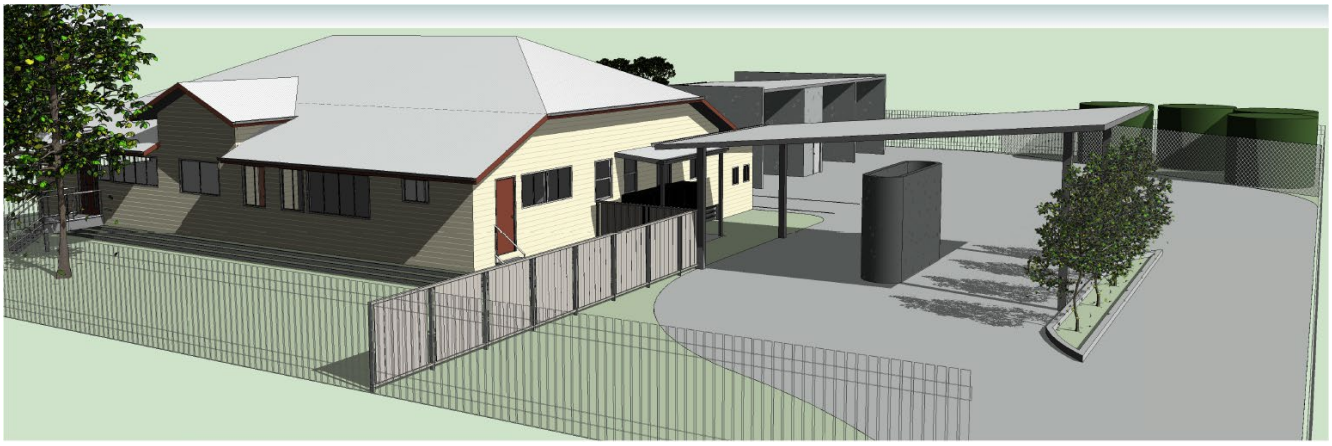

MATERIAL CHANGE OF USE TO ESTABLISH A CAR WASH

71 GALATEA STREET, CHARLEVILLE

LOT 20 ON C1405

NEALE MCSHANE

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Attachment G – Planning Scheme Code Responses

Attachment H - SDAP Code Response

EXECUTIVE SUMMARY

Site

Address	71 Galatea Street, Charleville
Lot on Plan	Lot 20 on C1405
Lot Size	2,023m^2
Ownership	Neale William McShane

Proposal

Assessment Manager	Murweh Shire Council
Planning Scheme	Murweh Shire Planning Scheme
Zoning	Township Zone
Precinct	Commercial Precinct
Overlays	Planning Scheme Overlays • Charleville Airport Obstacle Limitation Surface SPP Overlays • Level 1 Queensland Floodplain Assessment Overlay • Bushfire Prone Area • State-controlled Road
Referral Agencies	Material Change of use near a State transport corridor and State transport intersection *Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1*

Application Details

Application Type	Development Permit
Proposal	Material Change of Use to establish a Car Wash
Level of Assessment	Impact Assessment
Applicant	Neale McShane
Applicant's Representative	Kate Swepson Swep Consulting 6 Sheridan Street CHINCHILLA QLD 4413 kate@swepcon.com.au Ph: 0407 599 265

1.0 Introduction

Swep Consulting has been engaged by the applicant, Neale McShane, to prepare an application for a Development Permit for Material Change of Use to establish a Car Wash on land described as Lot 20 on C1405, situated at 71 Galatea Street, Charleville.

This application comprises an overview of the subject site and the proposed development and provides an assessment of the proposal in relation to the applicable statutory planning instruments, and is accompanied by:

- DA Form 1 (Attachment A);
- Owner's Consent (Attachment B); and
- Relevant Plans (Attachment D);
- Traffic Impact Assessment (Attachment E)
- Stormwater Management Plan (Attachment F).

Based on the town planning assessment undertaken in relation to the proposed Material Change of Use, this report considers that the development complies with the relevant outcomes of the Murweh Shire Planning Scheme. Accordingly, the proposed development is recommended for approval by Council, subject to reasonable and relevant conditions.

2.0 Site and Locality

2.1 Subject Site

The subject site is one single allotments located at 71 Galatea Street, Charleville, formally described as Lot 20 on C1405.

The subject site is located on the south-western edge of the Charleville Commercial Precinct. The location of the site is shown below in Figure 1 – Locality Plan.

The subject site is a regular shaped allotment with an area of 2,023m^2. The site has frontage to Sturt Street/Mitchell Highway and Galatea Street to the south-west and south-east respectively (refer Attachment C – Smart Map).

The site currently contains an existing building, previously operated as a Medical Centre. An ancillary outbuilding is also located along the northern boundary of the site.

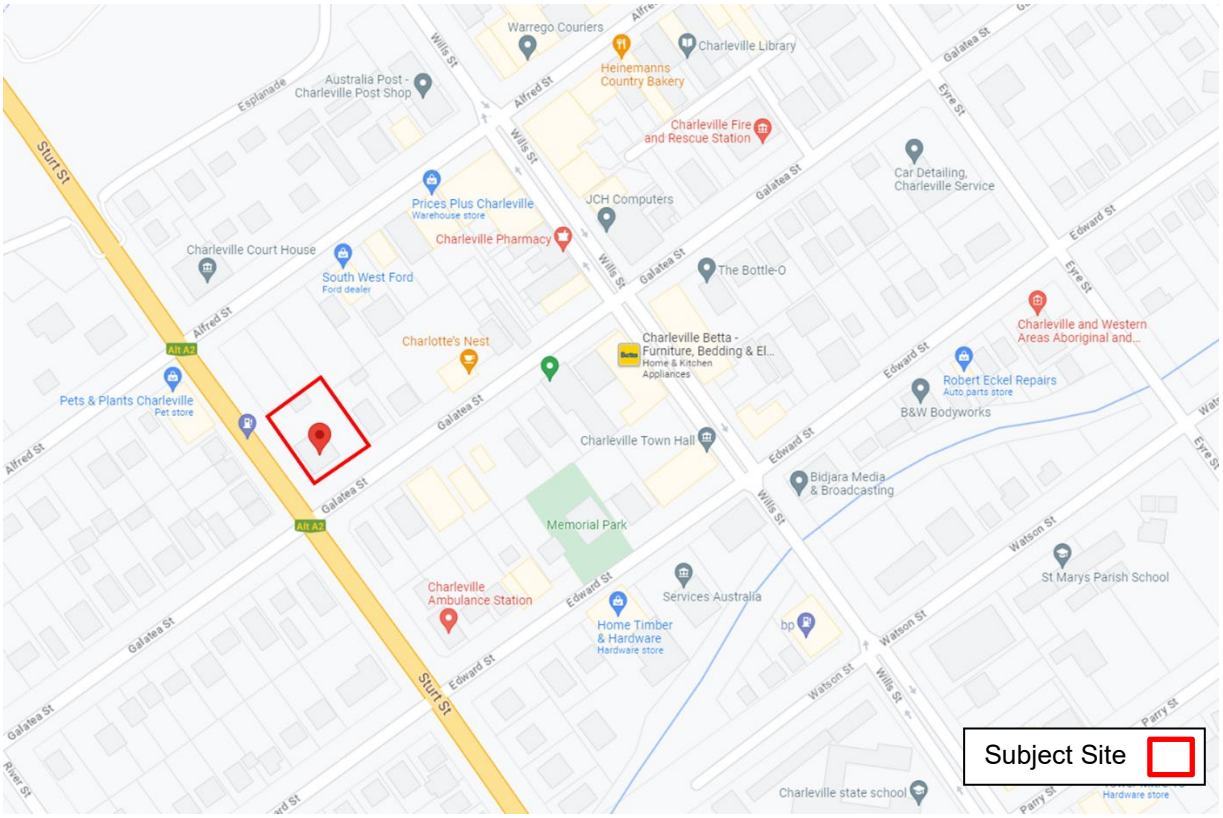


Figure 1 - Locality Plan *Source: Google Maps*

2.2 Characteristics of the Site

2.2.1 Road and Site Access

The subject site has frontages to two constructed roads, being Sturt Street/Mitchell Highway and Galatea Street. Sturt Street is a 17m wide two-lane State-controlled bitumen road. Galatea Street is a two-lane bitumen road, approximately 23m wide, with angle parking provided along both sides of the road. Kerb and channel is provided along both Alfred and Wills Streets.

The existing building gains access to both Sturt Street and Galatea Street via existing crossovers.

2.2.2 Services

The subject site is serviced by Council's reticulated water and sewerage networks, as well as reticulated electricity and telecommunications connections. No changes to the existing services connections are required to facilitate the proposed development.

2.3 Surrounding Land Uses

2.3.1 Surrounding Locality

The subject site is situated within the central business district of Charleville. The lots surrounding the site are located in the Commercial Precinct to the north and east and the Residential Precinct to the south and west. The zoning map is provided below as Figure 2.

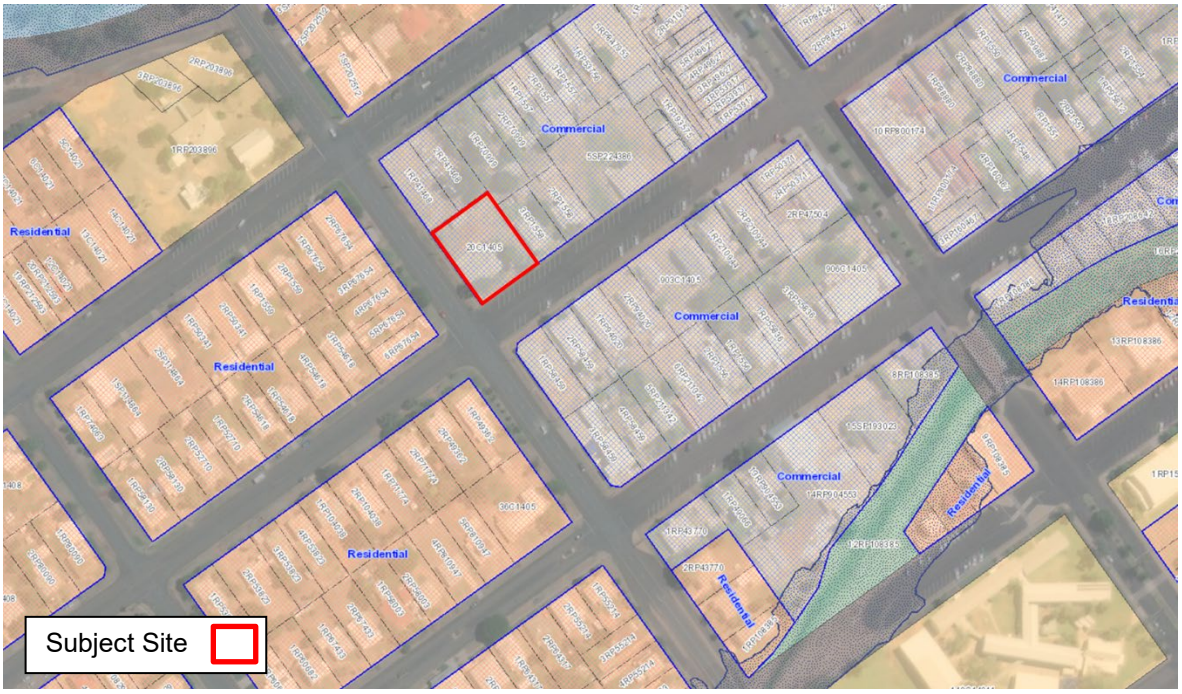


Figure 2 - Zoning Map *Source: Murweh Shire Planning Scheme*

3.0 Proposal

This application is to obtain a Development Permit for a Material Change of Use to establish a Car Wash on the site.

3.1 Development Outline

The proposed development is to establish a Car Wash on the site. The car wash will include two covered vacuum bays, 3 manual car wash bays and a dog wash/hydrobath. Rainwater storage tanks will be placed in the northern corner of the site. Relevant plans are included as Attachment D to this report.

The former medical centre building on site will be retained, while the carport on the site will be demolished.

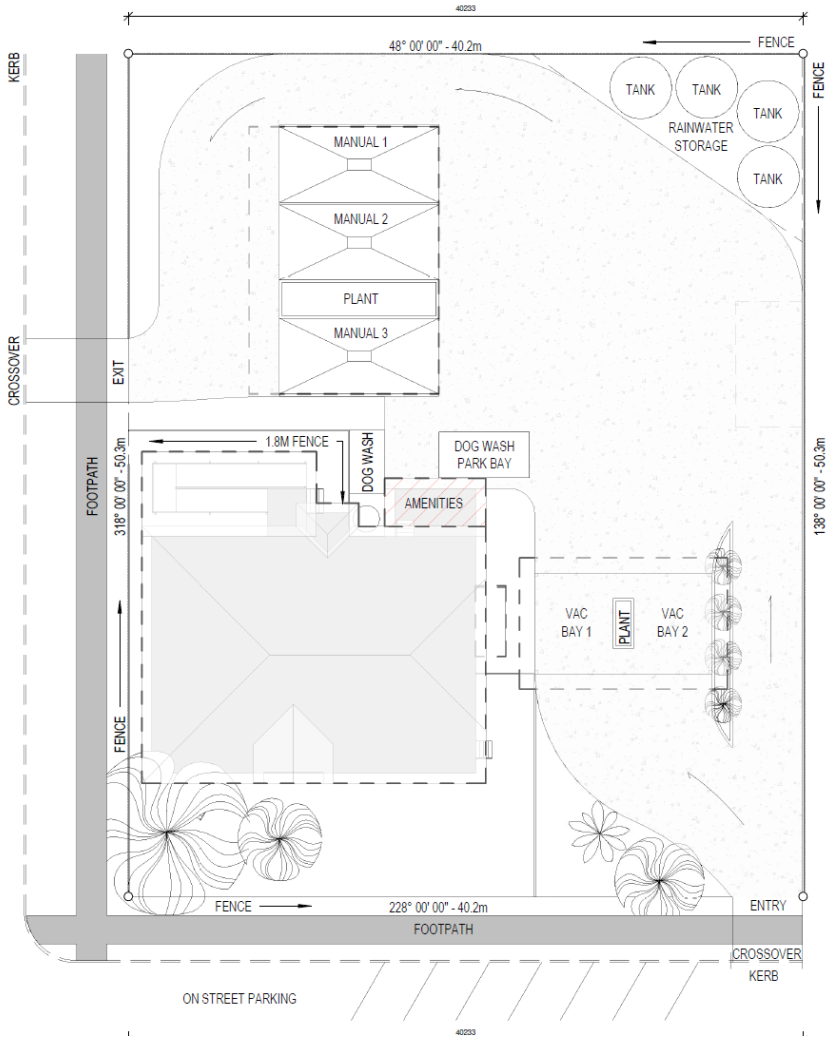


Figure 3 – Site Plan *Source: Proposal Plans*

3.2 Access and Car Parking

The site has two existing crossovers. These crossovers will be upgraded to cater for the expected commercial traffic. Vehicle movements through the site will be one-way, with vehicles entering via Galatea Street and existing onto Sturt Street. The proposed layout ensures no queuing onto the State-controlled road.

The applicant has prepared a Traffic Impact Assessment to support the development application, included as Attachment E.

Due to the nature of the use, no car parking spaces have been designated on site for the car wash activity. One space is proposed adjacent to the dog wash/hydrobath area to provide parking for customers using the facility.

3.3 Infrastructure and Servicing

The site has access to Council's reticulated water and sewerage networks. The proposed development will be connected via the existing services connections.

Electricity services are available and the development will be connected in accordance with the relevant standards.

Stormwater will be managed on site in accordance with the attached Stormwater Management Plan (refer Attachment F). Runoff will be collected on site and released so as to ensure no worsening of the external drainage infrastructure.

4.0 Planning Framework

4.1 Planning Act 2016

The purpose of the *Planning Act 2016* is to *"establish an efficient, effective, transparent, integrated, coordinated, and accountable system of land use planning (planning), development assessment and related matters that facilitates the achievement of ecological sustainability"*.

The proposal constitutes a material change of use as defined in the *Planning Act 2016* as it involves the establishment of a new use on the subject site. A Development Permit must be obtained to authorise the lawful commencement of the use.

4.2 State Planning Policy 2017

The following State interests have been identified for the subject site:

- Natural Hazards Risk and Resilience
    - Flood Hazard Area – Level 1 – Queensland Floodplain Assessment Overlay*
    - Bushfire Prone Area
    - State-controlled Road

The Murweh Shire Planning Scheme includes specific flood hazard mapping for Charleville, and this application will be assessed against the Council flood overlay as the best available information.

4.3 Regional Plan

The *South West Regional Plan* was adopted in August 2009, and covers the local government areas of Murweh, Quilpie, Bulloo and Paroo. The intent of the South West Regional Plan is to manage change and shape the prospects of rural communities in South West Queensland.

The *Planning Regulation 2017* requires that impact assessable applications be assessed against the relevant regional plan, irrespective of whether the planning scheme appropriately reflects the regional plan.

The subject site is located within the township of Charleville. The proposed development promotes economic development in the Charleville centre while maintaining the unique character of the town through the retention of the existing building on site. Further, the development supports the role of Charleville as a major rural activity centre by providing car wash facilities in the town centre. The proposed development is therefore considered to comply with the regional outcomes within the South West Regional Plan.

4.4 Referrals

Schedule 10 of the *Planning Regulation 2017* contains all relevant referral triggers for development assessment. The following referrals have been identified:

Relevant Provision	Referral Agency
Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises— (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are— (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection *Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1*	The chief executive

4.5 State Development Assessment Provisions

The State Development Assessment Provisions (SDAP) provide assessment benchmarks for the assessment of development applications where the chief executive administering the *Planning Act 2016* is the assessment manager or a referral agency.

This development applications triggers assessment against State Code 1 – Development in a State-controlled Road environment. An assessment against these codes is included as Attachment H.

4.6 Murweh Shire Planning Scheme

Schedule 1 of the Murweh Shire Planning Scheme defines the proposed development as:
Car wash: *means the use of premises for the commercial cleaning of motor vehicles.*

Table 5.5.4 identifies the categories of development and assessment within the Township Zone. A Material Change of Use to establish a Car Wash in the Commercial Precinct is identified as Impact Assessable. Pursuant to Section 45 of the *Planning Act 2016*, an Impact Assessable application is an assessment that –

(a) must be carried out -

(i) against the assessment benchmarks in a categorising instrument for the development; and

(ii) having regard to any matters prescribed by regulation; and

(b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise.

Following is a summary of the assessment of the development against the relevant assessment benchmarks.

4.6.1 Strategic Plan

The strategic plan sets the policy direction for the planning scheme and forms the basis for ensuring appropriate development occurs in the planning scheme area for the life of the planning scheme.

The strategic plan is represented by five (5) themes. As summary of the theme and the development's compliance is outlined below.

Theme	Response
Encouraging Economic Growth	The proposed development is located within the Commercial Precinct of Charleville and does not result in fragmentation of or encroachment onto Rural land. Further, the proposed development consolidates Charleville as the south west region's key service centre. The development provides additional services to residents and units within close proximity to commercial uses.
Supporting Rural and Small Town Living	The proposed development provides for a new commercial service within the existing zoned Commercial Precinct. The proposal will be well-designed, easily accessible for travellers along the State-controlled road network and will maintain the existing built form with the building remaining on site.
Avoiding the Impacts of Natural and Other Hazards	The subject site is not mapped as being subject to flooding in Council's Flood Hazard Overlay. The site is mapped having a small area within a bushfire potential impact buffer. The bushfire prone area is located around the Warrego River approximately 120m from the subject site. The development is not considered to increase the number of people at risk of a natural hazard event.
Safeguarding our Environment and Heritage	The proposed development is contained within an existing commercial area and will not result in any impacts on the natural environment. The site is not mapped as containing any heritage values. Notwithstanding, the existing building, previously used as a Medical Centre, will be retained on site.
Providing appropriate infrastructure	The subject site is serviced by two sealed roads that are suitable for the expected traffic generated by the proposed use. The site is serviced by all available urban infrastructure networks and no extensions to the network are required to service the proposal.

Based on the above assessment, the proposed development is considered able to comply with the relevant outcomes of the Strategic Plan.

4.6.2 Planning Scheme Zoning

The primary subject site is located in the Commercial Precinct of the Township Zone of the Murweh Shire Planning Scheme.

