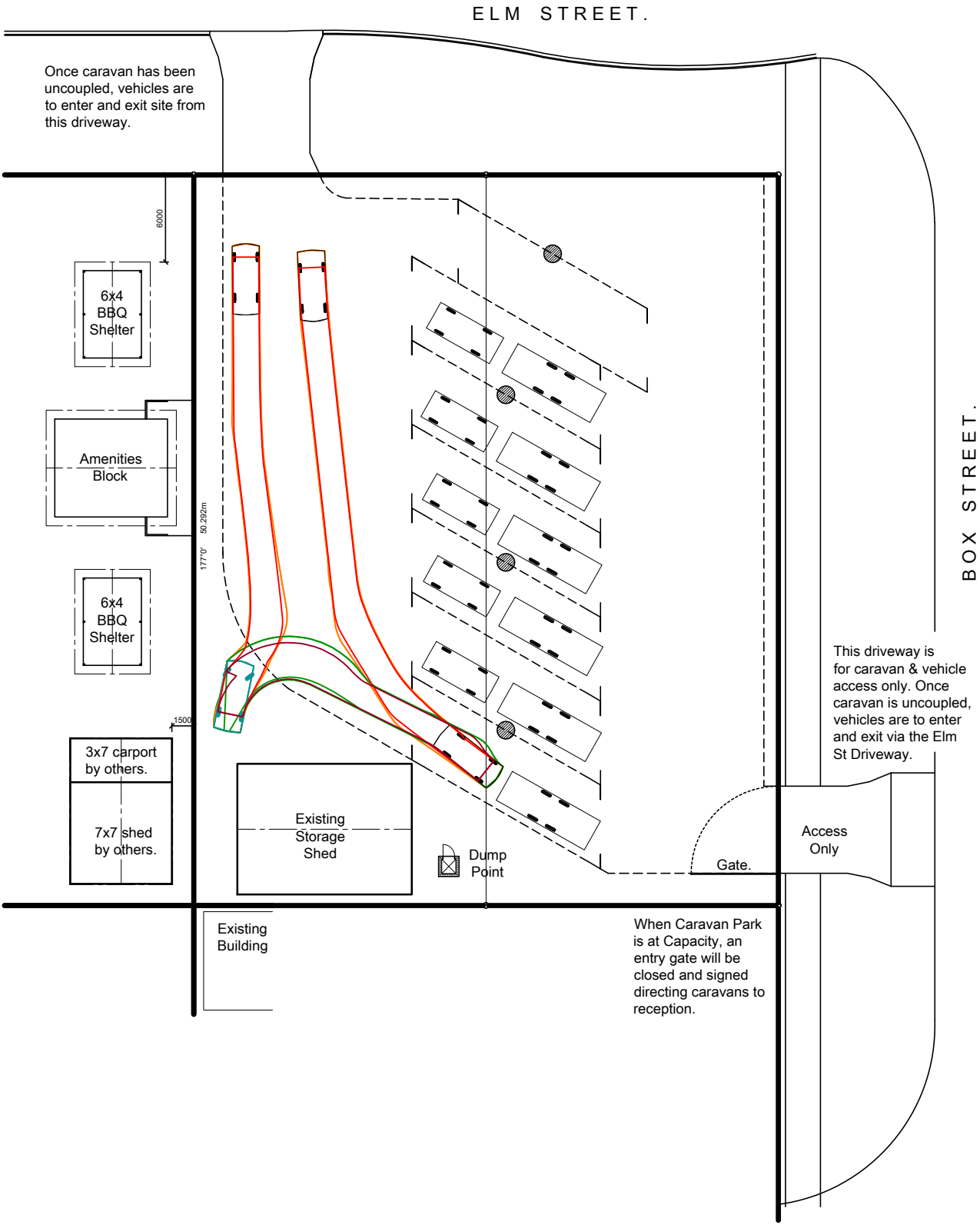
	Q.B.C.C. No: 1010905 P.O. Box 1530 Bundaberg Q. 4670 Ph: (07) 41531183 Email: admin@gatleybuildingdesign.com.au Web: www.gatleybuildingdesign.com.au		Site: Barcaldine Country Motor Inn 106 Elm Street, Barcaldine Lot 809 RY 184		Issue: Preliminary - Not For Construction	
	Project: New Holiday Cabins Client: D. & C. Madders		Scale at A3: 1:400		Date: 18/05/20	
	Description: Turning Path - Car		Design: M.J.	Drawn: M.J.	Approved: _	
			Drawing No:		20314-11	