4.6.2.1 Township Zone – Overall Outcomes

"The purpose of the code will be achieved through the following outcomes:

a. a range of uses including residential, retail, business, education, industrial, community purpose, tourist facilities, recreation and open space are supported in the zone where they are located in the appropriate zone precinct (where appropriate) and do not impact on neighbouring uses;

b. *development is serviced with MSC infrastructure where MSC infrastructure exists.*
c. *residential uses are protected from non-residential uses by buffering and design techniques that limit the impacts of non-residential uses;*
d. *development is located in areas that are flood protected and where bushfire hazard risk is low.*
e. *Industrial land uses are protected from encroachment by incompatible land uses.*

The purpose of the zone will also be achieved through the following additional overall outcomes for particular precincts:

a. *Charleville commercial precinct:*
    i. *This precinct promotes the commercial, professional, government and retail uses that service the Shire and South West Queensland, which are consolidated in the Charleville central business district.*
    ii. *New developments create a highly attractive and permeable pedestrian-based built form that achieves a high standard of design and blends with the existing town character and streetscape.*
    iii. *New commercial buildings make provision for on-site handling of goods, car parking for staff and clients, landscaping and shade areas in keeping with the existing streetscape.*
    iv. *New business are encouraged to use existing buildings to help keep the commercial precinct vibrant."*

The proposed development is considered to comply with the Overall Outcomes as:

- The proposed development is a commercial activity that will provide a service to the Shire and tourists travelling in the South West.
- The subject site is serviced by MSC infrastructure and no changes to the services connections are required.
- The site is not mapped as being at risk of flooding in Council's Flood Hazard mapping.
- The proposed development makes provision for on-site servicing and car parking, as required.
- Landscaping areas will be provided along the property frontages with some existing trees retained to maintain the streetscape.

4.6.2.2 Township Zone – Performance and Acceptable Outcomes

A complete assessment of the proposal against the Performance and Acceptable Outcomes of the Township Zone Code is included in Attachment E. The proposed development is a new business in Charleville and will not compromise existing commercial operations on surrounding properties. The proposed development is considered to comply with the relevant Performance and Acceptable Outcomes of the Township Zone Code.

4.6.3 General Development Code

A complete assessment of the proposal against the Performance and Acceptable Outcomes of the Township Zone Code is included in Attachment E. The proposed development complies with all setback, site cover and height requirements. The development will upgrade the two existing crossovers, and the upgraded crossovers will be designed in accordance with relevant engineering standards. The proposal is therefore considered the comply with the Performance and Acceptable Outcomes of the General Development Code.

5.0 Conclusion

This application seeks approval for a Development Permit for a Material Change of Use to establish a Car Wash on the subject site.

The subject land is located in the Township Zone under the *Murweh Shire Planning Scheme,* where the development is Impact Assessable.

The above assessment has demonstrated that the proposal is generally consistent with the provisions of the Planning Scheme, including the outcomes of the zone and relevant development and overlay codes. It is considered that there are sufficient grounds to overcome any conflict with the Planning Scheme as outlined above.

Having regard to the matters and issues raised in this report it is recommended that Council support the application for a Development Permit for Material Change of Use, subject to the imposition of reasonable and relevant conditions.

ATTACHMENT A – DA FORM 1

DA Form 1 – Development application details

Approved form (version 1.3 effective 28 September 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*)	Neale McShane C/- Swep Consulting
Contact name *(only applicable for companies)*	Kate Swepson
Postal address *(P.O. Box or street address)*	6 Sheridan Street
Suburb	Chinchilla
State	QLD
Postcode	4413
Country	
Contact number	0407 599 265
Email address *(non-mandatory)*	kate@swepcon.com.au
Mobile number *(non-mandatory)*	
Fax number *(non-mandatory)*	
Applicant's reference number(s) *(if applicable)*	2022-039

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
		71	Galatea Street	Charleville
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)
		20	C1405	Murweh Shire
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)

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

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

☐ Coordinates of premises by longitude and latitude

Longitude(s)	Latitude(s)	Datum	Local Government Area(s) *(if applicable)*
		☐ WGS84 ☐ GDA94 ☐ Other:	

☐ Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) *(if applicable)*
		☐ 54 ☐ 55 ☐ 56	☐ WGS84 ☐ GDA94 ☐ Other:	

3.3) Additional premises

☐ Additional premises are relevant to this development application and the details of these premises have been attached in a schedule to this development application

☒ Not required

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

☐ In a tidal area

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

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

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

Name of airport:

☐ Listed on the Environmental Management Register (EMR) under the *Environmental Protection Act 1994*	
EMR site identification:	
☐ Listed on the Contaminated Land Register (CLR) under the *Environmental Protection Act 1994*	
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)*

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

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

☒ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

☐ Code assessment ☒ 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)*:

Car Wash

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.*

☒ 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? *(tick only one box)*

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

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

☐ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

☐ Code assessment ☐ 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)*:

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.*

☐ Relevant plans of the proposed development are attached to the development application

6.3) Additional aspects of development

☐ 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

☒ Not required

Section 2 – Further development details

7) Does the proposed development application involve any of the following?	
Material change of use	☒ Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	☐ Yes – complete division 2
Operational work	☐ Yes – complete division 3
Building work	☐ Yes – complete *DA Form 2 – Building work details*

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 *(include each definition in a new row)*	Number of dwelling units *(if applicable)*	Gross floor area (m^2) *(if applicable)*
Car Wash			

8.2) Does the proposed use involve the use of existing buildings on the premises?
☐ Yes
☒ No

Division 2 – Reconfiguring a lot

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

9.1) What is the total number of existing lots making up the premises?

9.2) What is the nature of the lot reconfiguration? *(tick all applicable boxes)*	
☐ Subdivision *(complete 10))*	☐ Dividing land into parts by agreement *(complete 11))*
☐ Boundary realignment *(complete 12))*	☐ Creating or changing an easement giving access to a lot from a constructed road *(complete 13))*

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

10.2) Will the subdivision be staged?	
☐ Yes – provide additional details below ☐ No	
How many stages will the works include?	
What stage(s) will this development application apply to?	

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

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

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

Division 3 – Operational work

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

14.1) What is the nature of the operational work?		
☐ Road work	☐ Stormwater	☐ Water infrastructure
☐ Drainage work	☐ Earthworks	☐ Sewage infrastructure
☐ Landscaping	☐ Signage	☐ Clearing vegetation
☐ Other – please specify:		
14.2) Is the operational work necessary to facilitate the creation of new lots? *(e.g. subdivision)*		
☐ Yes – specify number of new lots:		
☐ No		
14.3) What is the monetary value of the proposed operational work? *(include GST, materials and labour)*		
$		

PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application
Murweh Shire Council
16) Has the local government agreed to apply a superseded planning scheme for this development application?
☐ Yes – a copy of the decision notice is attached to this development application
☐ The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
☒ No

PART 5 – REFERRAL DETAILS

17) Does this development application include any aspects that have any referral requirements?
***Note**: A development application will require referral if prescribed by the* Planning Regulation 2017.

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

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

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

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

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

☐ 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).*

PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules

☒ I agree to receive an information request if determined necessary for this development application
☐ I do not agree to accept an information request for this development application

***Note**: By not agreeing to accept an information request I, the applicant, acknowledge:*

- *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.*

Further advice about information requests is contained in the DA Forms Guide.

PART 7 – FURTHER DETAILS

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

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

List of approval/development application references	Reference number	Date	Assessment manager
☐ Approval ☐ Development application			
☐ Approval ☐ Development application			

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

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

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

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

☐ Yes – show cause or enforcement notice is attached
☒ No

23) Further legislative requirements

Environmentally relevant activities

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

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

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

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

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

Hazardous chemical facilities

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

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

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

Clearing native vegetation

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

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

☒ No

***Note**: 1. Where a development application for operational work or material change of use requires a s22A determination and this is not included, the development application is prohibited development.*

2. See https://www.qld.gov.au/environment/land/vegetation/applying for further information on how to obtain a s22A determination.

Environmental offsets

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

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

☒ No

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

Koala habitat in SEQ Region

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

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

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

☒ No

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

Water resources

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

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

☒ No

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

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

- *Taking or interfering with underground water through an artesian or subartesian bore: complete DA Form 1 Template 1*
- *Taking or interfering with water in a watercourse, lake or spring: complete DA Form1 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:	

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

Walkable neighbourhoods assessment benchmarks under Schedule 12A of the Planning Regulation
23.16) Does this development application involve reconfiguring a lot into 2 or more lots in certain residential zones (except rural residential zones), where at least one road is created or extended?
☐ Yes – Schedule 12A is applicable to the development application and the assessment benchmarks contained in schedule 12A have been considered ☒ No ***Note**: See guidance materials at www.planning.dsdmip.qld.gov.au for further information.*

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 ***Note**: See the Planning Regulation 2017 for referral requirements*	☒ 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	☐ Yes ☒ Not applicable
Supporting information addressing any applicable assessment benchmarks is with the development application ***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.*	☒ Yes
Relevant plans of the development are attached to this development application ***Note**: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.*	☒ Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (*see 21*)	☐ Yes ☒ Not applicable

25) Applicant declaration
☒ By making this development application, I declare that all information in this development application is true and correct ☒ 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 *Electronic Transactions Act 2001* ***Note**: It is unlawful to intentionally provide false or misleading information.*
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 *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where: • such disclosure is in accordance with the provisions about public access to documents contained in the *Planning Act 2016* and the Planning Regulation 2017, and the access rules made under the *Planning Act 2016* and Planning Regulation 2017; or • required by other legislation (including the *Right to Information Act 2009*); or • otherwise required by law. This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002.*

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			

ATTACHMENT B – OWNER'S CONSENT

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

I, Neale William McShane

as owner of the premises identified as follows:

71 Galatea Street, Charleville (Lot 20 on C1405)

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

Swep Consulting

on the premises described above for:

Material Change of Use to establish a Car Wash

13/10/2023

ATTACHMENT C – SMART MAP & TITLE SEARCH

Current Title Search

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	**17173120**	**Search Date:**	16/10/2023 10:30
Date Title Created:	10/08/1988	**Request No:**	45965007
Previous Title:	10434011		

ESTATE AND LAND

Estate in Fee Simple

LOT 20 CROWN PLAN C1405
Local Government: MURWEH

REGISTERED OWNER

Dealing No: 721259103 16/11/2021

NEALE WILLIAM MCSHANE

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10206080 (ALLOT 10 SEC 10)

ADMINISTRATIVE ADVICES

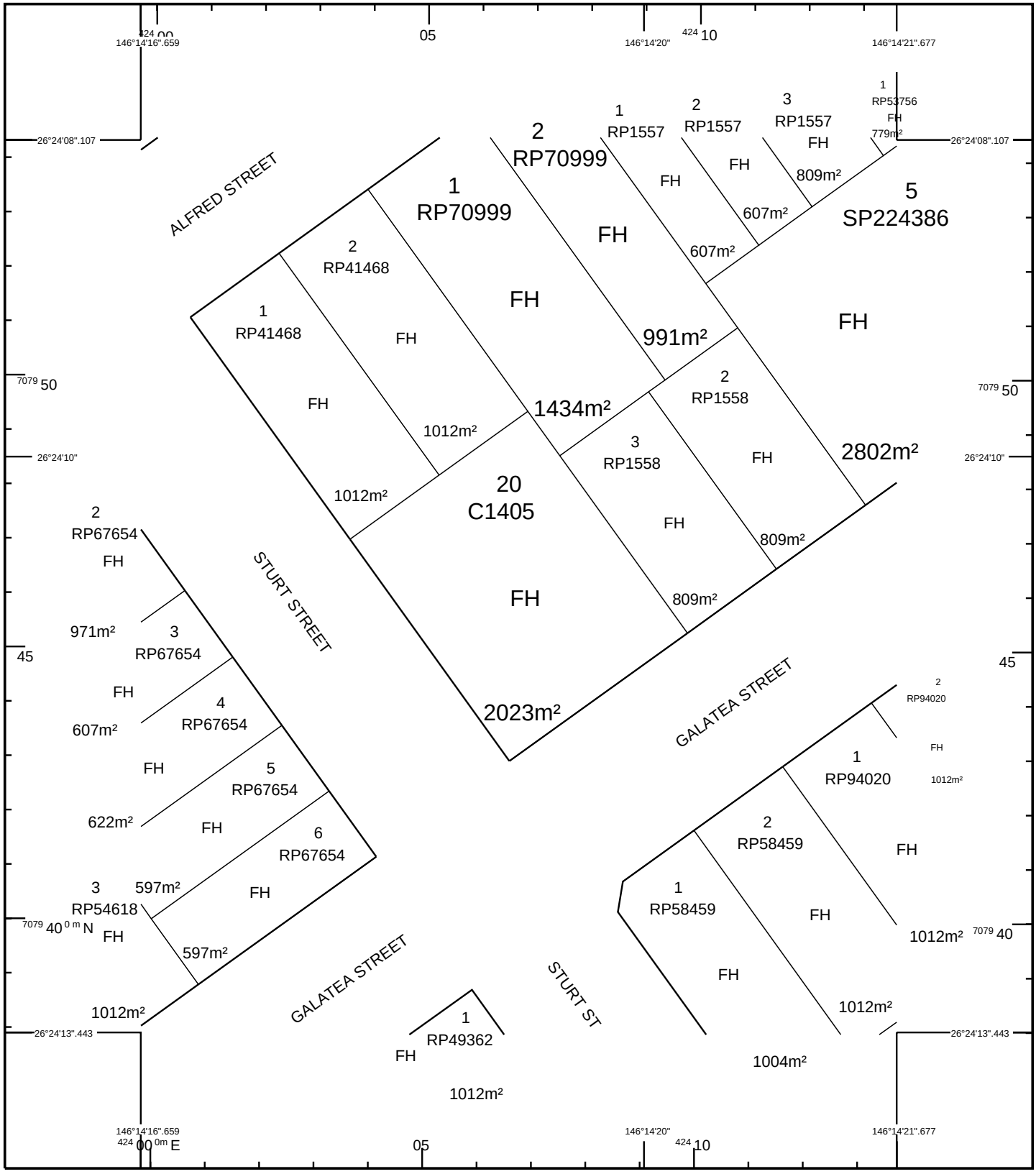
NIL

UNREGISTERED DEALINGS

NIL

** End of Current Title Search **

Requested by: D-ENQ TITLES QUEENSLAND



STANDARD MAP NUMBER
8145-32112

0 20 40 60 80 100 m

HORIZONTAL DATUM:GDA94 ZONE:55 SCALE 1 : 1000

MAP WINDOW POSITION & NEAREST LOCATION

146°14'19".168
26°24'10".775
CHARLEVILLE
0.14 KM

SUBJECT PARCEL DESCRIPTION

DCDB

Lot/Plan	20/C1405
Area/Volume	2023m²
Tenure	FREEHOLD
Local Government	MURWEH SHIRE
Locality	CHARLEVILLE
Segment/Parcel	42807/135

CLIENT SERVICE STANDARDS

PRINTED 16/10/2023

DCDB 13/10/2023

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For further information on SmartMap products visit https://www.qld.gov.au/housing/buying-owning-home/property-land-valuations/smartmaps

SmartMap

An External Product of SmartMap Information Services

Based upon an extraction from the Digital Cadastral Data Base

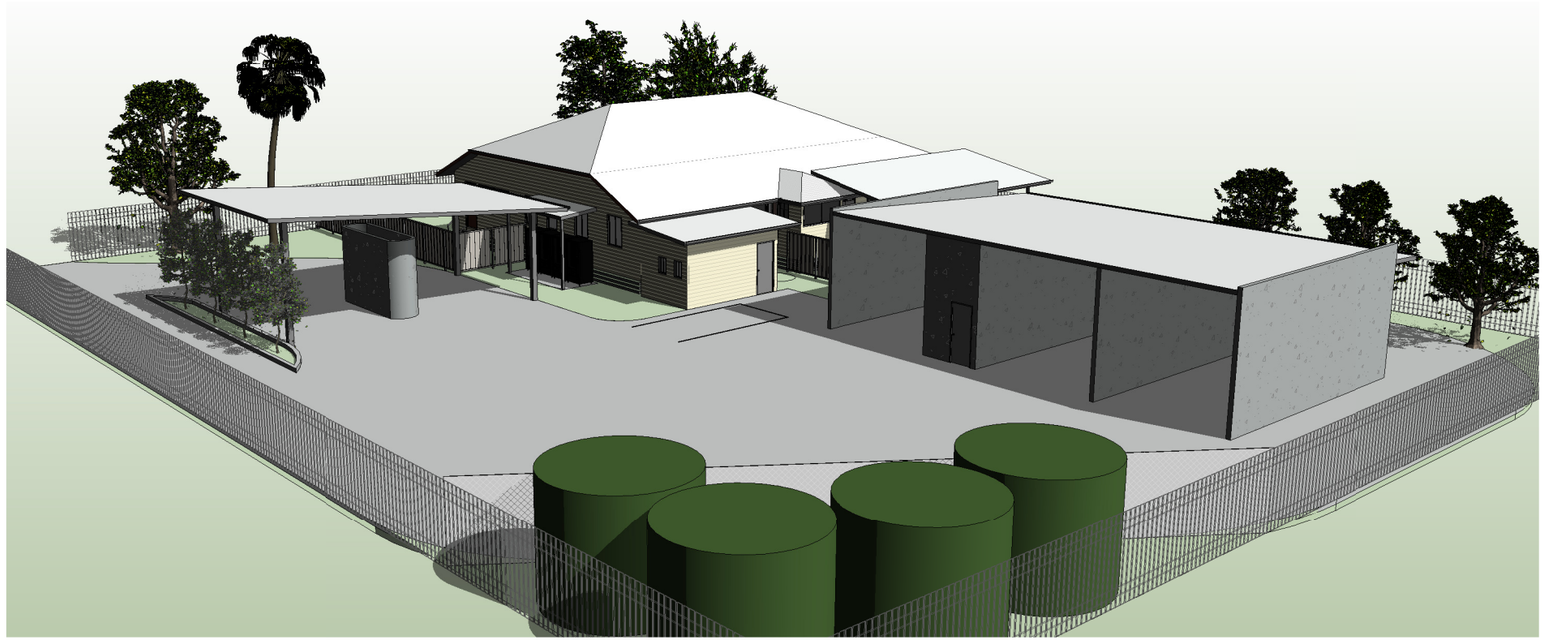
Queensland Government

GDA

ATTACHMENT D – PROPOSAL PLANS

71 Galatea Street

Neale Mcshane



DRAWING REGISTER

1	SITE LOCALITY PLAN	D
2	EXISTING SITE PLAN	D
3	SITE DEMOLITION PLAN	D
4	PROPOSED SITE PLAN	D
5	CARWASH FLOOR PLAN	D
6	VAC BAY FLOOR PLAN	D
7	ELEVATIONS	D
8	ELEVATIONS	D
9	SECTIONS	D
10	3D VIEWS	D
11	3D VIEWS	D
12	TURNING PATHS	D

DEVELOPMENT SUMMARY

71 GALATEA STREET, CHARLEVILLE QLD, 4470
LOT 20 ON C1405
SITE AREA: 2023m^2

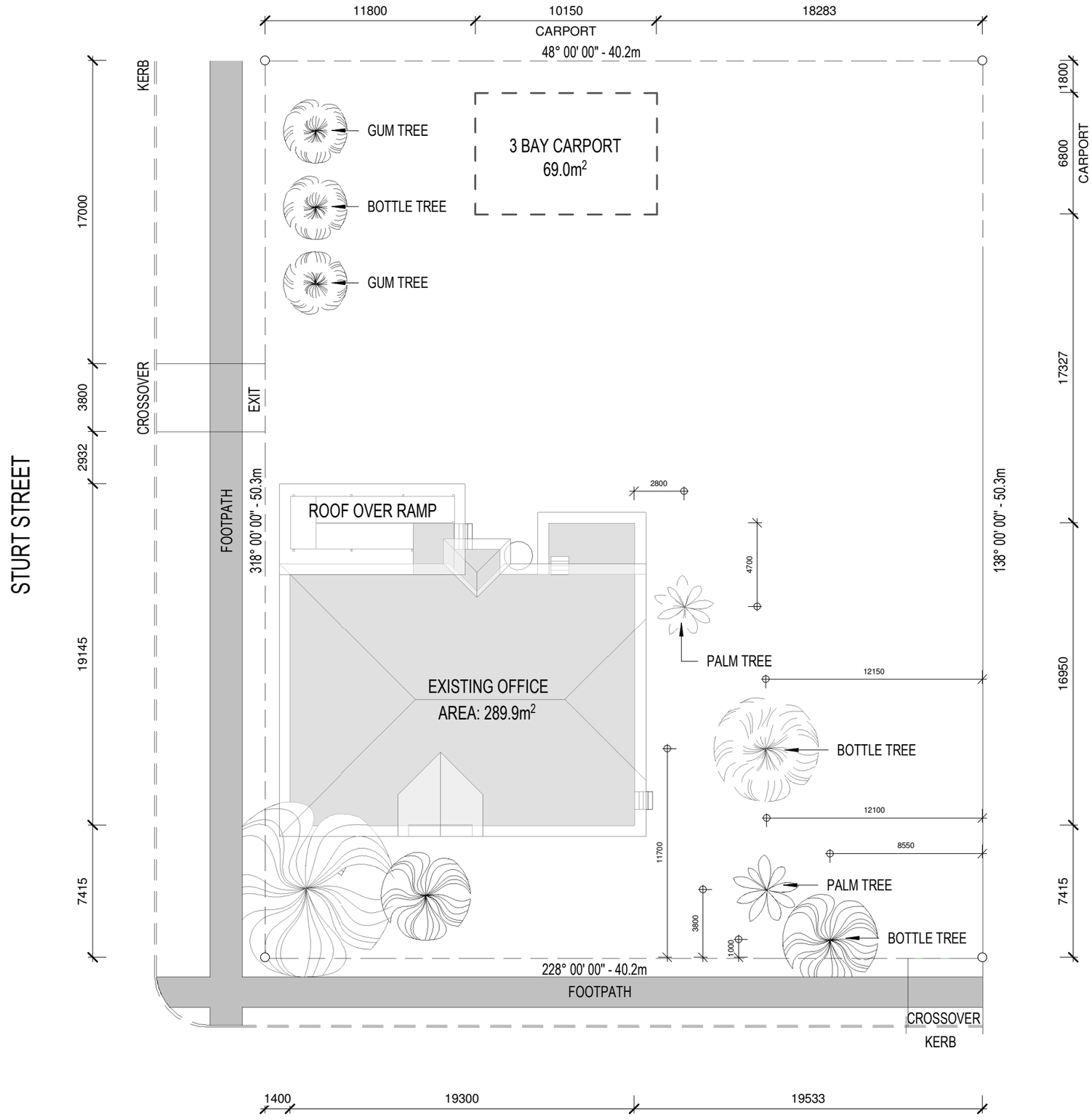
D	Conceptual Design 4	16-01-23	J.M.P
C	Conceptual Design 3	08-12-22	J.M.P
B	Conceptual Design 2	08-11-22	M.C.B
A	Conceptual Design	11-10-22	M.C.B

BUILDING DESIGN

D	Conceptual Design 4	16-01-23	J.M.P

PROPOSED CARWASH, 71 GALATEA STREET | JOB NO. 20220089 | 1 : 1000 | SITE LOCALITY PLAN | 1

BUILDING DESIGN



Property Description

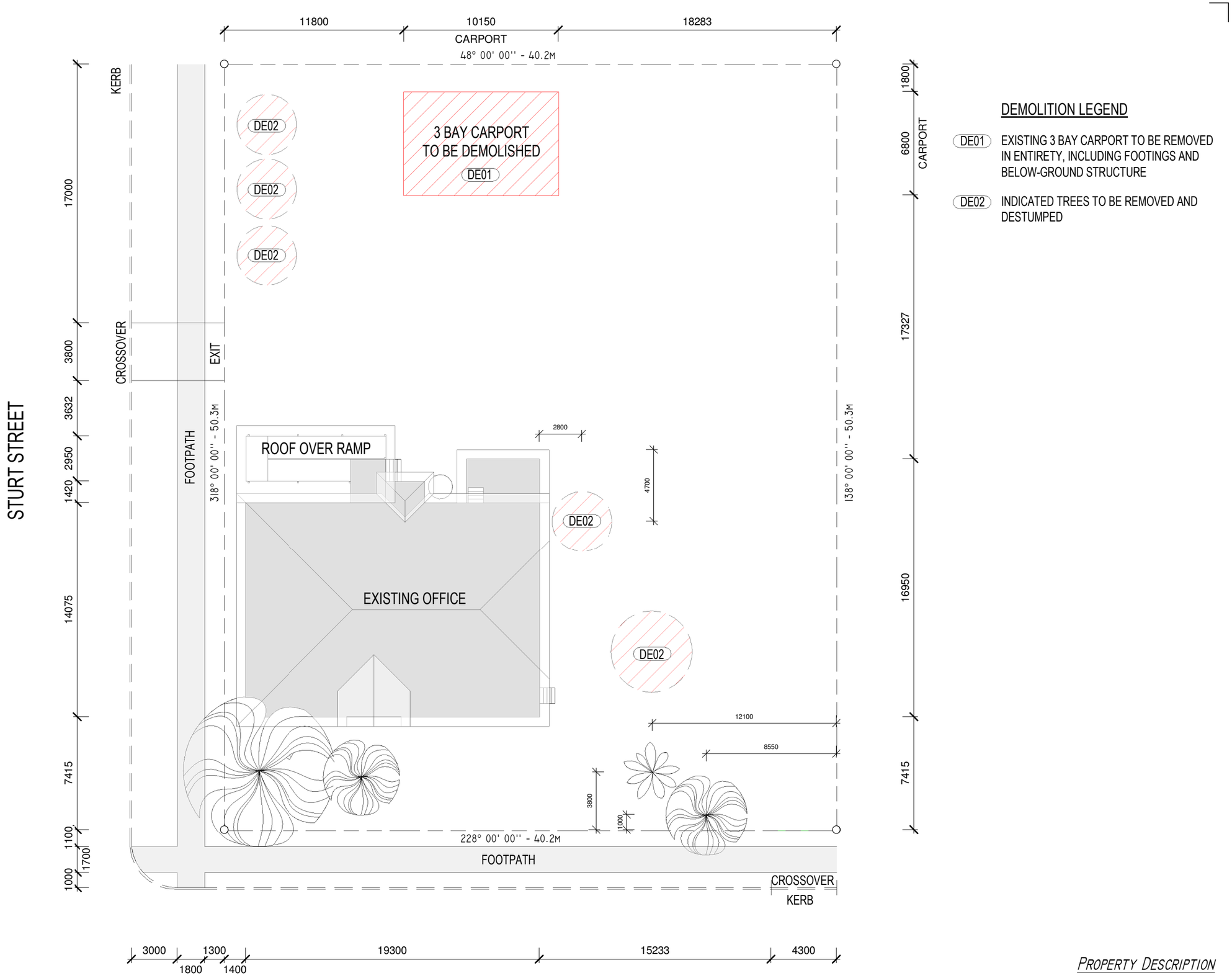
Lot 20 on CI405
Site Area = 2023m²

D	Conceptual Design 4	16-01-23	J.M.P

Proposed Carwash, 71 Galatea Street	Job No. 20220089	1 : 250	EXISTING SITE PLAN	2

BUILDING DESIGN

LEGEND - SITE DEMOLITION	
	TO BE DEMOLISHED



DEMOLITION LEGEND

DE01 EXISTING 3 BAY CARPORT TO BE REMOVED IN ENTIRETY, INCLUDING FOOTINGS AND BELOW-GROUND STRUCTURE

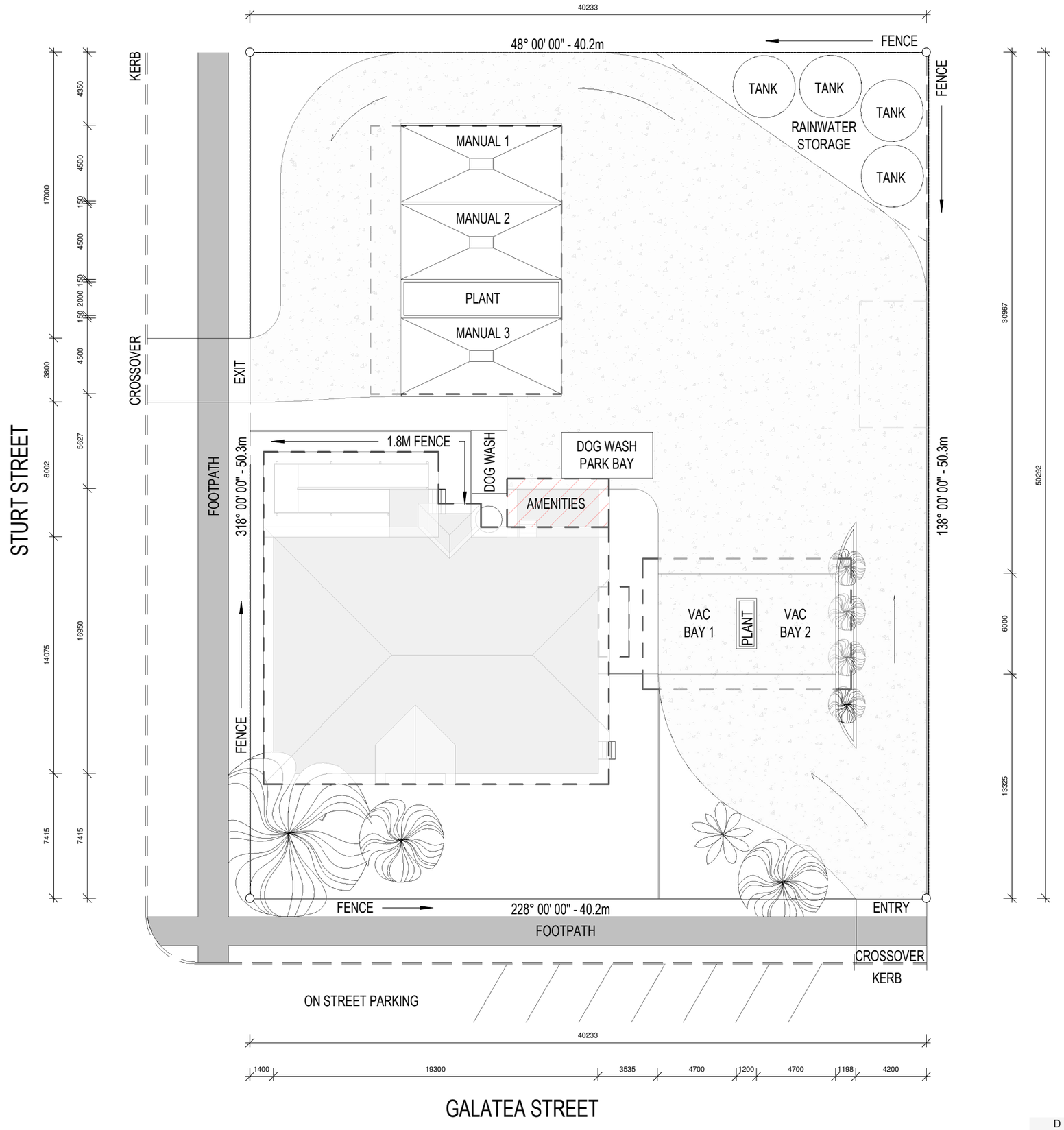
DE02 INDICATED TREES TO BE REMOVED AND DESTUMPED

Property Description

Lot 20 on CI405
Site Area = 2023m²

D	Conceptual Design 4	16-01-23	J.M.P

BUILDING DESIGN



EXISTING AREAS

OFFICE - 289.1M²
DECK - 6.5M²
UNDERCOVER RAMP - 23.4M²
TOTAL EXISTING - 319.0M²

PROPOSED AREAS

CAR WASH - 154.5M²
VAC BAY - 60.0M²
VENDING MACHINE BLOCK - 7.6M²
TOTAL PROPOSED - 222.1M²

TOTAL AREAS - 541.1M²

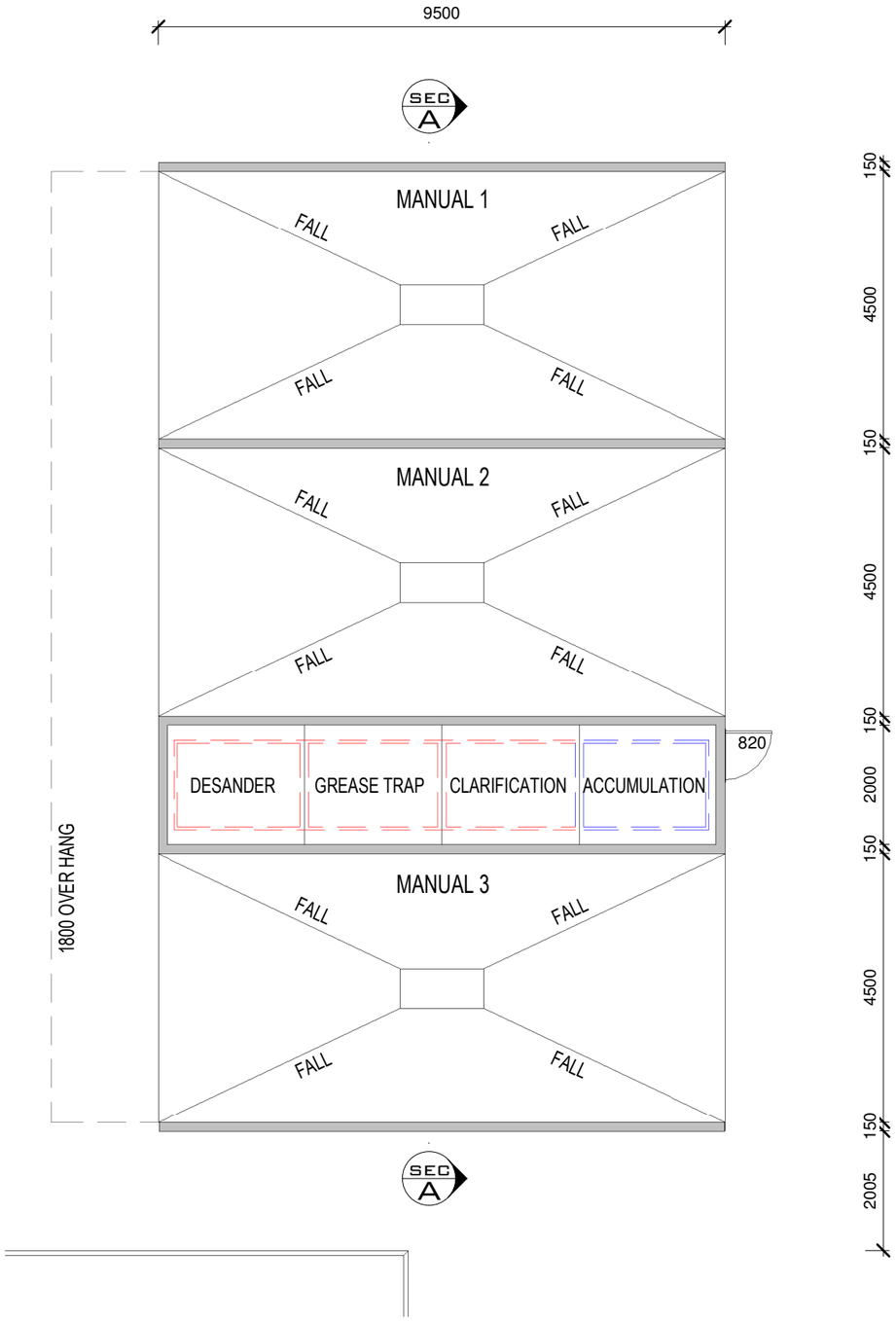
PROPERTY DESCRIPTION

LOT 20 ON CI405
SITE AREA = 2023M²

D	Conceptual Design 4	16-01-23	J.M.P

PROPOSED CARWASH, 71 GALATEA STREET | JOB NO. 20220089 | 1 : 250 | PROPOSED SITE PLAN | 4

BUILDING DESIGN



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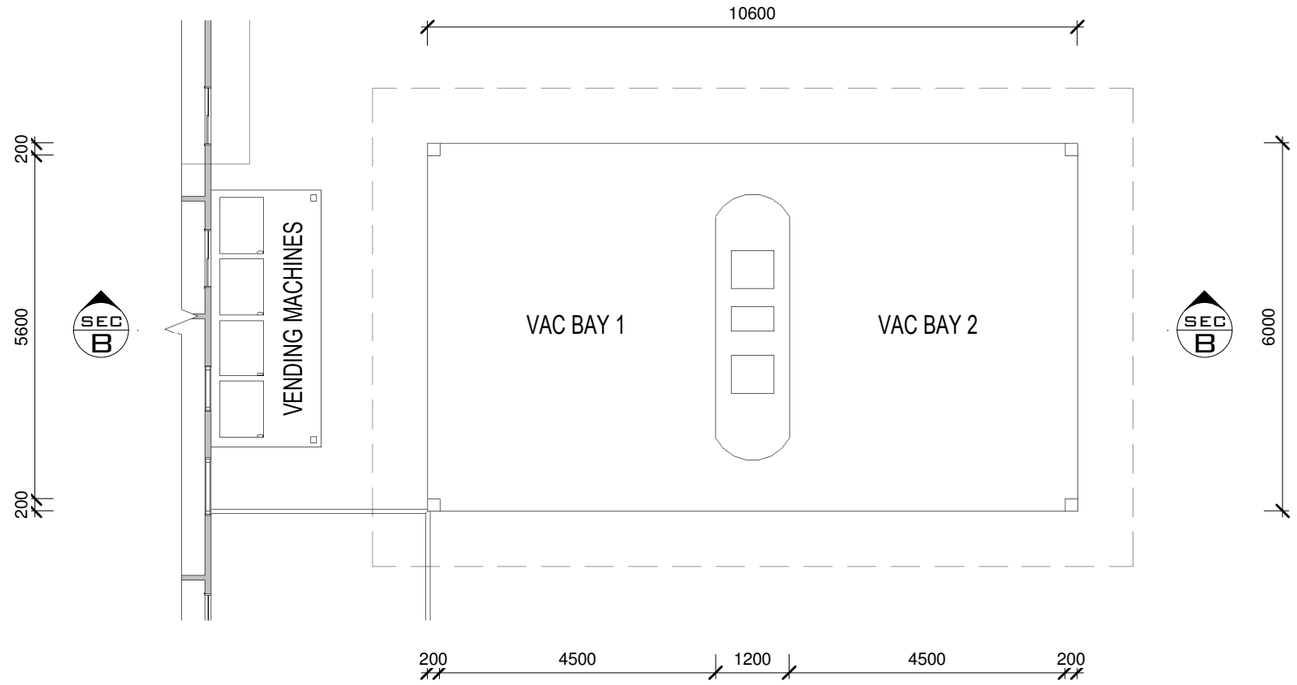
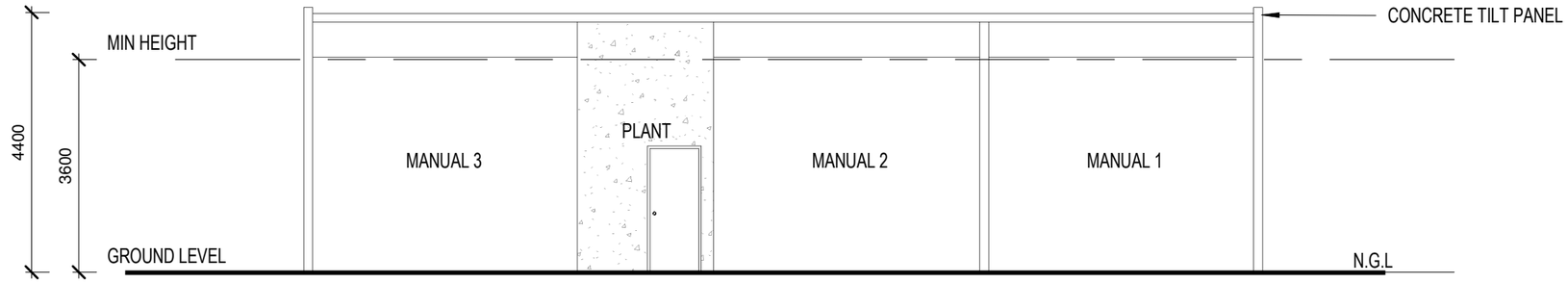