B85 Vehicle (Realistic min radius) (2004)
Overall Length 4.91m
Overall Width 1.87m
Overall Body Height 1.42m
Min Body Ground Clearance 0.159m
Track Width 1.77m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5.750m

All turning Paths have been prepared using Autodesk Vehicle Tracker 2021 Software

Rev	Description	Date
A	Inclusion of Lots 3 & 4	30/09/20
B	Inclusion of additional turning paths	19/10/20



TURNING PATHS

scale 1:400 @A3



Rev	Description	Date
A	Inclusion of Lots 3 & 4	30/09/20
B	Inclusion of additional turning paths	19/10/20



CONTEXT PLAN
scale 1:500 @A3



Q.B.C.C. No: 1010905
P.O. Box 1530
Bundaberg Q. 4670
Ph: (07) 41531183
Email:
admin@gatleybuildingdesign.com.au
Web:
www.gatleybuildingdesign.com.au

Site: Barcaldine Country Motor Inn
106 Elm Street, Barcaldine
Lot 809 RY 184
Project: New Holiday Cabins
Client: D. & C. Madders
Description: Context Plan

Issue:
Preliminary - Not For Construction
Scale at A3: 1:500 Date: 18/05/20
Design: M.J. Drawn: M.J. Approved: _
Drawing No: 20314-13

**Queensland Treasury**

Our reference: 2010-19017 SPL
Your reference: 20314

19 October 2020

D & C Madders
C/- Gatley Building Design
PO Box 1530
BUNDABERG QLD 4670
admin@gatleybuildingdesign.com.au

Attention: Mr Michael Johnston

Dear Mr Johnston

Pre-lodgement advice

Thank you for your correspondence received on 1 October 2020 in which you sought pre-lodgement advice from the State Assessment and Referral Agency (SARA) regarding the proposed development described below.

Reference information

SARA role:	Referral agency
SARA jurisdiction:	State transport corridor

Location details

Street address:	106 Elm Street, Barcaldine, and 112 Elm Street, Barcaldine
Real property description:	Lot 809 on RY184, Lot 3 on RP603055 and Lot 4 on RP603055
Local government area:	Barcaldine Regional Council
Existing use:	Barcaldine Motel

Details of proposal

Development type:	Material change of use
Development description:	Construct 5 visitor accommodation cabins and 7 grassed caravan sites.

Supporting information

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Planning Report – Application for Material Change of Use: Visitor Accommodation	Gatley Building Design	1 October 2020	20314	A
Draft site plan and detail designs (Sheets 1-8)	Gatley Building Design	18/05/2020	20314	A
State code 1: Development in a State-controlled road environment (response)	Gatley Building Design	1 October 2020	-	-

SARA has carried out a review of the information provided and the impacts of the proposal. The following advice outlines the matters of interest to SARA and matters that should be addressed if you lodge your development application with the assessment manager.

The Proposal

1. This pre-lodgement advice relates to a proposed Material Change of Use – Five (5) additional cabins and seven (7) caravan sites located at 106 & 112 Elm Street Barcaldine, formally described as Lot 809 on RY184, Lot 3 on RP603055 and Lot 4 on RP603055 (the subject site).
2. The Development Assessment Mapping System identifies the subject site as being within 25m of a State transport corridor, and within 100m of a State transport road intersection.
3. The proposed development over Lot 3 and Lot 4 on RP603055 will have access from Box Street (a State transport corridor) via "Ingress Only" with an additional access point on Elm Street, which will be both ingress and egress.
4. It is assumed that the proposed development will require a Development Application to be made to the Barcaldine Regional Council as the assessment manager and referred to SARA.

State Transport Corridor

5. Based on the information provided, SARA is unable to confirm that the proposed development will not result in queuing within the State transport corridor.
6. It is strongly recommended that any future development application, for the proposed works, demonstrate:
 - a) how vehicles will enter the subject site from Box Street and exit onto Elm Street should all the caravan sites be occupied; and
 - b) how vehicles will enter the subject site from Elm Street and exit the site again without any turnaround facility available.
7. SARA recommends this information be presented using turning templates.