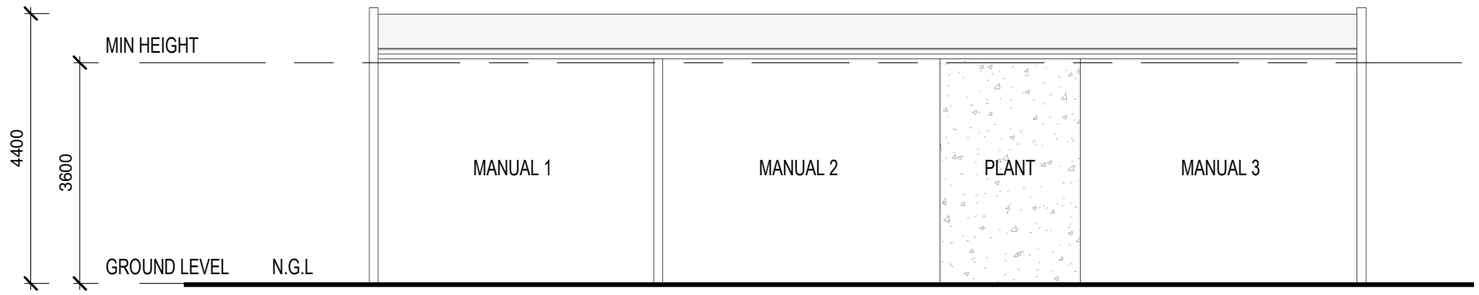
D	Conceptual Design 4	16-01-23	J.M.P		
PROPOSED CARWASH, 71 GALATEA STREET	JOB NO. 20220089	1 : 100	VAC BAY FLOOR PLAN	6	

BUILDING DESIGN



CARWASH EAST ELEVATION

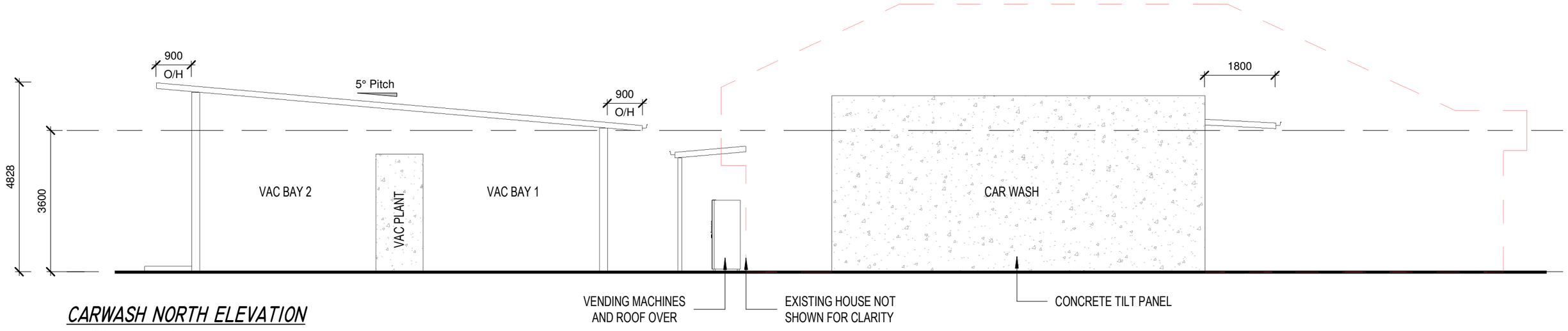
SCALE 1 : 100



CARWASH WEST ELEVATION

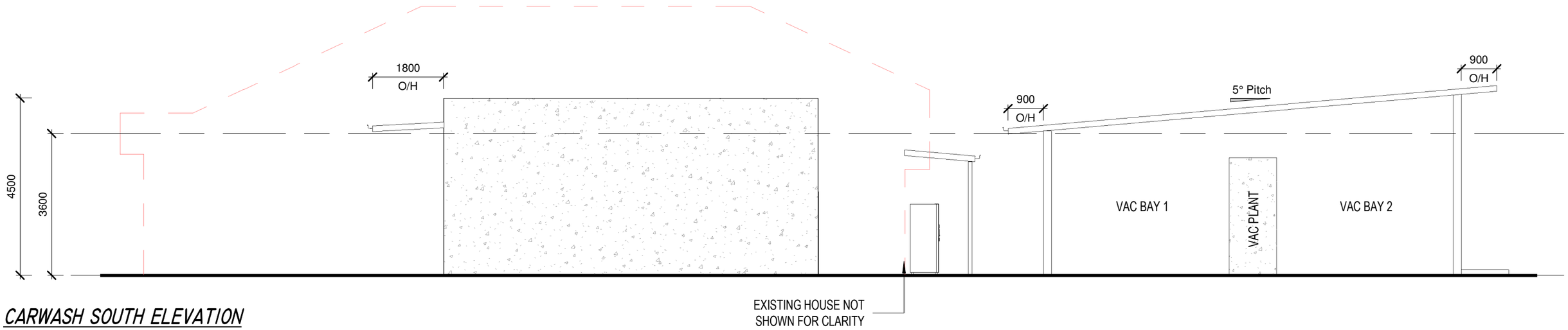
SCALE 1 : 100

D	Conceptual Design 4	16-01-23	J.M.P



CARWASH NORTH ELEVATION

SCALE 1 : 100

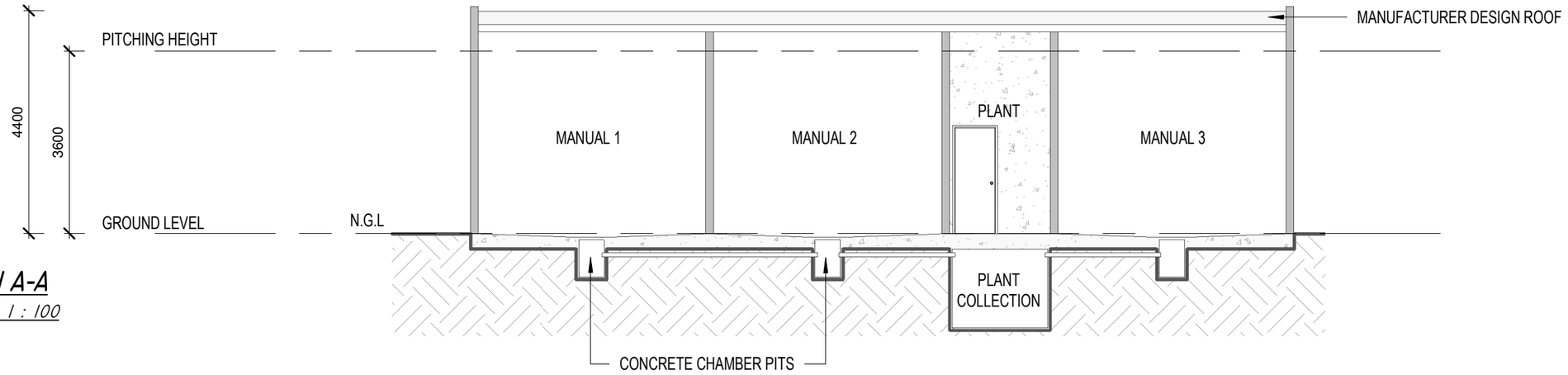


CARWASH SOUTH ELEVATION

SCALE 1 : 100

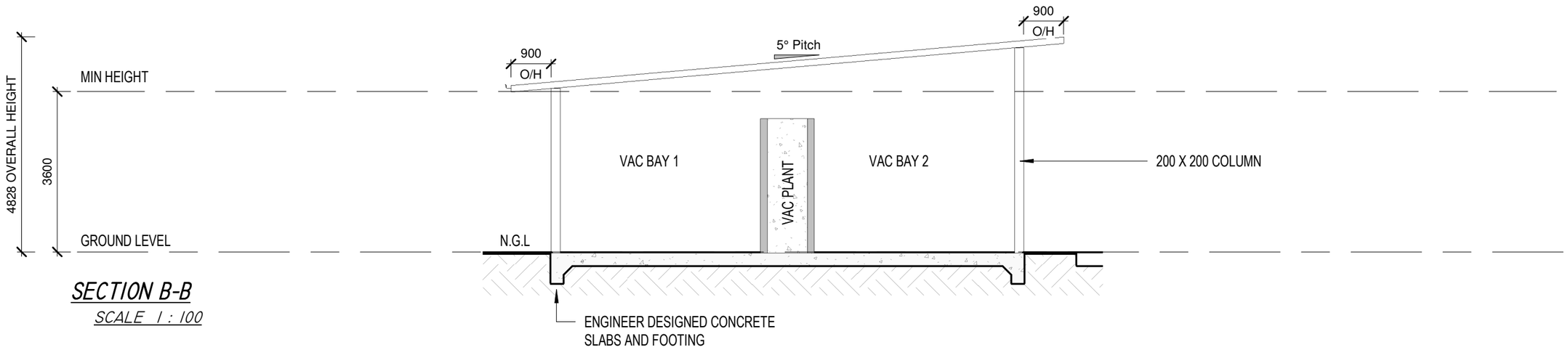
D	Conceptual Design 4	16-01-23	J.M.P	
PROPOSED CARWASH, 71 GALATEA STREET	JOB NO. 20220089	1 : 100	ELEVATIONS	8

BUILDING DESIGN



SECTION A-A

SCALE 1 : 100



SECTION B-B

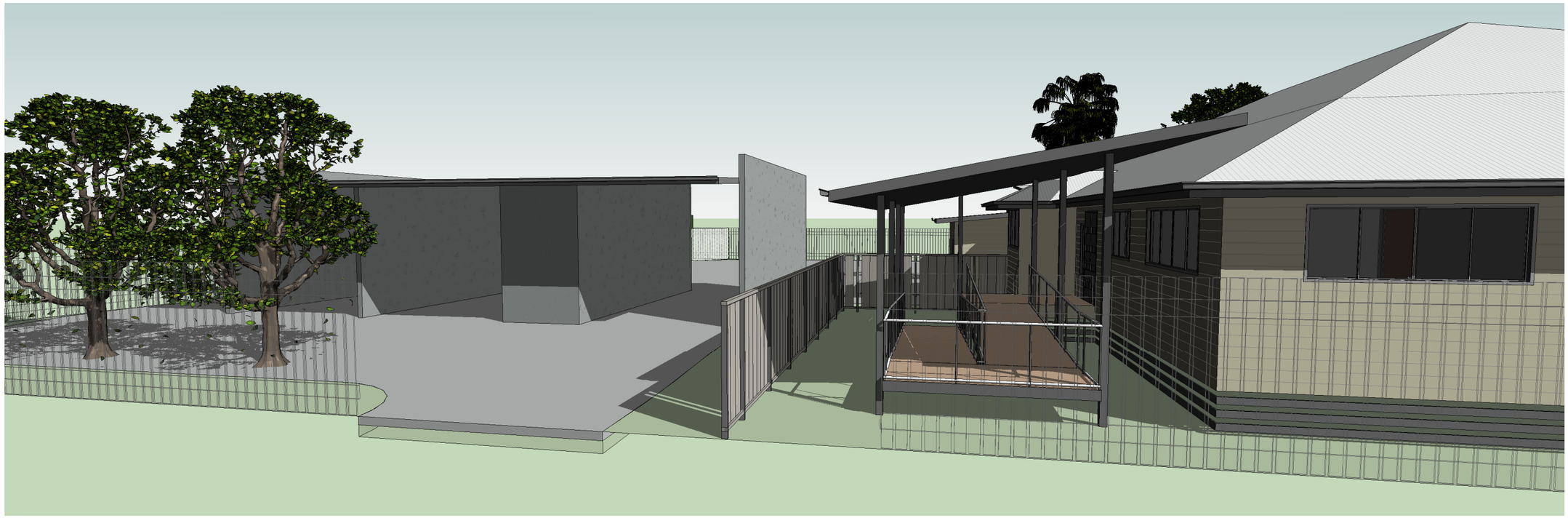
SCALE 1 : 100

D	Conceptual Design 4	16-01-23	J.M.P

D	Conceptual Design 4	16-01-23	J.M.P

PROPOSED CARWASH, 71 GALATEA STREET | JOB NO. 20220089 | 3D VIEWS | 10

BUILDING DESIGN



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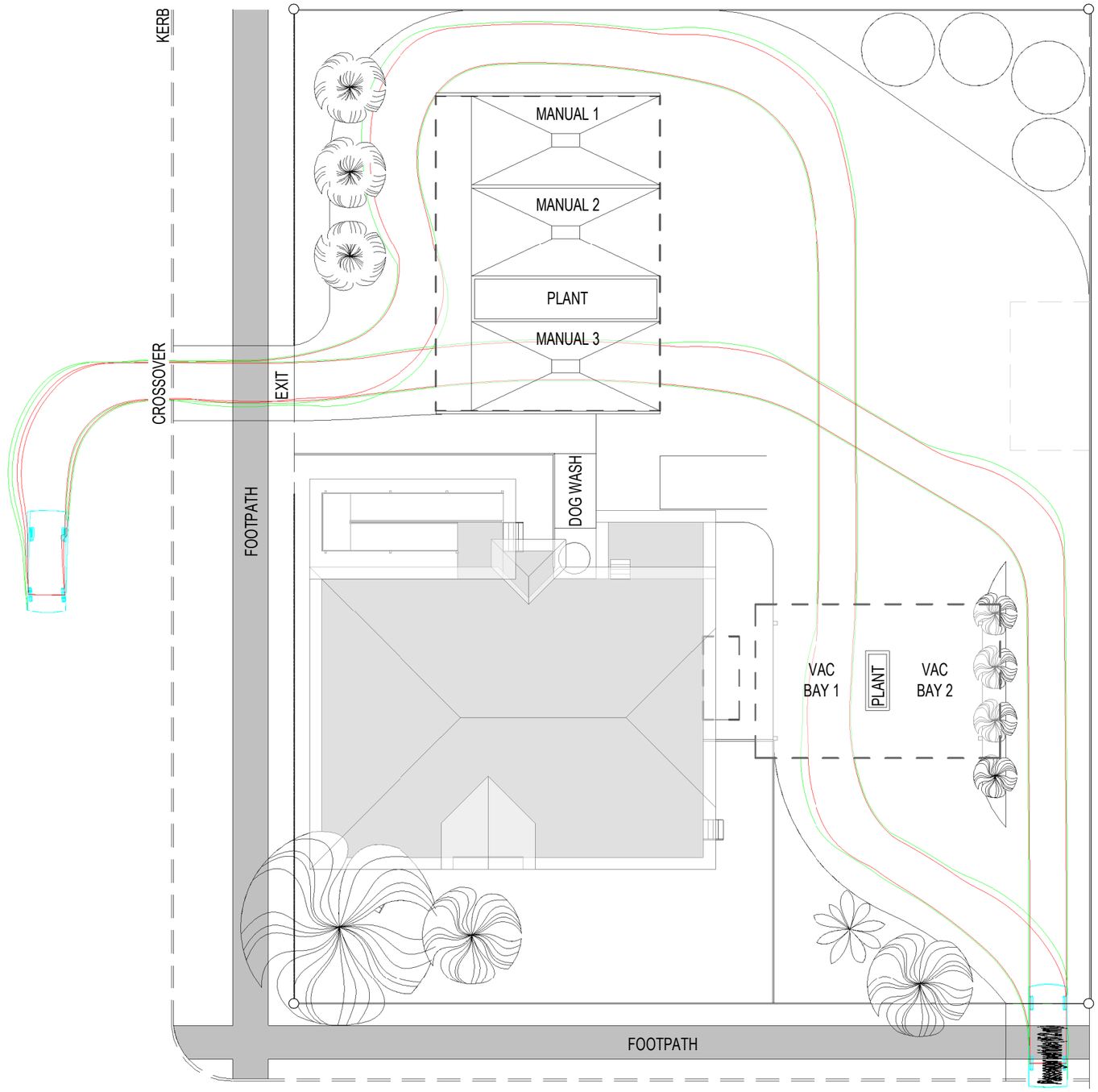
PROPOSED CARWASH, 71 GALATEA STREET | JOB NO. 20220089 | 3D VIEWS | 11

BUILDING DESIGN



D	Conceptual Design 4	16-01-23	J.M.P

PROPOSED CARWASH, 71 GALATEA STREET | JOB NO. 20220089 | 1 : 250 | TURNING PATHS | 12

BUILDING DESIGN

ATTACHMENT E – TRAFFIC IMPACT ASSESSMENT

MCE
McMurtrie Consulting Engineers

20 years of reimagining engineering
2002–2022

Engineering reimagined.

71 GALATEA STREET, CHARLEVILLE

Traffic Impact Assessment

DATE
11 July 2023

REF
R018-22-23

CLIENT
Neale McShane

COMMERCIAL IN CONFIDENCE

Engineering reimagined.

Contact Information

McMurtrie Consulting Engineers Pty Ltd
ABN 25 634 181 294

North Rockhampton

www.mcmengineers.com
(07) 4921 1780
mail@mcmengineers.com

Document Information

Prepared for	Neale McShane
Document Name	Traffic Impact Assessment
Job Reference	R018-22-23
Revision	1

Document History

Revision	Date	Description of Revision	Prepared by	Approved by		
				Name	Signature	RPEQ No
1	30/06/2023	DRAFT	Chris Hewitt	Chris Hewitt		
1	11/07/2023	FINAL	Chris Hewitt	Chris Hewitt		

NOTE - It is acknowledged that there may be some minor discrepancies between the architectural layouts provided in this report and the associated architectural documentation. Whilst not ideal, the minor layout discrepancies should form no material impact to the proposed development from an engineering assessment perspective. Conservative engineering principals have been applied to the afforded earthworks areas, stormwater intent and servicing. As such, any concern should be suitable for conditioning as part of the detailed design process (i.e. finalised in Operational Works stage).

Contents

1 Introduction

1.1 Background

McMurtrie Consulting Engineers (MCE) have been engaged by Neale McShane to prepare a Traffic Impact Assessment for its proposed car wash located in Charleville.

This report forms part of a Development Application to be lodged with the Murweh Shire Council (MSC).

The following issues have been addressed as part of the study:

- Assessment of suitability of internal arrangements;
- Site access arrangements;
- Provision for service vehicles;
- Provision for safe access by cyclists and pedestrians;
- Potential impact upon the local road network.

The subject site is adjacent to the State transport corridor, therefore the Department of Transport and Main Roads (DTMR) will act as a referral agency for the application. Responses to State Codes 1and 6 are provided in the Appendix.

1.2 References

In preparing this report, reference has been made to the following:

- Shire of Murweh Planning Scheme;
- Queensland Globe Database (Online);
- Australian / New Zealand Standard, Parking Facilities, Part 1: Off-Street Car parking AS/ NZS 2890.1:2004;
- Australian / New Zealand Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS/ NZS 2890.2:2018;
- Australian / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with a Disability AS/ NZS 2890.6:2009;
- Austroads Guide to Road Design;
- Austroads Guide to Road Safety;
- Other documents and data as referenced in the report.

2 Site Environs

2.1 Subject Site

As shown in Figure 2.1, the subject site is located at the northern corner of the Sturt Street / Galatea Street intersection with Sturt Street along the western boundary and Galatea Street along the southern. The site is formally identified as Lot 20 on C1405 and has an area of approximately 2,000m^2. As shown in Figure 2.2, the site is located within the Township zone and Commercial precinct under the Shire of Murweh Planning Scheme and abuts State transport route (Sturt Street).

The site consists of a building previously occupied by Charleville Medical Centre. It is intended that such will remain to facilitate potential future uses.