Making a Development Application for Material Change of Use

1. Based on the material provided, the proposed development will likely require referral to SARA under the following:
 - a) **Planning Regulation 2017, Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 – Material change of use of premises near a State transport corridor**

Pay items: 8(d) the material change of use is stated in item 1, column 2, paragraph (a) or (c) and involves a **new relevant vehicular access** to a State transport corridor

(ii) \$3,373.00.

8. The Planning Regulation 2017 states:

A new relevant vehicular access, between premises and a road or State transport corridor, means—

- a) a road, other than a pedestrian or bicycle path, that provides access between the premises and the road or corridor; or*
- b) a driveway that provides access between the premises and the road or corridor.*

9. It is recommended that the applicant contact MIW SARA for updated pay items, if the proposed development will not result in a **new relevant vehicular access**, as described above.

10. Any development application should also include the following details:

- a) Completed copy of DA Form 1.
- b) Payment of the relevant application fee.
- c) Response to the State Development Assessment Provisions, State code 1: Development in a State-controlled road environment.
- d) Any supporting documentation the DA forms states in mandatory supporting information for the application, including relevant plans.

11. Lodgement of the development application can be made via the SARA's online system, MyDAS2:

<https://prod2.dev-assess.qld.gov.au>.

This pre-lodgement advice does not constitute an approval or an endorsement that SARA supports the development proposal. Additional information may be required to allow SARA to properly assess the development proposal when a formal application has been lodged.

For further information please contact Madison Harper-McErlean, Planning Officer, on (07) 4898 6812 or via email MIWSARA@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely



Patrick Ruettjes
Manager (Planning)
Mackay Isaac Whitsunday Regional Office

State code 1: Development in a state-controlled road environment

Table 1.2.1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure.	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	Complies – The proposal is contained within lot 809 RY 184, Lots 3&4 RP 603055 (106 & 112 Elm St, Barcaldine)
	AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	It is proposed to formalise a historical access off Box St to Lot 3 as an access only point to the 7 site Caravan Park. Egress will be provided via Elm St.
	AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	Complies – It is not intended to construct any new structures on Lot 3 which fronts Box St. It is also proposed to extensively landscape the site.
	AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	Complies – Proposed Buildings will be finished in a low sheen exterior grade paint and will be softened and screened by onsite landscaping.
	AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	Complies – Lighting will be limited to that required for safety for pedestrian access and egress after dark by way of low lighting to the edge of the proposed internal path / driveway and access and egress points.
	AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising	N/A – No advertising devices proposed.

Performance outcomes	Acceptable outcomes	Response
	Guide, 2 nd Edition, Department of Transport and Main Roads, 2017.	
PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.	AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2018.	N/A – No bridge proposed.
Filling, excavation and retaining structures		
<p>PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.</p> <p>Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service.</p> <p>Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	N/A – No major filling or excavating is required or proposed.

Performance outcomes	Acceptable outcomes	Response
<p>PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	N/A – No major filling or excavating is required or proposed.
<p>PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	N/A – No major filling or excavating is required or proposed.

Performance outcomes	Acceptable outcomes	Response
<p>PO7 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A – No major filling or excavating is required or proposed.</p>
<p>PO8 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, and the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a pavement impact assessment.</p>	<p>AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	<p>N/A – No major filling or excavating is required or proposed.</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	N/A – The Box St Access will only be used to access the site initially by a vehicle towing a caravan. Once the caravan has been uncoupled, the vehicle will use the Elm St driveway to enter and leave site. For Lot 809, the proposed access is from the existing fronting Ash St, with the new Elm St crossover primarily used as an exit route.
<p>PO10 Fill material used on a development site does not result in contamination of a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO10.1 Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p>	Complies – No major filling or excavating proposed. If fill is to be brought into the project site, fill material will be clean and free of contaminants. These initial construction works will be access site via Elm St
	<p>AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.</p>	Requirement Noted
<p>PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.</p> <p>AND</p>	Complies – No major filling or excavating proposed. If fill is to be brought into the project site, fill material will be clean and free of contaminants. These initial construction works will be access site via Elm St
	<p>AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.</p>	Complies – If required, dust suppression measures will be implemented during the construction process.
Stormwater and drainage		

Performance outcomes	Acceptable outcomes	Response
<p>PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	Complies – There is no foreseeable reason why the proposed development would create an actionable nuisance.
<p>PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO13.1 Development does not create any new points of discharge to a state-controlled road.</p> <p>AND</p>	Complies – All new roof water proposed to be discharged to Elm St.
	<p>AO13.2 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge.</p> <p>AND</p>	Complies – Proposal will discharge stormwater to the legal point of discharge, being Elm Street.
	<p>AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>	Complies – All new roof water proposed to be discharged to Elm St.
<p>PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.</p>	Complies – Erosion control measures will be implemented during the construction process to prevent this.
Vehicular access to a state-controlled road		

Performance outcomes	Acceptable outcomes	Response
<p>PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO15.1 Development does not require new or changed access to a limited access road.</p> <p>Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system.</p> <p>OR</p>	N/A – Box St is not a limited access Road
	<p>AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.</p> <p>Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	N/A – Box St is not a limited access Road
	<p>AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road.</p> <p>Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.</p>	N/A – Box St is not a limited access Road
<p>PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create</p>	<p>AO16.1 Vehicular access is provided from a local road.</p>	<p>Complies – It is proposed that the access for the new cabins will be provided by way of either Ash or Elm St. To initially access the Caravan park,</p>

Performance outcomes	Acceptable outcomes	Response
<p>a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p> <p>Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>		access is intended to be gained from Box St. Once the van is uncoupled, access and egress from site will be from the Elm St driveway.
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p>	<p>The proposed driveway off Box St is a formalisation of a historical access used to access site for decades. The proposed driveway will be for initial access only of the van and vehicle. Once the van is uncoupled, the vehicle will then enter and leave site via the Elm St Driveway. On departure, the van and vehicle will leave site via the Elm St driveway. By having this access off of Box St, there is no requirement to reverse the van. The caravan park sites are drive-through. The length and width of the internal manoeuvring area is large enough to prevent queuing onto the state controlled road. Caravans will need to check into the Motel Reception and will be directed to the site. When all caravan parks are full, to eliminate potential queuing, a gate to the access from Box street will be closed and will remain this way until sites become free. Signage will be included to direct people to the reception for information.</p>
	<p>AO16.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	<p>The proposed driveway off Box St is a formalisation of a historical access used to access site for decades. The proposed driveway will be for initial access only of the van and vehicle. Once the van is uncoupled, the vehicle will then enter and leave site via the Elm St Driveway. On departure, the van and vehicle will leave site via the Elm St driveway. By having this access off of Box St, there is no requirement to reverse the van. The caravan park sites are drive-through. The length and width of the internal manoeuvring area is large enough to prevent queuing onto the state controlled road.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.</p> <p>AND</p>	<p>The proposed driveway off Box St is a formalisation of a historical access used to access site for decades. The proposed driveway will be for initial access only of the van and vehicle. Once the van is uncoupled, the vehicle will then enter and leave site via the Elm St Driveway. On departure, the van and vehicle will leave site via the Elm St driveway. By having this access off of Box St, there is no requirement to reverse the van. The caravan park sites are drive-through. The length and width of the internal manoeuvring area is large enough to prevent queuing onto the state controlled road.</p>
	<p>AO16.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.</p>	<p>Complies – The length and width of the internal manoeuvring area is large enough to prevent queuing onto the state controlled road. Due to the nature of the proposal, vehicle movements will be limited and staggered entering site from Box St.</p> <p>Caravans will need to check into the Motel Reception and will be directed to the site. When all caravan parks are full, to eliminate potential queuing, a gate to the access from Box street will be closed and will remain this way until sites become free. Signage will be included to direct people to the reception for information.</p>
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
<p>PO17 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.</p>	<p>AO17.1 Vehicular access is located as far as possible from the state-controlled road intersection.</p> <p>AND</p>	<p>Complies – The proposed Elm St access points are located as far as possible from the edge line of the Box St intersection. Refer plans. This intersection has excellent visibility and the proposal will not negatively impact the state asset. The driveway accessing site from Box St is also located as far as possible from the Box / Elm St intersection. Refer plans.</p>