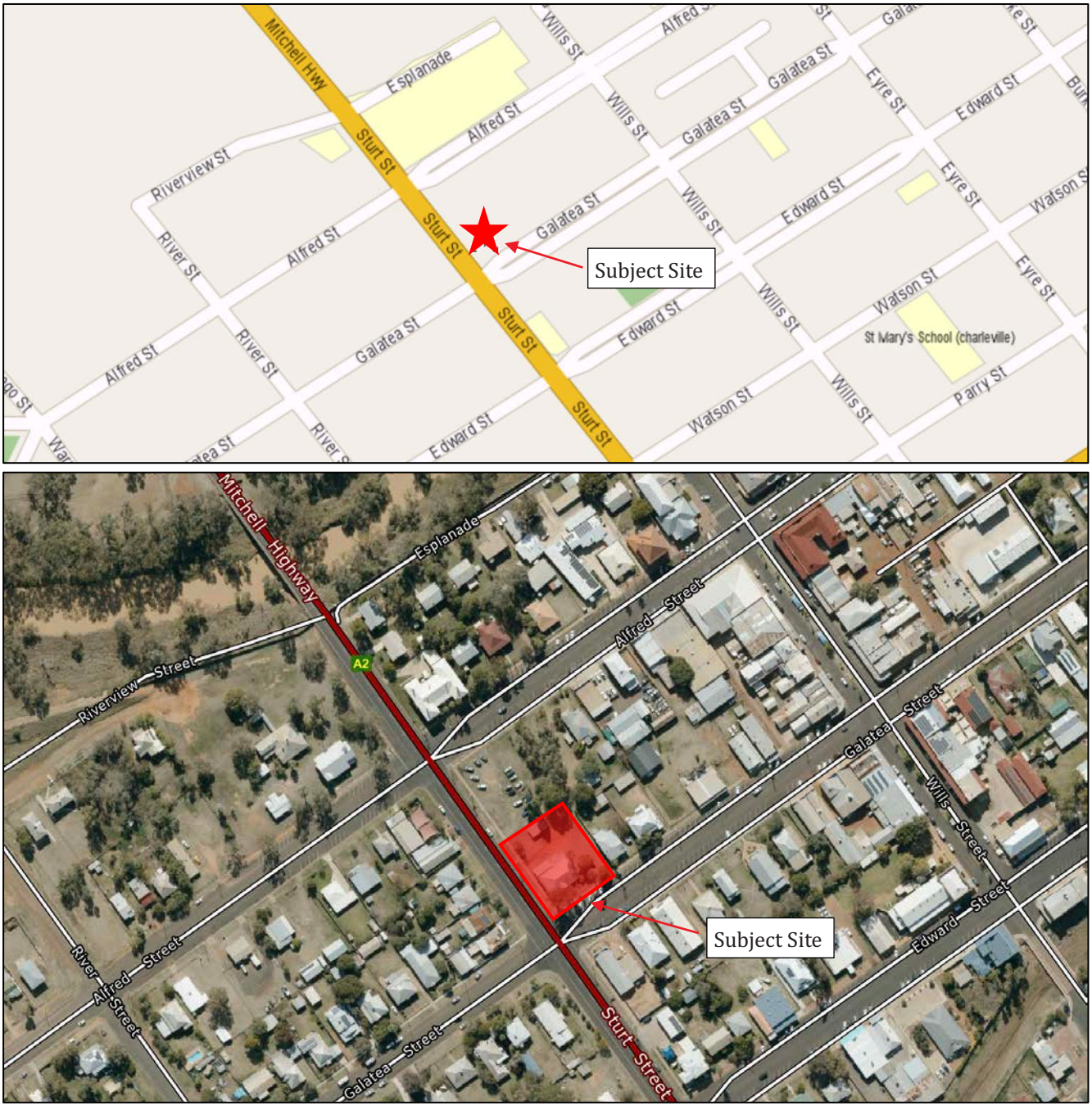


Figure 2.1: Location of subject site

[Source: Web Street Directory and QLD Globe]

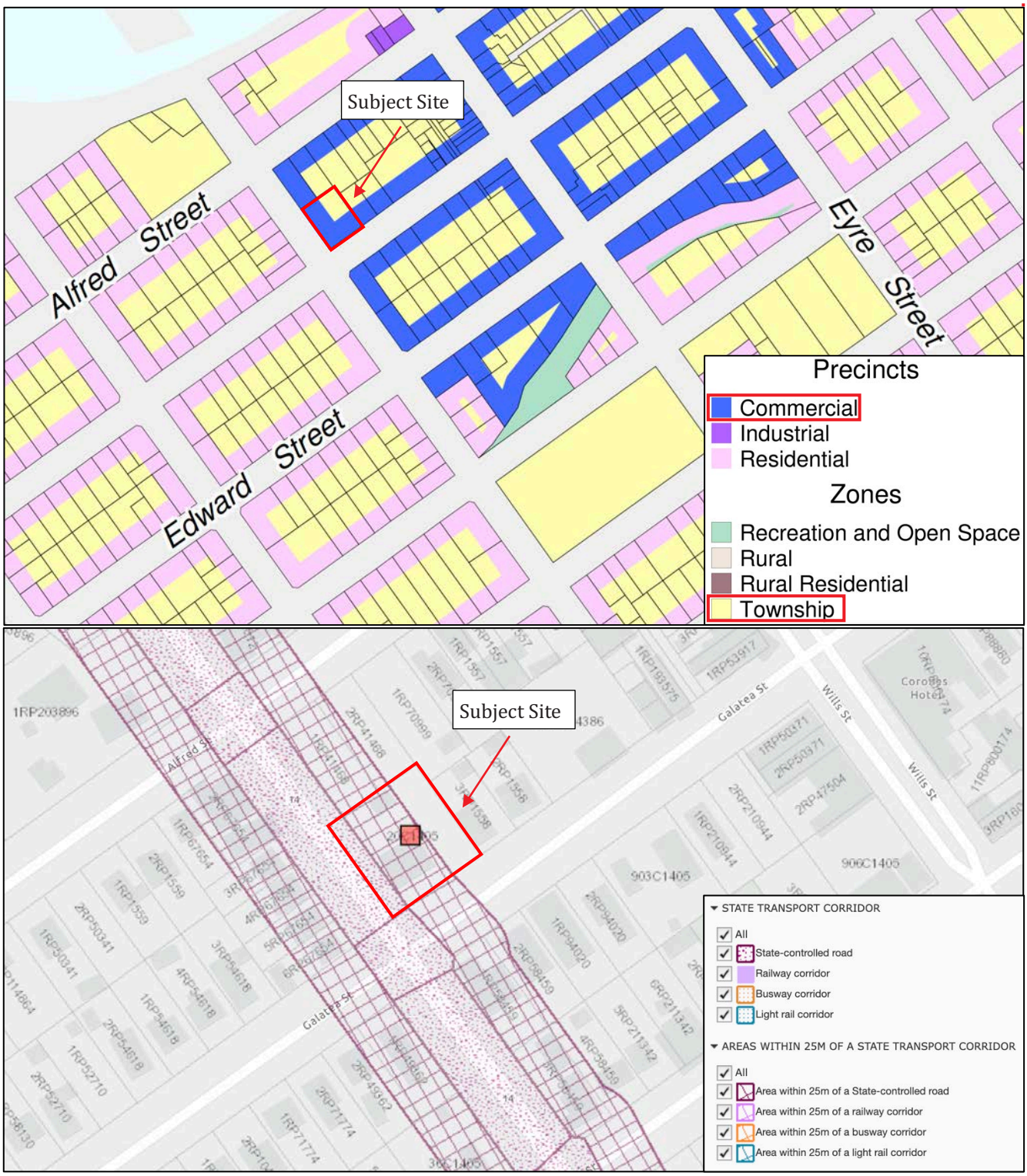


Figure 2.2: Development planning overlays
[Source: MSC Planning Scheme & DAMS Mapping]

2.2 Road Network

As identified in Figure 2.2, the site is adjacent to Sturt Street (Mitchell Highway) along the western frontage, which forms part of the State controlled network. Galatea Street is under the jurisdiction of the local Council and has a collector road function along the frontage of the site.

As mentioned, Sturt Street is a State-controlled road and has an arterial function adjacent to the site. Sturt Street forms part of the Mitchell Highway, running through Charleville. Along the frontage of the site, Sturt Street comprises of an undivided carriageway with a single lane in each direction of travel, with parking lane provided on both sides. At the proximity of the site Sturt Street is subject to a posted speed limit of 60 km/hr

Galatea Street is a two-lane undivided roadway providing east west connection in Charleville. Galatea Street provides angled parking between Sturt Street and Eyre Street and generally allows kerbside parking along both sides. Assumed speed limit of Galatea Street is 50 km/h.

Sturt Street / Galatea Street intersection is a four-way priority controlled intersection with Sturt Street forming the primary movement. Street view images of Sturt Street and Galatea Street along the frontage of the site are shown in Figures 2.3 and 2.4, with an aerial image of the Sturt Street / Galatea Street intersection shown in Figure 2.5.

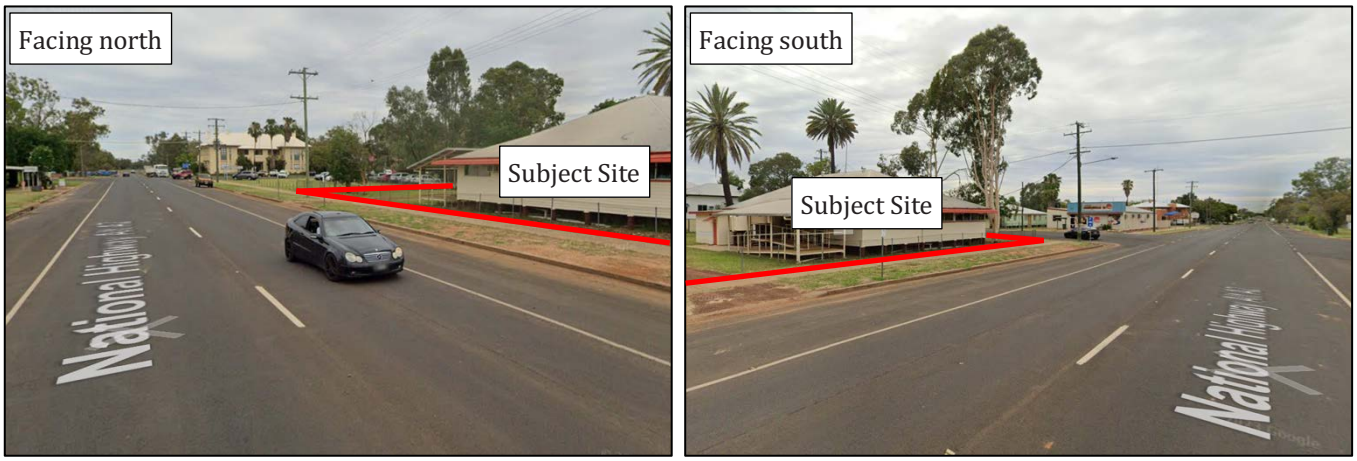


Figure 2.3: Sturt Street along the frontage of the site

[Source: Google Street View]

Figure 2.4: Galatea Street along the frontage of the site

[Source: Google Street View]

Figure 2.5: Areal image of the Sturt Street / Galatea Street intersection
[Source: QLD Globe]

2.3 Integrated Transport Infrastructure

2.3.1 Public Transport

There are no public transport facilities in the comfortable walking distance from the subject site.

2.3.2 Pedestrian and Cyclist Infrastructure

There is a pedestrian footpath provided along each frontage of the site that connects to the wider Charleville pedestrian network.

There are no formal bicycle facilities in the proximity of the subject site.

2.4 Background Traffic Volumes

Background traffic volumes were sourced from the Queensland Government Open Data Portal. The annual average daily traffic volumes (AADT) recorded in 2021 (Site 40196) indicate that Sturt Street is subject to 1,326 daily vehicle movements, with an average 5 year background traffic growth of approximately 3%. As shown in Figure 2.6, the location of the traffic survey is approximately 300 metres north of the site, on the fringe of the Charleville township.

The segment report data for year 2020 for the same site is provided as Appendix A.

Figure 2.6: 2021 AADT on Sturt Street

[Source: Google Earth]

3 Development Proposal

3.1 Land Uses

The proposed plan of development is for a manual carwash with ancillary uses (dog wash, vacuum facilities). The proposal will occupy the vacant land over the existing lot to the north of the existing medical centre.

The proposal comprises of a Gross Floor Area (GFA) of 222.1 m^2, consisting of the following areas:

Car Wash:	154.5 m^2
Vacuum Bay:	60 m^2
Vending Machine Block:	7.6 m^2
TOTAL:	**222.1 m^2**

The Gross Floor Area (GFA) of the existing medical centre is as follows:

Office:	289.1 m^2
Deck:	6.5 m^2
Undercover Ramp:	23.4 m^2
TOTAL:	**319 m^2**

A plan of the proposed development is shown in Figure 3.1.

3.2 Vehicle Access

Access to the site is proposed to be gained via both frontages, with ingress gained from Galatea Street and egress onto Sturt Street. It is proposed that the Sturt Street crossover will be provided at the approximate location of the existing access, with a new crossover proposed off Galatea Street at the eastern end of the frontage.

3.3 Car Parking

Given the nature of the proposed use, formal parking is not proposed to be provided, with the facility allowing 3 x wash bays and 2 vacuum bays with capacity for queuing on the approach to each facility.

3.4 Pedestrian and Cyclist Facilities

A separate pedestrian access is proposed to be provided to the medical centre along the frontage of Sturt Street, clear of the vehicular crossover. Given the function of the proposed facility (car wash), formal pedestrian access is not considered to be required with occasional access by pedestrians proposed to be facilitated along the driveway.

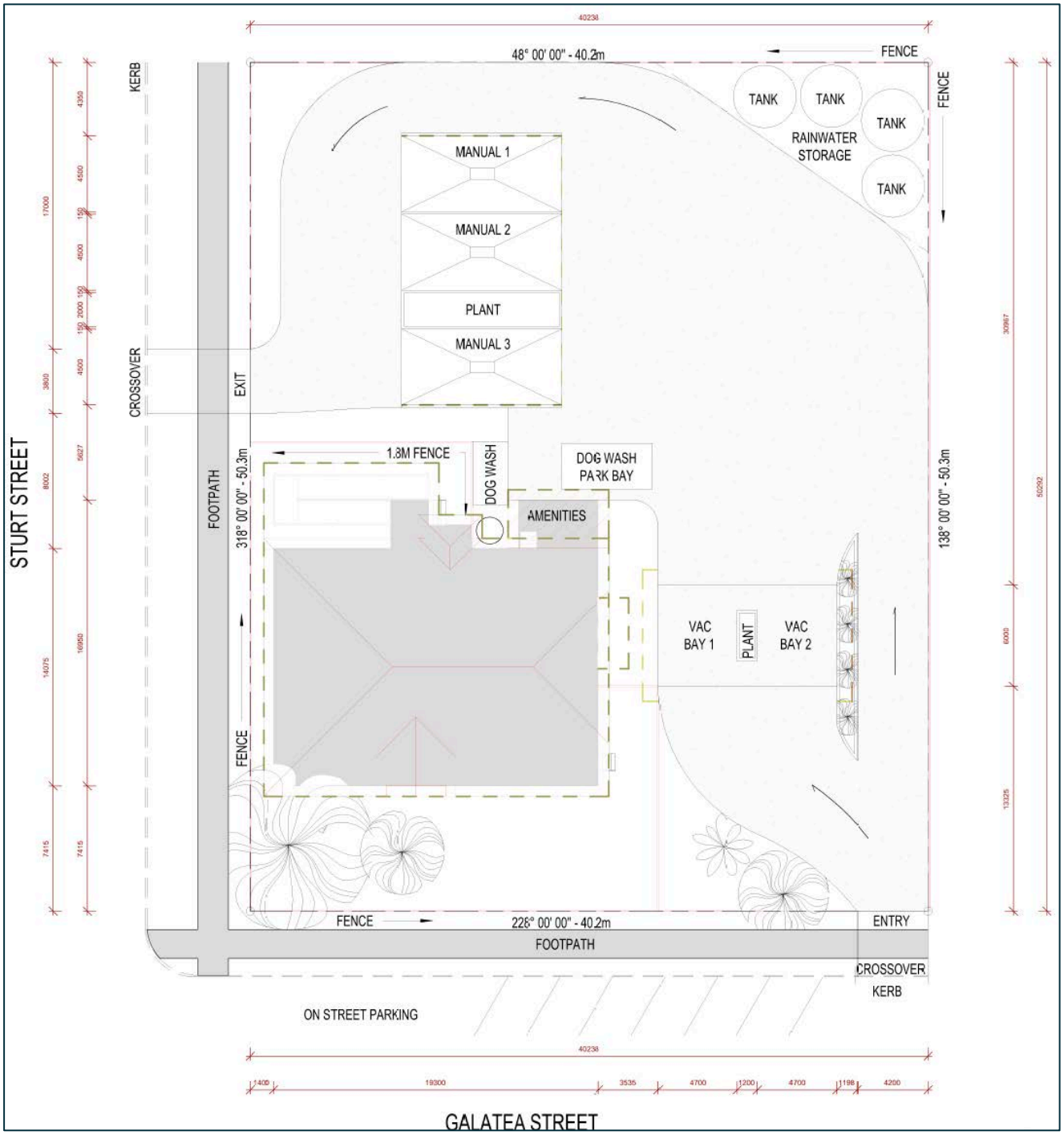


Figure 3.1: Proposed plan of development

4 Car Parking Supply and Design

Reference is made of Table 7.3.1.2 in Part 7 - Development Codes of the Shire of Murweh Planning Scheme, where car parking requirements are stipulated for various uses frequently assessed by Council. It is noted that a specific outcome for the proposed use is not included in the Planning Scheme, however reference is made to Table 5.3 of the Austroads Guide to Traffic Management - Part 11: Parking Management Techniques, with the following rate identified for a motor vehicle wash facility:

Motor Vehicle Wash:	Three (3) spaces per car wash bay, plus
	One (1) space per 30m^2 net administration area

It is noted that the proposal is for a manual car wash facility intended to be operated by the user, with little to no assistance from staff. On this basis, it is considered that a requirement for formal parking is not warranted, with the proposal allowing minimum capacity for three cars per wash bay and two cars per vacuum bay clear of the circulation aisle. It is noted that a vehicle is able to park adjacent to the dog wash facility without impeding on vehicle circulation or access to individual facilities.

Based on the above, it is considered that the proposed arrangements will satisfactorily provide for the operational and traffic demand generated by the site.

A dimensioned plan of the proposed facilities is provided in Figure 4.1, with swept paths for a B99 design vehicle negotiating the proposed arrangements shown in Figure 4.2. As shown, appropriate access and circulation is achieved for the design vehicle in accordance with AS2890.1:2004.