Performance outcomes	Acceptable outcomes	Response
<p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO17.2 Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016.</p> <p>AND</p>	<p>Complies – This will be addressed at detailed design stage.</p>
	<p>AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.</p>	<p>Complies – The length and width of the internal manoeuvring area is large enough to prevent queuing onto the state controlled road. Due to the nature of the proposal, vehicle movements will be limited and staggered entering site from Box St.</p> <p>Caravans will need to check into the Motel Reception and will be directed to the site. When all caravan parks are full, to eliminate potential queuing, a gate to the access from Box street will be closed and will remain this way until sites become free. Signage will be included to direct people to the reception for information.</p>
Public passenger transport infrastructure on state-controlled roads		
<p>PO18 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO18.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.</p> <p>AND</p>	<p>N/A – Not located within 5m Public Transport Infrastructure.</p>
	<p>AO18.2 Development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p>	<p>N/A – there is no infrastructure to locate to the site frontage.</p>
	<p>AO18.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public</p>	<p>Complies – The length and width of the internal manoeuvring area is large enough to prevent queuing onto the state controlled road. Due to the nature of the proposal, vehicle movements will be limited and staggered entering site from Box St.</p>

Performance outcomes	Acceptable outcomes	Response
	passenger transport infrastructure and public passenger services. AND	
	AO18.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	Complies – This will be ensured during construction.
Planned upgrades		
PO19 Development does not impede delivery of planned upgrades of state-controlled roads.	AO19.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road. Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system . OR	N/A – Not within a planned upgrade area.
	AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	N/A – Not within a planned upgrade area.
	OR all of the following acceptable outcomes apply: AO19.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development.	N/A – Not within a planned upgrade area.

Performance outcomes	Acceptable outcomes	Response
	AND	
	AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. AND	N/A – Not within a planned upgrade area.
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	N/A – Not within a planned upgrade area.
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	N/A – Not within a planned upgrade area.
Network impacts		
PO20 Development does not result in a worsening of operating conditions on the state-controlled road network. Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided. Please refer to the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Complies – The proposed Elm St access points are located as far as possible from the edge line of the Box St intersection. Refer plans. This intersection has excellent visibility and the proposal will not negatively impact the state asset. The driveway accessing site from Box St is also located as far as possible from the Box / Elm St intersection. Refer plans. No worsening anticipated.
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.	Complies – The proposed driveway off Box St is a formalisation of a historical access used to access site for decades. The proposed driveway will be for initial access only of the van and vehicle. Once the van is uncoupled, the vehicle

Performance outcomes	Acceptable outcomes	Response
		<p>will then enter and leave site via the Elm St Driveway. On departure, the van and vehicle will leave site via the Elm St driveway. By having this access off of Box St, there is no requirement to reverse the van. The caravan park sites are drive-through. The length and width of the internal manoeuvring area is large enough to prevent queuing onto the state controlled road. The proposed driveway accessing Elm St for the Cabin Development will primarily serve an exit only function. Where possible, vehicle movements are directed to the local road network, primarily Elm St.</p> <p>Caravans will need to check into the Motel Reception and will be directed to the site. When all caravan parks are full, to eliminate potential queuing, a gate to the access from Box street will be closed and will remain this way until sites become free. Signage will be included to direct people to the reception for information.</p>
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	<p>AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the <i>Road Planning and Design Manual</i>, 2nd edition, Department of Transport and Main Roads, 2016.</p> <p>Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.</p>	N/A – No upgrade works proposed.

Table 1.2.2: Environmental emissions

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

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

Performance outcomes		Acceptable outcomes
Noise		
Accommodation activities		
PO23 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.	<p>AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> a. ≤ 60 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am ≤ 40 dB(A)) b. ≤ 63 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am > 40 dB(A)) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017.</p>	N/A – No noise barrier proposed.

Performance outcomes	Acceptable outcomes	
	<p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>In some instances, the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.</p>	
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO23.2 Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	
	<p>AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	<p>N/A – State Planning Policy Mapping indicates the Site is not required to address the mandatory requirements for Transport Noise Corridor. The accommodation is short term.</p>

Performance outcomes	Acceptable outcomes	
	<p>AO23.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours). <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p>Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the State Planning Policy interactive mapping system.</p>	<p>N/A – State Planning Policy Mapping indicates the Site is not required to address the mandatory requirements for Transport Noise Corridor. The accommodation is short term.</p>
<p>PO24 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.</p>	<p>AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in outdoor spaces for passive recreation: <ol style="list-style-type: none"> a. ≤57 dB(A) L₁₀ (18 hour) free field (measured L₉₀ (18 hour) free field between 6am and 12 midnight ≤45 dB(A)) 	<p>N/A – No noise barrier proposed.</p>

Performance outcomes		Acceptable outcomes
	<p>b. ≤ 60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight > 45 dB(A))</p> <p>2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017 OR</p>	
	<p>AO24.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p> <p>AND</p>	N/A – State Planning Policy Mapping indicates the Site is not required to address the mandatory requirements for Transport Noise Corridor. The accommodation is short term.
	<p>AO24.3 Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).</p>	N/A – State Planning Policy Mapping indicates the Site is not required to address the mandatory requirements for Transport Noise Corridor. The accommodation is short term.
Childcare centres and educational establishments		
<p>PO25 Development involving a:</p> <p>1. childcare centre; or</p>	<p>AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p>	N/A – No Childcare Centre or Educational Facility proposed.

Performance outcomes	Acceptable outcomes	
2. educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.	1. to meet the following external noise criteria at all facades of the building envelope: a. ≤ 58 dB(A) L_{10} (1 hour) façade corrected (maximum hour during normal opening hours) 2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017. If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.	
	OR all of the following acceptable outcomes apply: AO25.2 Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND	N/A – No Childcare Centre or Educational Facility proposed.

Performance outcomes	Acceptable outcomes	
	<p>AO25.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	<p>N/A – No Childcare Centre or Educational Facility proposed.</p>
	<p>AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <p>1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p>	<p>N/A – No Childcare Centre or Educational Facility proposed.</p>

Performance outcomes		Acceptable outcomes
PO26 Development involving a: 1. childcare centre; or 2. educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria in each outdoor education area or outdoor play area: a. ≤ 63 dB(A) L_{10} (12 hour) free field (between 6am and 6pm) 2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017. OR	N/A – No Childcare Centre or Educational Facility proposed.
	AO26.2 Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	N/A – No Childcare Centre or Educational Facility proposed.
Hospitals		
PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.	AO27.1 Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria: 1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours). Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in	N/A – No Childcare Centre or Educational Facility proposed.

Performance outcomes		Acceptable outcomes
		<p>accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p>
Vibration		
Hospitals		
PO28 Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	AO28.1 Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$. AND	N/A – No Hospital Facility proposed.
	AO28.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.	N/A – No Hospital Facility proposed.
Air and light		
PO29 Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	AO29.1 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	N/A – Proposal is for short term accommodation.
PO30 Development involving a: 1. childcare centre; or	AO30.1 Each outdoor education area and outdoor play area is shielded from a state-controlled road	N/A – No Childcare Centre or Educational Facility proposed.

Performance outcomes	Acceptable outcomes	
2. educational establishment minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	
PO31 Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	AO31.1 Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR	Requirement noted – Van parking has been orientated to minimise this impact. Site is also to be extensively landscaped.
	AO31.2 Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	Refer above.

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

Performance outcomes	Acceptable outcomes	
PO32 Development does not impede delivery of a future state-controlled road.	AO32.1 Development is not located in a future state-controlled road. OR	N/A
	AO32.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	N/A
	OR all of the following acceptable outcomes apply: AO32.3 Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	N/A

Performance outcomes	Acceptable outcomes	
	AO32.4 Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	N/A
	AO32.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	N/A
<p>PO33 Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a future state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	<p>AO33.1 Development does not require new or changed access between the premises and a future state-controlled road.</p> <p>AND</p>	N/A
	AO33.2 Vehicular access for the development is consistent with the function and design of the future state-controlled road.	N/A
<p>PO34 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with the Road Planning and Design Manual, 2nd edition: Volume 3, Department of Transport and Main Roads, 2016.</p>	No acceptable outcome is prescribed.	N/A

Performance outcomes	Acceptable outcomes	
Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.		
PO35 Fill material from a development site does not result in contamination of land for a future state-controlled road. Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO35.1 Fill material is free of contaminants including acid sulfate content. Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes. AND	N/A
	AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.	N/A
PO36 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	N/A
PO37 Run-off from the development site is not unlawfully discharged to a future state-controlled road.	AO37.1 Development does not create any new points of discharge to a future state-controlled road. AND	N/A

Performance outcomes	Acceptable outcomes	
Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO37.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division), Fourth Edition, 2016, provides further information on lawful points of discharge. AND	N/A
	AO37.3 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	N/A