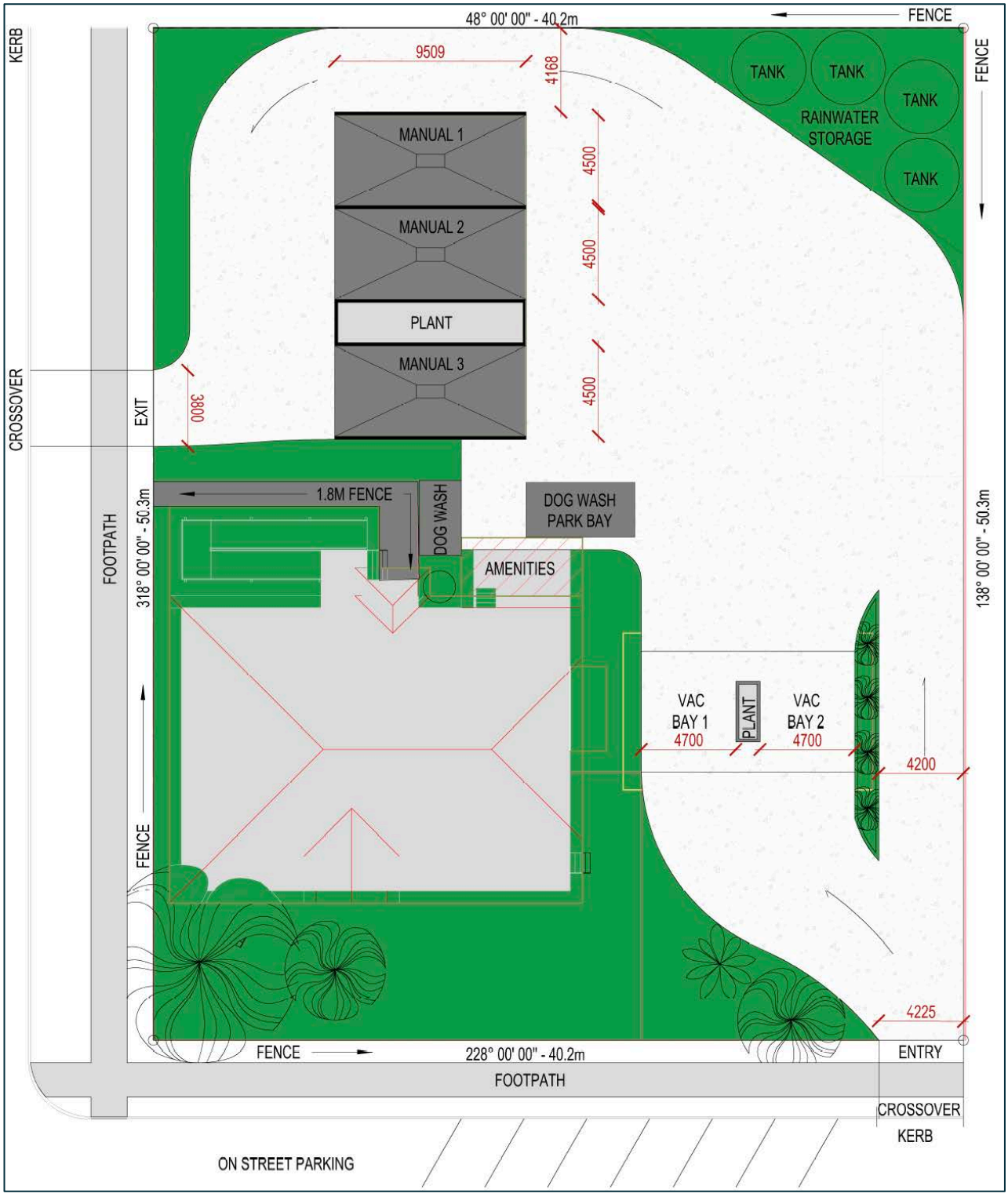


Figure 4.1: Dimensioned internal arrangements

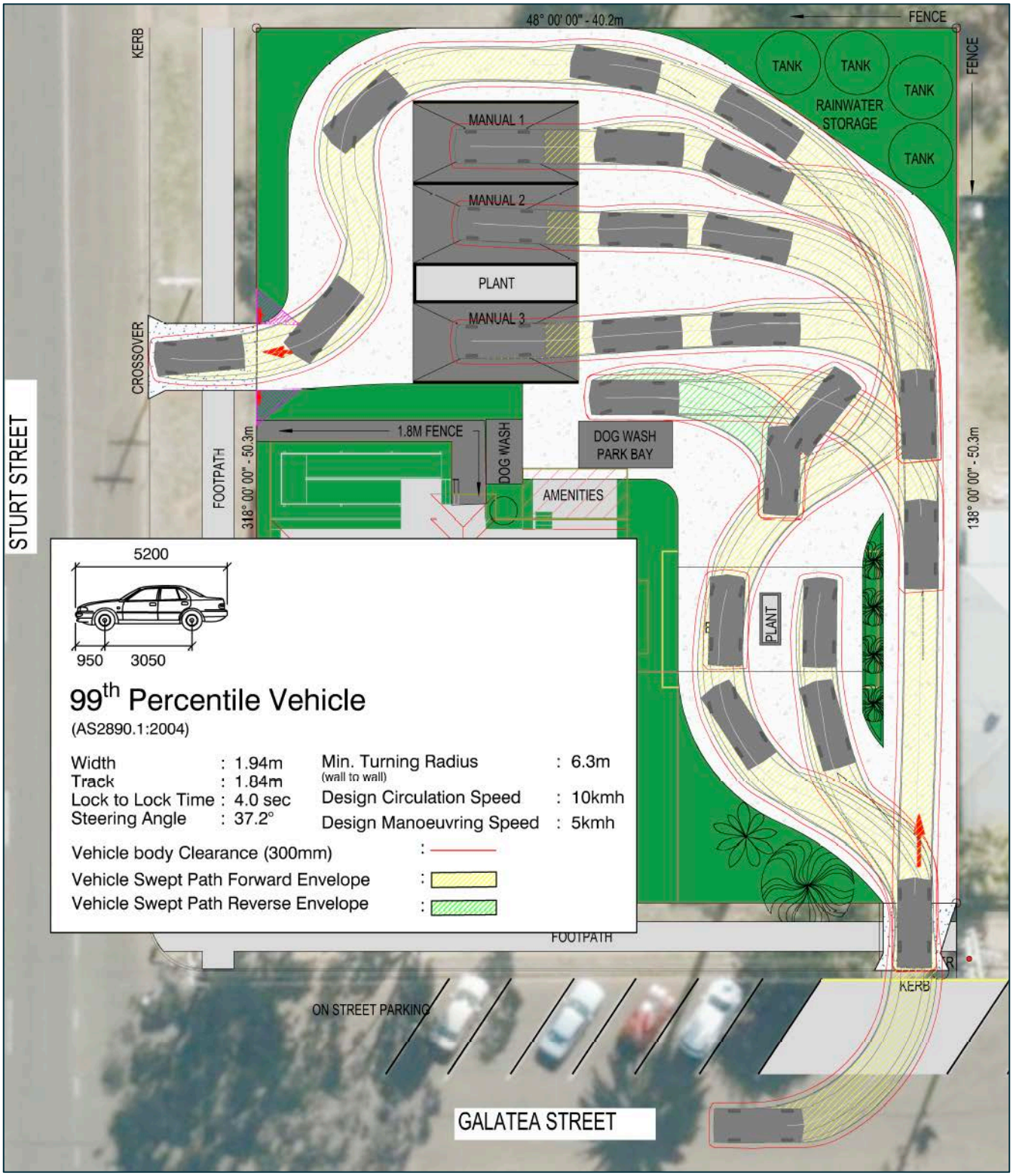


Figure 4.2: Swept path of 99th percentile vehicle manoeuvring

5 Traffic Impact

The Department of Transport and Main Roads Road Planning and Design Manual (RPDM) does not stipulate a traffic generation rate for a car wash facility. It is therefore common to determine the traffic generation against studies of similar uses or on a 'first principles' basis.

Based on the above, reference is made to a study of existing wash facilities commissioned by the Roads and Maritime Services (RMS) in December 2019 (Trip Generation Survey Data Report - Project No. P4001: Surveys of Car Wash and Café's). The study includes 15 sites, of which 10 are within the Sydney area and five (5) considered to be in regional areas within NSW. Based on the data provided in the study, four of the sites surveyed are considered to be comparable to the subject development based on their location. As demonstrated below in Table 5.1, these indicate an average traffic generation of 3.7 trips and 4.3 trips per wash bay per morning and afternoon peak hour respectively.

Table 5.1: Car wash trip estimates (2019 RMS Study)

Site #	Development AM Peak	Development PM Peak	Frontage Access Road AM Peak*	Frontage Access Road PM Peak*	Daily Vehicle Trips	AM Peak Hour Trips per 100m² Site Area	PM Peak Hour Trips per 100m² Site Area	AM Trips per Car Wash Bay	PM Trips per Car Wash Bay	AM Trips per Parking Space	PM Trips per Parking Space	AM Trips per 100 veh on Frontage Access Road	PM Trips per 100 veh on Frontage Access Road
1	8:45 AM	11:45 AM	11:00 AM	12:00 PM	514	2.8	3.2	12.8	14.3	5.1	5.7	8.9	4.0
2	10:00 AM	12:15 PM	7:30 AM	3:15 PM	163	1.7	1.7	2.9	2.9	2.4	2.4	0.9	0.8
3	10:30 AM	12:30 PM	8:15 AM	3:45 PM	112	2.0	2.4	3.8	4.5	3.8	4.5	2.4	2.8
4	10:45 AM	2:15 PM	8:00 AM	5:00 PM	206	3.2	3.4	6.0	6.4	7.5	8.0	1.6	1.5
5	11:00 AM	3:15 PM	9:00 AM	3:00 PM	102	2.1	3.5	4.7	7.7	2.0	3.3	4.0	5.1
6	9:30 AM	11:30 AM	7:45 AM	3:30 PM	274	3.4	2.0	14.3	8.5	2.5	1.5	3.7	2.2
7	9:00 AM	11:45 AM	10:45 AM	2:30 PM	55	1.5	1.0	3.0	2.0	2.4	1.6	0.3	0.2
8	10:30 AM	2:30 PM	11:00 AM	1:30 PM	83	1.1	1.4	2.8	3.5	2.8	3.5	0.4	0.6
9	10:45 AM	2:00 PM	8:00 AM	3:30 PM	249	3.2	3.5	5.7	6.2	1.9	2.1	1.7	1.4
10	11:30 AM	1:00 PM	8:00 AM	3:15 PM	99	1.3	2.9	2.8	6.0	3.7	8.0	0.6	1.3
11	10:15 AM	2:30 PM	8:15 AM	3:00 PM	285	2.6	3.3	2.9	3.7	13.0	16.5	1.5	1.6
12	10:30 AM	12:45 PM	9:15 AM	3:45 PM	119	2.3	2.0	3.4	3.0	4.0	3.5	1.2	1.0
13	8:45 AM	12:00 PM	8:15 AM	3:00 PM	48	1.1	0.8	2.0	1.5	3.0	2.3	1.4	1.1
14	10:30 AM	1:30 PM	8:00 AM	3:30 PM	174	2.3	2.5	4.2	4.7	2.5	2.8	0.7	0.7
15	10:30 AM	12:30 PM	8:00 AM	4:00 PM	72	1.1	1.2	3.3	3.7	3.3	3.7	0.4	0.4

*Frontage Traffic: Traffic fronting a surveyed site that has the ability to access that site (i.e. where a median exists in the frontage road only one-way traffic volumes are applied), unless otherwise stated.

Further to the above, assessment of first principles estimates a capacity of approximately 4 trips per wash bay per peak hour assuming that an automated car wash typically runs a 5 - 10 minute cycle per vehicle, with manual washes expected to generate a lower service rate, generally in the order of 15 minutes per wash.

As demonstrated above, the estimated traffic generation between the surveyed demand and first principles method is comparable. For the purposes of the analysis the higher trip generation, of the average rate from the RMS study has been adopted, estimating a development traffic demand in the order of 12 - 13 trips per peak hour as follows:

Table 5.2 - Estimated development traffic generation

Component	Morning Peak Hour			Afternoon Peak Hour		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Car wash - manual (3 x wash bays)	6	6	12 (11.1 trips)	6	7	13 (12.9) trips

Peak Hour distribution: AM: 50/50 PM: 50/50

Given the small change in traffic conditions and relatively low increase in background demand it is considered that the resultant impact will be negligible and a further assessment of impacts is not considered to be warranted.

6 Access and mobility management

6.1 Access Location and Design

The proposal provides separate entry and exit access points. Ingress is proposed to be gained off Galatea Street, at an approximate location of a previously decommissioned access point (Figure 6.3). Egress is proposed off Sturt Street at an approximate location of the current vehicular access. Both crossovers will be reconstructed to conform with the current design standards and requirements.

The location of each access in the context of the adjacent road network is shown in Figures 6.1, with detailed design of each crossover shown in Figures 6.2 - 6.5. It is noted that three (3) parking spaces are proposed to be removed to facilitate the access of Galatea Street, with parking restriction (yellow line or signage) proposed to be implemented to ensure that the access to the site is not blocked.

As shown in Figure 6.4, a sight splay is proposed to be provided on each side of the crossover off Sturt Street. Such is proposed to be provided in accordance with AS2890.1:2004, ensuring that appropriate view lines are maintained between a driver exiting the site and pedestrian along the frontage of the development.

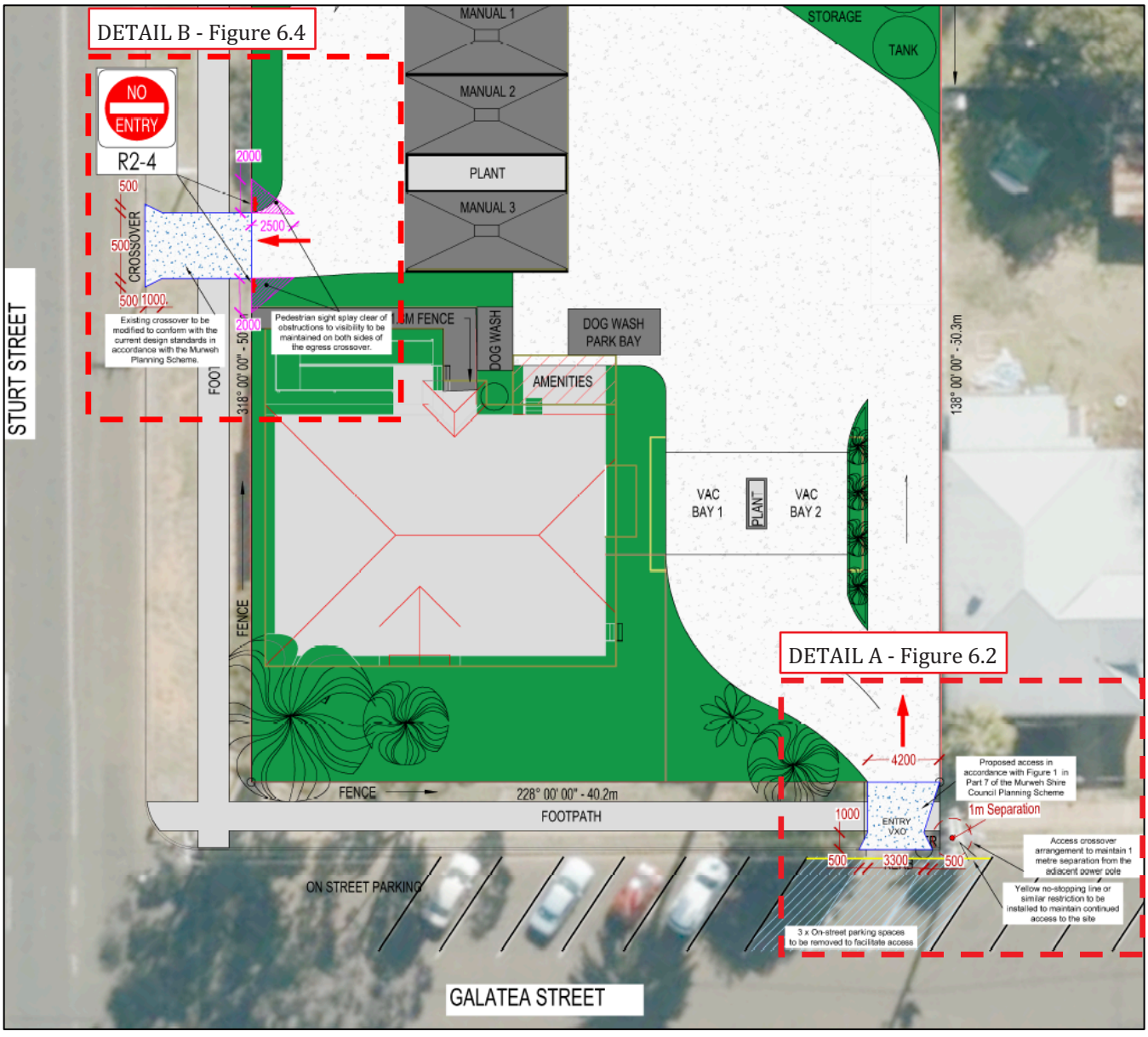


Figure 6.1: Proposed access design

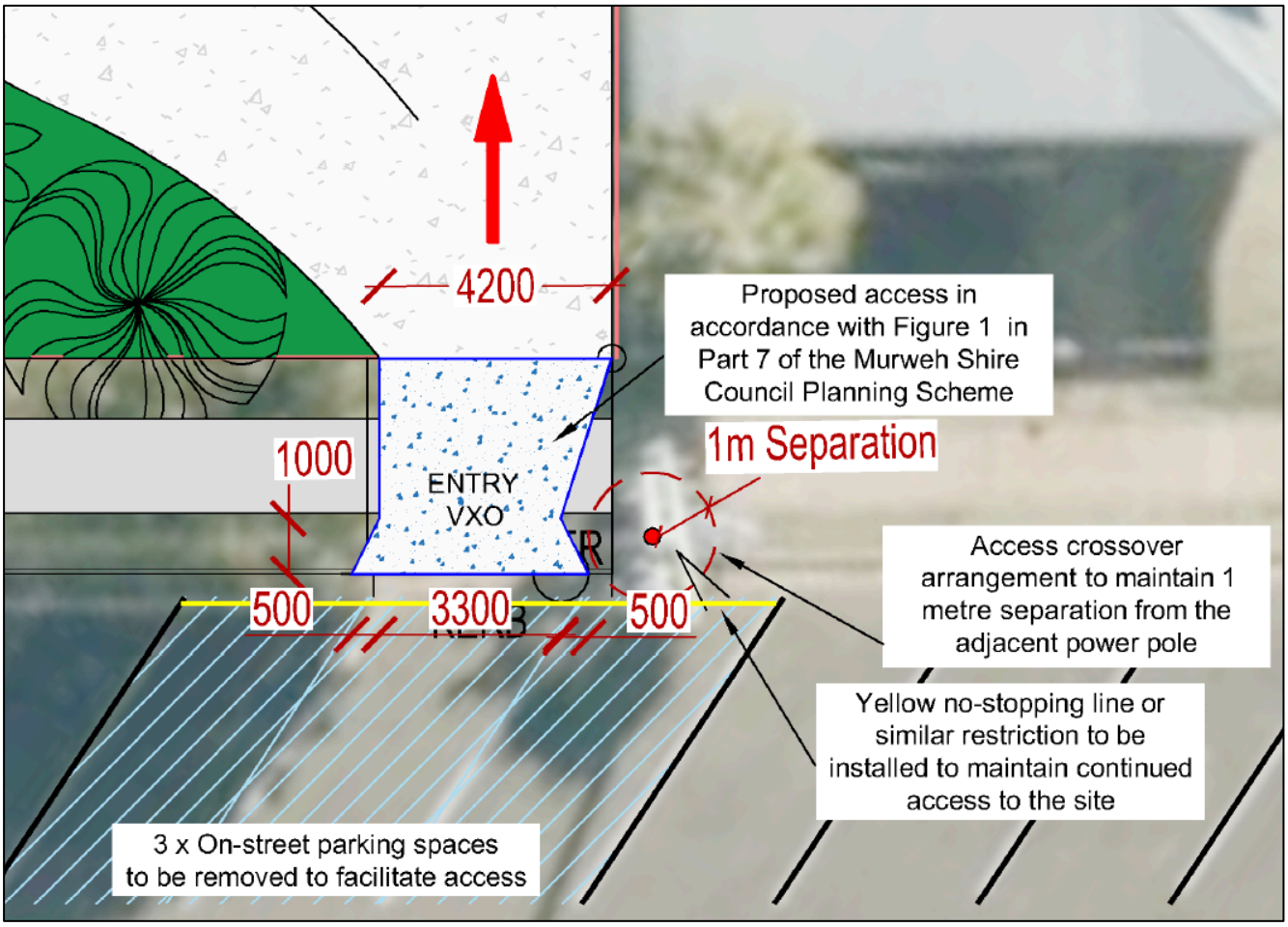


Figure 6.2: DETAIL A - Detailed Galatea Street entry crossover design

Figure 6.3: Galatea Street crossover location

[Source: Google Street View]

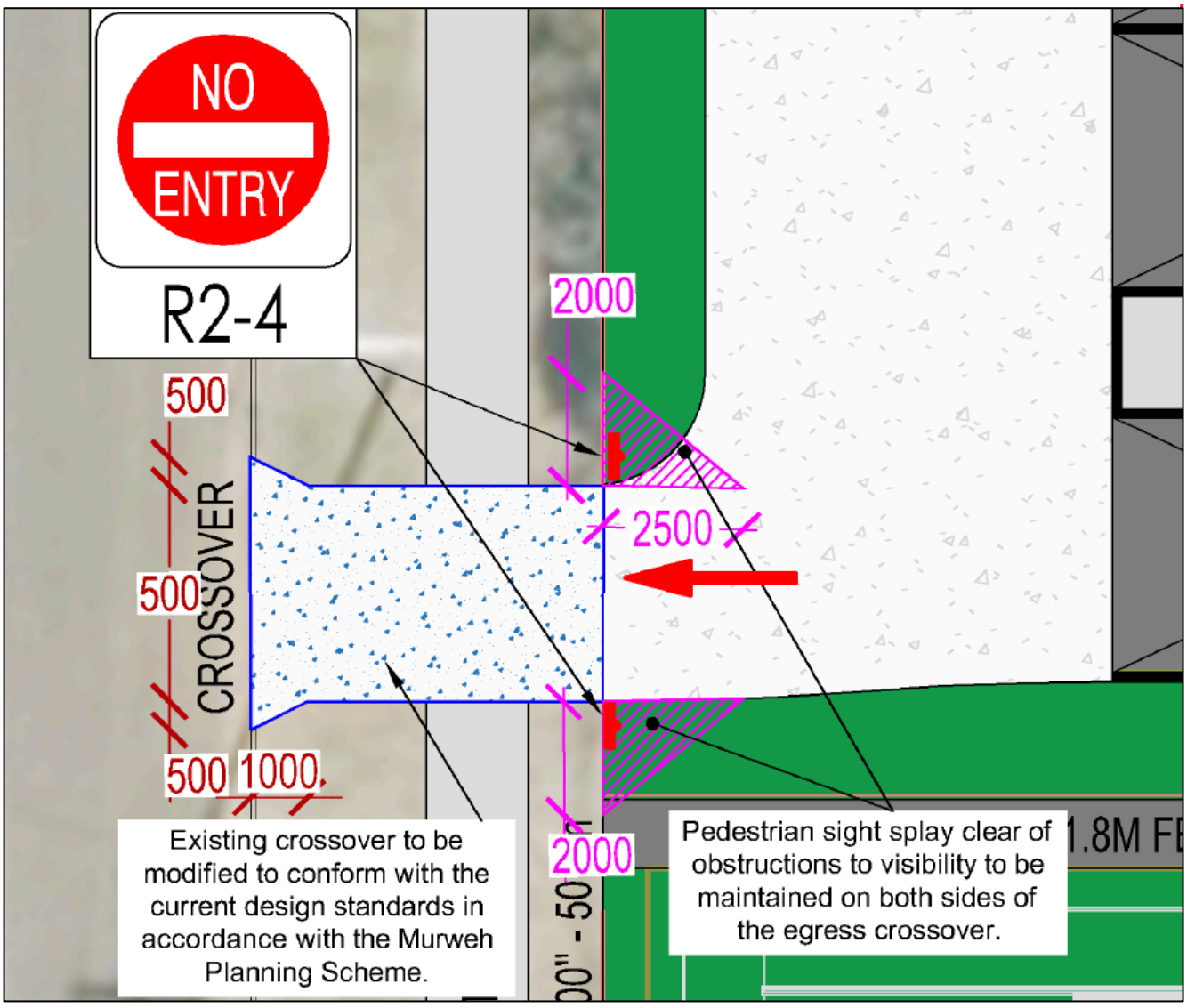


Figure 6.4: DETAIL B - Detailed Sturt Street exit crossover design

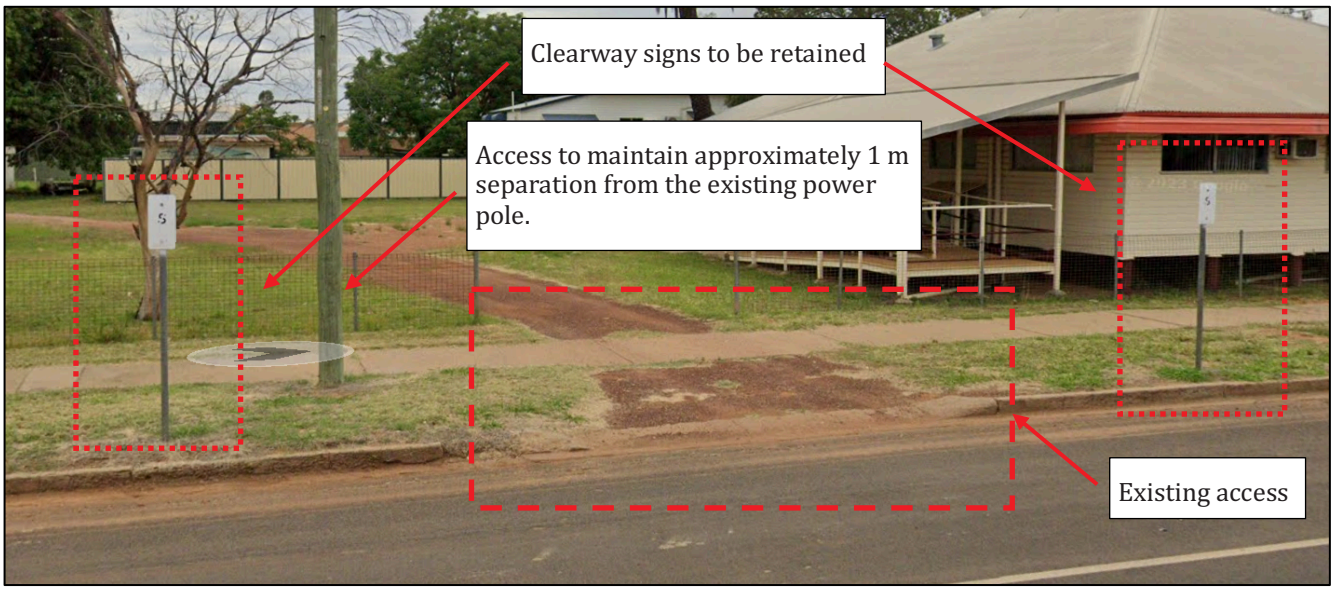


Figure 6.5: Sturt Street crossover location

[Source: Google Street View]

6.2 Provision for Pedestrians

Given the proposed use, no pedestrian facilities are considered to be necessary to specifically provide access to the car wash. However, it is proposed that a separate access for pedestrians be provided for the medical centre building from the Sturt Street frontage clear of the vehicular crossover.

6.3 Provision for Bicycles and End of Trip Facilities

There is no bicycle parking rate prescribed in the Shire of Murweh Planning Scheme. Given the nature of the proposed use, a demand for cyclist is not expected. On this basis, the proposal does not provide any formal facilities for bicycle parking.

7 Provision for Heavy Vehicles

7.1 Heavy Vehicle Access and Manoeuvring

The Shire of Murweh Planning Scheme does not stipulate a requirement for service vehicles for the proposed use. It is noted that the site does not require large service vehicles to enter the development with servicing of the site generally expected to consist of routine maintenance and restocking of on-site amenities. On this basis, it is considered that servicing of the site will generally occur by light vehicles and vans, however as shown in Figure 7.1 provision is made for a Small Rigid Vehicle (SRV) to circulate through the site.

7.2 Provision for Servicing

Waste is proposed to be collected kerbside via Council or a private contractor, with the site not anticipated to generate a significant demand on the basis that the function of the facility does not require regular attendance by staff. It is proposed that a single wheelie bin be provided for each waste classification (general waste and recycling waste) and are to be placed kerbside on collection days by management.

Based on the above, it is considered that the proposal does not change the method of servicing for general and recycling waste from the site.

Figure 7.1: Small Rigid Vehicle (SRV) manoeuvring

8 Safety

8.1 Crash Data Evaluation

Crash data sourced from Queensland Globe indicates that there were no incidents recorded along the frontage of the site or within 100 m of the Sturt Street / Galatea Street intersection in the past five years (2017-2022).

8.2 Sight Distance Assessment

A sight distance analysis for the proposed crossover of Sturt Street has been prepared in accordance with AS2890.1:2004, adopting a frontage speed environment of 60 km/hr. The analysis adopts the elevation profile derived from the Elvis - Elevation and Dept: Foundation Spatial Database and visual investigation using Google Street View.

Elevation data on each approach on Sturt Street is shown in Figure 8.1, with the sight distance analysis to the north and south of the proposed egress shown in Figure 8.2. As shown, Sturt Street provides a straight, level alignment and is not expected to limit view lines between a driver exiting the site and vehicles approaching from either direction on Sturt Street.

A detailed assessment of view lines is to be carried out during detailed civil design to ensure that vertical alignment between a driver and approaching vehicles is maintained.

Figure 8.1: Elevation data on Sturt Street

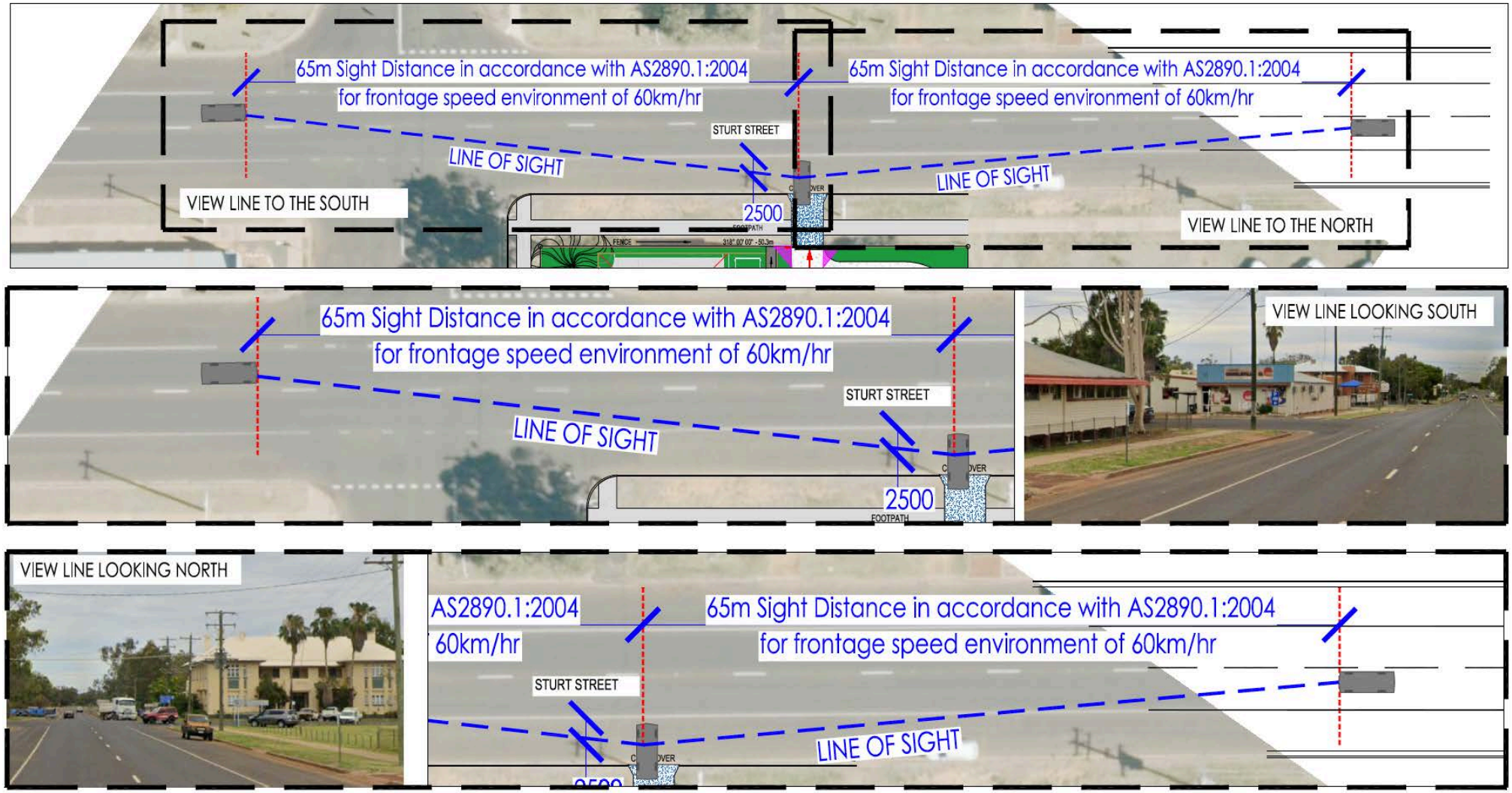


Figure 8.2: Sight Distance Analysis at egress off Sturt Street (AS2890.1:2004)

9 Conclusions and Recommendations

- The subject site is located at the northern corner of the Sturt Street / Galatea Street intersection. The site is currently occupied by a medical centre building and has an area of approximately 2,000 m^2.

- The proposed plan of development is for a manual car wash facility, comprising of three (3) wash bays, two (2) vacuum bays and a dog wash facility. The proposed use will be accommodated on the vacant area north of the existing medical centre.

- As discussed in Section 4, the Shire of Murweh Planning Scheme does not stipulate a specific requirement for car parking for the proposed use. However, based on the specified demand determined in Austroads Guide to Traffic Management - Part 11, the proposal provides appropriate provision to accommodate the practical demand of the proposed development.

- As discussed in Section 5, based on survey of similar uses and first principles approach the site is estimated to generate a traffic demand of 12 - 13 trips during the morning and afternoon peak hour periods. Such is considered to be low in the context of the surrounding road network and is not expected to impact on the function and safety of the adjacent roads.

- The proposal provides access via both frontages, with a new crossover proposed to be provided at the approximate location of the access of Sturt Street and at the eastern end of the frontage off Galatea Street. It is proposed that the new crossovers be designed to the current design standards and a minimum separation of 1 metre achieved between the crossover and existing power pole.

- The proposal allows on-site servicing by the largest design vehicle with waste collection proposed to be retained as per the existing arrangements.

- Crash data sourced from Queensland Globe indicates that there were no incidents recorded along the frontage of the site or within 100 m of the Sturt Street / Galatea Street intersection in the past five years (2017-2022). As discussed in Section 8, satisfactory view lines are achieved at the proposed access off Sturt Street in accordance with AS2890.1:2004.

Appendix A: Traffic Data

A-1: Traffic Census Data

Queensland Government

24-Jun-2021 15:13

Traffic Analysis and Reporting System

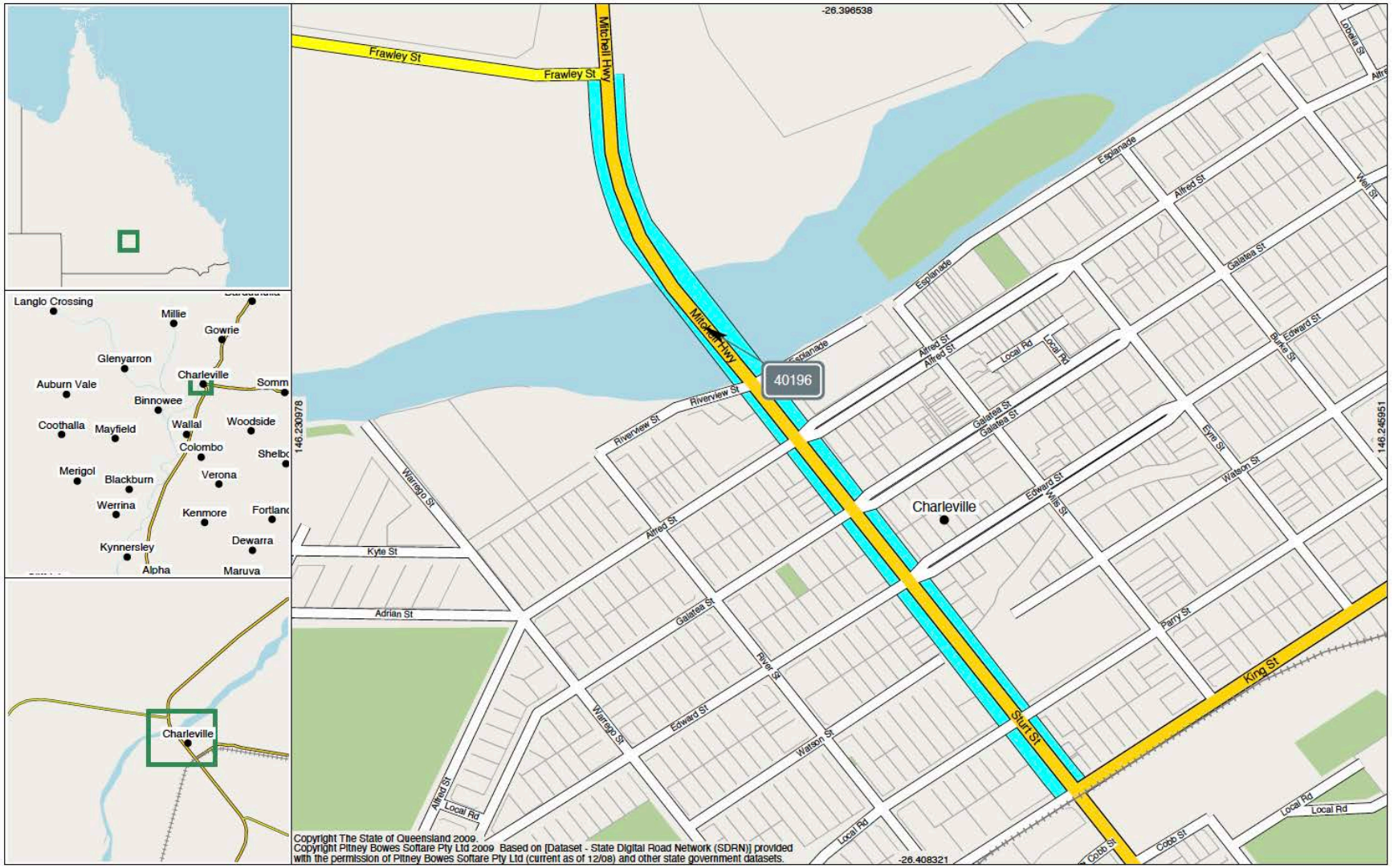
AADT Segment Report

Area 411 - South West District — Road Section 23C - MITCHELL HIGHWAY (CHARLEVILLE - AUGATHELLA)

Road Segment from 0.000km to 1.280km — Segment Site 40196 — Traffic Year 2020 — Data Collection Year 2020

TARS

Page 1 of 2 (1 of 7)



Queensland Government

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Traffic Analysis and Reporting System

AADT Segment Report

Area 411 - South West District
Road Segment from 0.000km to 1.280km

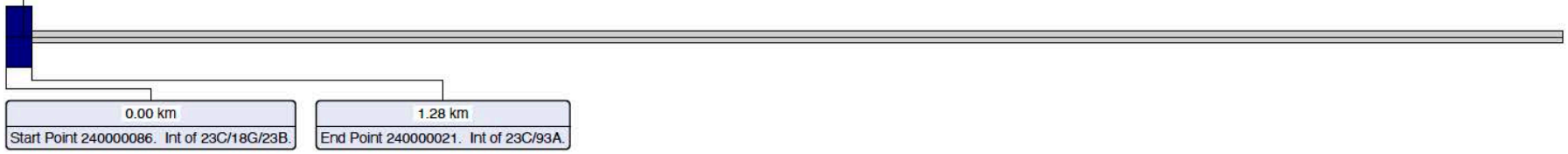
Road Section 23C - MITCHELL HIGHWAY (CHARLEVILLE - AUGATHELLA)
Segment Site 40196 Traffic Year 2020 Data Collection Year 2020

TARS

Site 40196. Point 240000087. 0.61km South of int Diamantina Dev Rd.

0.87 km

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



0.00 km
Start Point 240000086. Int of 23C/18G/23B.

1.28 km
End Point 240000021. Int of 23C/93A.

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

All Vehicles (00)		
G	546	100%
A	566	100%
B	1,112	100%

Light Vehicles (0A)		
G	465	85.16%
A	451	79.68%
B	916	82.37%

Heavy Vehicles (0B)		
G	82	15.02%
A	115	20.32%
B	197	17.72%

Short Vehicles (1A)		
G	465	85.16%
A	451	79.68%
B	916	82.37%

Trucks and Buses (1B)		
G	51	9.34%
A	79	13.96%
B	130	11.69%

Articulated Vehicles (1C)		
G	13	2.38%
A	18	3.18%
B	31	2.79%

Road Trains (1D)		
G	18	3.30%
A	18	3.18%
B	36	3.24%

Short 2-Axle Vehicles (2A)		
G	427	78.21%
A	409	72.26%
B	836	75.18%

Short Vehicles Towing (2B)		
G	38	6.96%
A	42	7.42%
B	80	7.19%

2-Axle Trucks and Buses (2C)		
G	45	8.24%
A	74	13.07%
B	119	10.70%

3-Axle Trucks and Buses (2D)		
G	5	0.92%
A	4	0.71%
B	9	0.81%

4-Axle Trucks (2E)		
G	1	0.18%
A	1	0.18%
B	2	0.18%

3-Axle Articulated (2F)		
G	2	0.37%
A	3	0.53%
B	5	0.45%

4-Axle Articulated (2G)		
G	4	0.73%
A	7	1.24%
B	11	0.99%

5-Axle Articulated (2H)		
G	1	0.18%
A	2	0.35%
B	3	0.27%

6-Axle Articulated (2I)		
G	6	1.10%
A	6	1.06%
B	12	1.08%

B Double (2J)		
G	4	0.73%
A	6	1.06%
B	10	0.90%

Double Road Trains (2K)		
G	9	1.65%
A	8	1.41%
B	17	1.53%

Triple Road Trains (2L)		
G	5	0.92%
A	4	0.71%
B	9	0.81%

Queensland Government

24-Jun-2021 15:13

Traffic Analysis and Reporting System
Annual Volume Report

TARS

Area	411 - South West District
Road Section	23C - MITCHELL HIGHWAY (CHARLEVILLE - AUGATHELLA)
Site	40196 - 23C-20m N/W of Abut B Warrego Bridge
Thru Dist	0.87
Type	C - Coverage
Stream	TB - Bi-directional traffic flow

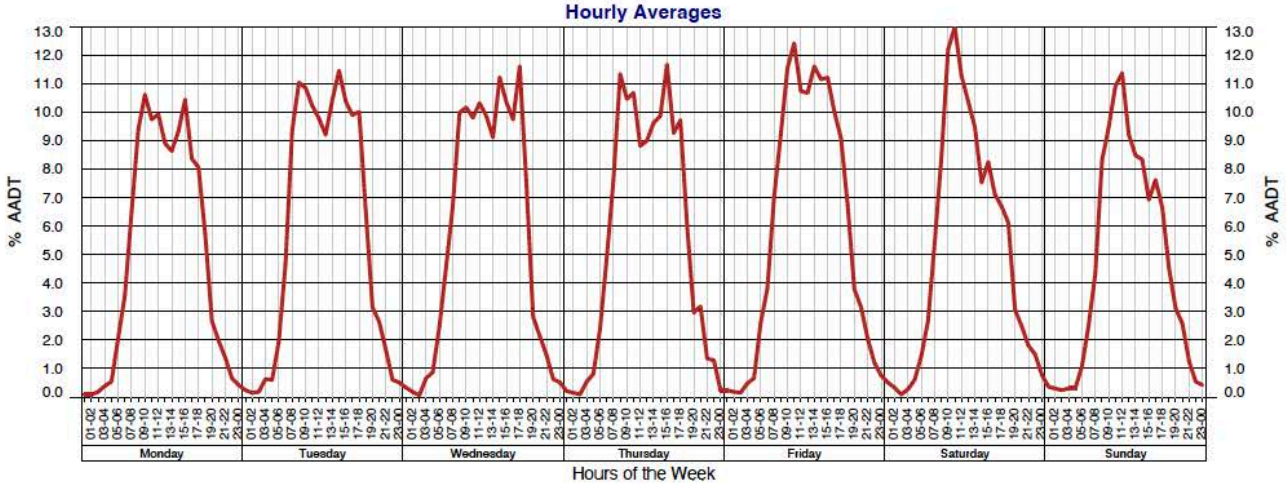
Year	2020	Growth last Year	-0.98%
AADT	1,112	Growth last 5 Yrs	-1.11%
Avg Week Day	1,467	Growth last 10 Yrs	-2.84%
Avg Weekend Day	1,278		

AADT History

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2020	1,112	-0.98%	-1.11%	-2.84%
2019	1,123	-8.62%	-3.77%	-2.81%
2018	1,229	1.40%	-1.20%	-1.09%
2017	1,212	2.28%	-1.66%	-0.92%
2016	1,185	8.92%	-6.32%	-0.69%
2015	1,088	-32.92%	-7.40%	-1.54%
2014	1,622	31.87%	3.85%	4.82%
2013	1,230	-3.00%	-1.63%	0.39%
2012	1,268	-37.23%	0.86%	1.94%
2011	2,020	63.03%	17.05%	10.18%
2010	1,239	-8.70%	2.88%	3.00%
2009	1,357	22.81%	6.43%	3.92%
2008	1,105	-2.81%	-1.75%	0.42%
2007	1,137	8.18%	2.06%	
2006	1,051	-6.08%	2.86%	-0.23%

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2005	1,119	7.60%	4.82%	
2004	1,040	-26.66%	0.57%	
2003	1,418	72.72%	7.28%	
2002	821	5.53%		
2001	778	-21.49%	-9.98%	
2000	991	-20.59%		-0.18%
1999	1,248	-2.12%		
1998	1,275			
1997				
1996	1,036			
1995				
1994				
1993				
1992				
1991				

Hourly Averages



Appendix B: Response to State Codes

B-1: Response to State Code 1

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

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road.	AO1.1 Development is not located in a state-controlled road. AND AO1.2 Development can be maintained without requiring access to a state-controlled road.	COMPLIES WITH PO
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES WITH PO
PO3 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road.	No acceptable outcome is prescribed.	COMPLIES WITH PO
PO4 The location, placement, design and operation of advertising devices, visible from the state-controlled road, do not create a safety hazard for users of the state-controlled road.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road.	AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials. AND AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road. AND AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road. AND AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the state-controlled road.	AO6.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	NOT APPLICABLE, THE PROPOSAL DOES NOT INCLUDE A CHANGE TO THE EXISTING OVERPASS FACILITY OR A NEW BRIDGE TO BE CONSTRUCTED AS PART OF THE PROJECT

Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road.	AO7.1 Landscaping is not located in a state-controlled road. AND AO7.2 Landscaping can be maintained without requiring access to a state-controlled road. AND AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

PO11 Development ensures that stormwater is lawfully discharged.	AO11.1 Development does not create any new points of discharge to a state-controlled road. AND AO11.2 Development does not concentrate flows to a state-controlled road. AND AO11.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road.	AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road. AND	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

	AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road. AND AO12.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.	
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road.	AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge. AND AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a new or changed access to a state-controlled road does not compromise the safety of users of the state-controlled road.	No acceptable outcome is prescribed.	COMPLIES WITH PO, REFER TO TRAFFIC REPORT
PO16 The location, design and operation of a new or changed access does not adversely impact the functional requirements of the state-controlled road.	No acceptable outcome is prescribed.	COMPLIES WITH PO, REFER TO TRAFFIC REPORT
PO17 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road.	No acceptable outcome is prescribed.	COMPLIES WITH PO, REFER TO TRAFFIC REPORT
PO18 New or changed access is consistent with the access for the relevant limited access road policy: LAR 1 where direct access is prohibited; or LAR 2 where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	COMPLIES WITH PO, REFER TO TRAFFIC REPORT
PO19 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not compromise the safety of users of the state-controlled road.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL RETAINS THE EXISTING ACCESS ARRANGEMENTS AND IMPROVES ON ITS SEPARATION ACHIEVED WITH THE STATE CONTROLLED INTERSECTION.
PO20 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	COMPLIES WITH PO

Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES WITH PO, THE PROPOSAL DOES NOT COMPROMISE THE SAFETY AND OPERATION OF THE EXISTING PUBLIC AND ACTIVE TRANSPORT FACILITIES
PO22 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES WITH PO, THE PROPOSAL DOES NOT COMPROMISE THE SAFETY AND OPERATION OF THE EXISTING PUBLIC AND ACTIVE TRANSPORT FACILITIES
PO23 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES WITH PO, THE PROPOSAL DOES NOT COMPROMISE THE SAFETY AND OPERATION OF THE EXISTING PUBLIC AND ACTIVE TRANSPORT FACILITIES
PO24 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES WITH PO, THE PROPOSAL DOES NOT COMPROMISE THE SAFETY AND OPERATION OF THE EXISTING PUBLIC AND ACTIVE TRANSPORT FACILITIES

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT

PO27 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO29 Development does not impede delivery of planned upgrades of state-controlled roads.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT
PO32 Development does not adversely impact the operating performance of the state-controlled road.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT

PO34 Development does not cause ground water disturbance in a state-controlled road.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO36 Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

Table 1.5 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 Environmental emissions in State code 2: Development in a railway environment.

Performance outcomes	**Acceptable outcomes**	**Response**
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a state-controlled road.	AO37.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); in accordance with:	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

	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; Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO37.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. OR AO37.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to the state-controlled road.	
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road.	AO38.1 Development provides noise barrier or earth mound which is designed, sited and constructed: to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

	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; Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO38.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a state-controlled road in private open space.	AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 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;	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

	Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR AO39.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.	AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed: to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 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; Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

	OR AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO41 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	No acceptable outcome is provided.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		

PO44 Development: provides a noise barrier or earth mound that is designed, sited and constructed: to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas; 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; Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	No acceptable outcome is provided.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO45 Development involving a childcare centre or educational establishment: provides a noise barrier or earth mound that is designed, sited and constructed: to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); in accordance with: Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice:	No acceptable outcome is provided.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.		
PO46 Development involving: indoor education areas and indoor play areas; or sleeping rooms in a childcare centre; or patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a childcare centre or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled road are provided with: a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);	No acceptable outcome is provided.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas.		
PO48 Development including: indoor education areas and indoor play areas in a childcare centre or educational establishment; or sleeping rooms in a childcare centre; or patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
Air, light and vibration		
PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road.	AO49.1 Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure. OR AO49.2 Each outdoor education area and outdoor play area is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

PO50 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor.	AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of 0.1m/s1.75. AND AO50.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of 0.4m/s1.75.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a state-controlled road or type 1 multi-modal corridor, does not: intrude into buildings during night hours (10pm to 6am); create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

Table 1.6: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a future state-controlled road.	AO52.1 Development is not located in a future state-controlled road. OR ALL OF THE FOLLOWING APPLY: AO52.2 Development does not involve filling and excavation of, or material changes to, a future state-controlled road.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT

	AND AO52.3 The intensification of lots does not occur within a future state-controlled road. AND AO52.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.	
PO53 The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road.	AO53.1 Development does not include new or changed access to a future state-controlled road.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT
PO54 Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO56 Development ensures that stormwater is lawfully discharged.	AO56.1 Development does not create any new points of discharge to a future state-controlled road. AND	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

	AO56.2 Development does not concentrate flows to a future state-controlled road. AND AO56.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	

B-2: Response to State Code 6

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT
PO3 Development ensures no net worsening of the operating performance the state-controlled road network.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	NOT APPLICABLE, THE DEVELOPMENT IS NOT WITHIN ACCESSIBLE PROXIMITY OF A RAILWAY
PO7 Development does not adversely impact the operating performance of an existing railway crossing.	No acceptable outcome is prescribed.	NOT APPLICABLE, THE DEVELOPMENT IS NOT WITHIN ACCESSIBLE PROXIMITY OF A RAILWAY
PO8 Development does not adversely impact on the safety of an existing railway crossing.	No acceptable outcome is prescribed.	NOT APPLICABLE, THE DEVELOPMENT IS NOT WITHIN ACCESSIBLE PROXIMITY OF A RAILWAY

PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing.	No acceptable outcome is prescribed.	NOT APPLICABLE, THE DEVELOPMENT IS NOT WITHIN ACCESSIBLE PROXIMITY OF A RAILWAY
PO10 Development does not create a safety hazard within the railway corridor.	No acceptable outcome is prescribed.	NOT APPLICABLE, THE DEVELOPMENT IS NOT WITHIN ACCESSIBLE PROXIMITY OF A RAILWAY
PO11 Development does not adversely impact the operating performance of the railway corridor.	No acceptable outcome is prescribed.	NOT APPLICABLE, THE DEVELOPMENT IS NOT WITHIN ACCESSIBLE PROXIMITY OF A RAILWAY
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure.	No acceptable outcome is prescribed.	NOT APPLICABLE, THE DEVELOPMENT IS NOT WITHIN ACCESSIBLE PROXIMITY OF A RAILWAY
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure.	No acceptable outcome is prescribed.	NOT APPLICABLE, THE DEVELOPMENT IS NOT WITHIN ACCESSIBLE PROXIMITY OF A RAILWAY
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
PO17 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.	AO17.1 Development does not create any new points of discharge to a state transport corridor or state transport infrastructure. AND	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

	AO17.2 Development does not concentrate flows to a state transport corridor. AND AO17.3 Stormwater run-off is discharged to a lawful point of discharge. AND AO17.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure.	
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure	For a state-controlled road or road transport infrastructure, all of the following apply: AO18.1 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a state transport corridor. AND AO18.2 For all flood events up to 1% annual exceedance probability, development ensures	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

	there are negligible impacts (up to a 10% increase) to existing peak velocities within a state transport corridor. AND AO18.3 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a state transport corridor. No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.	
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor.	For a state-controlled road environment, both of the following apply: AO19.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained within the development site, except at the lawful point of discharge. AND AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor. For a railway environment both of the following apply:	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT

	AO19.3 Drainage infrastructure associated with a railway corridor or rail transport infrastructure is wholly contained within the development site. AND AO19.4 Drainage infrastructure can be maintained without requiring access to a state transport corridor.	
PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	NOT APPLICABLE TO TRAFFIC IMPACT ASSESSMENT
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES WITH PO - THE PROPOSAL WILL NOT HAVE ADVERSE IMPACT ON STATE CONTROLLED ROAD, REFER TO TRAFFIC REPORT

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services.	No acceptable outcome is prescribed.	COMPLIES WITH PO, THE PROPOSAL DOES NOT COMPROMISE THE SAFETY AND OPERATION OF THE EXISTING PUBLIC AND ACTIVE TRANSPORT FACILITIES
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES WITH PO, THE PROPOSAL DOES NOT COMPROMISE THE SAFETY AND OPERATION OF THE EXISTING PUBLIC AND ACTIVE TRANSPORT FACILITIES

PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES WITH PO, THE PROPOSAL DOES NOT COMPROMISE THE SAFETY AND OPERATION OF THE EXISTING PUBLIC AND ACTIVE TRANSPORT FACILITIES
PO25 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES WITH PO, THE PROPOSAL DOES NOT COMPROMISE THE SAFETY AND OPERATION OF THE EXISTING PUBLIC AND ACTIVE TRANSPORT FACILITIES
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.	No acceptable outcome is prescribed.	NOT APPLICABLE - NO UPGRADED OR NEW PUBLIC TRANSPORT INFRASCTRUCTURE IS PROPOSED TO BE CONSTRUCTED
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.	No acceptable outcome is prescribed.	NOT APPLICABLE - NO UPGRADED OR NEW PUBLIC TRANSPORT INFRASCTRUCTURE IS PROPOSED TO BE CONSTRUCTED
PO28 Development enables the provision or extension of public passenger services, public passenger transport infrastructure and active transport infrastructure to the development and avoids creating indirect or inefficient routes for public passenger services.	No acceptable outcome is prescribed.	NOT APPLICABLE - NO UPGRADED OR NEW PUBLIC TRANSPORT INFRASCTRUCTURE IS PROPOSED TO BE CONSTRUCTED
PO29 New or modified road networks are designed to enable development to be serviced by public passenger services.	AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with:	NOT APPLICABLE - NO UPGRADED OR NEW PUBLIC TRANSPORT INFRASCTRUCTURE IS PROPOSED TO BE CONSTRUCTED

	Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; Austroads Guide to Road Design (Parts 3, 4-4C and 6); Austroads Design Vehicles and Turning Path Templates; Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; AND AO29.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	
PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure.	No acceptable outcome is prescribed.	COMPLIES WITH PO - EXISTING PUBLIC AND ACTIVE PASSENGER TRANSPORT ARE RETAINED
PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	No acceptable outcome is prescribed.	COMPLIES WITH PO, REFER TO TRAFFIC REPORT
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	NOT APPLICABLE, DEDICATED TAXI FACILITIES ARE NOT CONSIDERED TO BE NECESSARY

PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.	No acceptable outcome is prescribed.	NOT APPLICABLE, DEDICATED OTHER TRANSPORT FACILITIES ARE NOT CONSIDERED TO BE NECCESSARY
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance. AND AO34.2 Taxi facilities are designed in accordance with: AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; AS1742.11–1999 Parking controls – manual of uniform traffic control devices AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; Disability standards for accessible public transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	NOT APPLICABLE, DEDICATED TAXI FACILITIES ARE NOT CONSIDERED TO BE NECESSARY
PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services, pedestrian and cyclist access and active transport infrastructure.	AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	NOT APPLICABLE, THE PROPOSAL IS NOT FOR AN EDUCATIONAL ESTABLISHMENT

ATTACHMENT F – STORMWATER MANAGEMENT PLAN

MCE
McMurtrie Consulting Engineers

Engineering reimagined.

Proposed Car Wash at 71 Galatea Street, Charleville QLD 4470

Stormwater Management Plan

DATE
24 July 2023

REF
R018-22-23

CLIENT
Neale William McShane

COMMERCIAL IN CONFIDENCE

Engineering reimagined.

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Document Information

Prepared for	Neale William McShane
Document Name	Stormwater Management Plan
Job Reference	R018-22-23
Revision	A

Document History

Revision	Date	Description of Revision	Prepared by	Approved by		
				Name	Signature	RPEQ No
A	24/07/2023	Issued for Approval	T. Lisle	C. Hewitt		05141

Nomenclature

Abbreviation	Definition
AEP	Annual Exceedance Probability
AHD	Australian Height Datum
ALS	Aerial Laser Survey
ARI	Average Recurrence Interval
ARR	Australia Runoff and Rainfall
Council	Murweh Shire Council
MCE	McMurtrie Consulting Engineers
MCU	Material Change of Use
OPW	Operational Works
QUDM	Queensland Urban Drainage Manual
SPP	State Planning Policy
ROL	Reconfiguring a Lot

In-line with the recent implementation of ARR (Ball, et al., 2019) design storm events are described in terms of AEP, the probability of a storm event magnitude exceeded in any given year as a percentage. This terminology was implemented to replace the ARI, of which is commonly misinterpreted, for example, that a 1 in 10 year ARI will occur exactly once in every ten years. The reference equivalency of standard design storm events are presented below:

AEP (%)	ARI (year)	Shorthand
63	1 in 1	Q1
39	1 in 2	Q2
18	1 in 5	Q5
10	1 in 9.49	Q10
5	1 in 20	Q20
2	1 in 50	Q50
1	1 in 100	Q100

Contents

Appendices

1 Introduction

1.1 Project Overview

McMurtrie Consulting Engineers have been commissioned by Neale William McShane (the Client) to undertake a site-based Stormwater Management Plan to support a Development Application for Material Change of Use, for a carwash facility. The site is located at 71 Galatea Street, Charleville 4470, on land described as Lot 20 on C1405.

The aim of this SMP is to demonstrate that the proposed development will comply with Council planning scheme requirements, QUDM (IPWEAQ, 2016), Australian Rainfall and Runoff (Ball, et al., Australian Rainfall and Runoff: A Guide to Flood Estimation, 2019) and the State Planning Policy (DILGP, 2017).

1.2 Methodology

The assessment methodology adopted for this SMP is summarised below.

- Broadly identify the contributing catchments to the project.
- Identify Lawful Point of Discharge (LPOD) for the site stormwater runoff.
- Estimate peak discharge runoff for pre-development and post-development scenarios.
- Identify potential mitigation and management strategies to ensure no worsening to downstream catchments and infrastructure.

1.3 Data Sources

The background data used to undertake this assessment were collected from the following sources:

- ARR'16 data hub
- Elvis - Elevation and Depth – Foundation Spatial Data hub.
  - 2014 Charleville 1m DEM.

1.4 Basis of Report

The basis of this report has been developed using the following additional inputs:

- SARA pre-lodgement advice dated 20 February 2023.
- Development layout plans provided by WD Building Design dated 16 January 2023.

2 Site Characteristics

2.1 Pre-Development

The site is a residential lot with a flat (<0.5%) gradient and is generally sparsely grassed. The site generally drains to Galatea Street to the south and Sturt Street to the west as sheet flow, with a small section of the existing building's roof draining to Sturt Street via a kerb adapter.

All runoff from the site and the greater catchment drains to the existing drop inlet to the east on the corner of Wills Street and Galatea Street via the existing kerb and channel. Preliminary checks of the capacity of this kerb and channel indicate that it is likely undersized, and given the road crest appears to be higher than the back of kerb there is risk of impacting the lots along the northern side of Galatea Street.

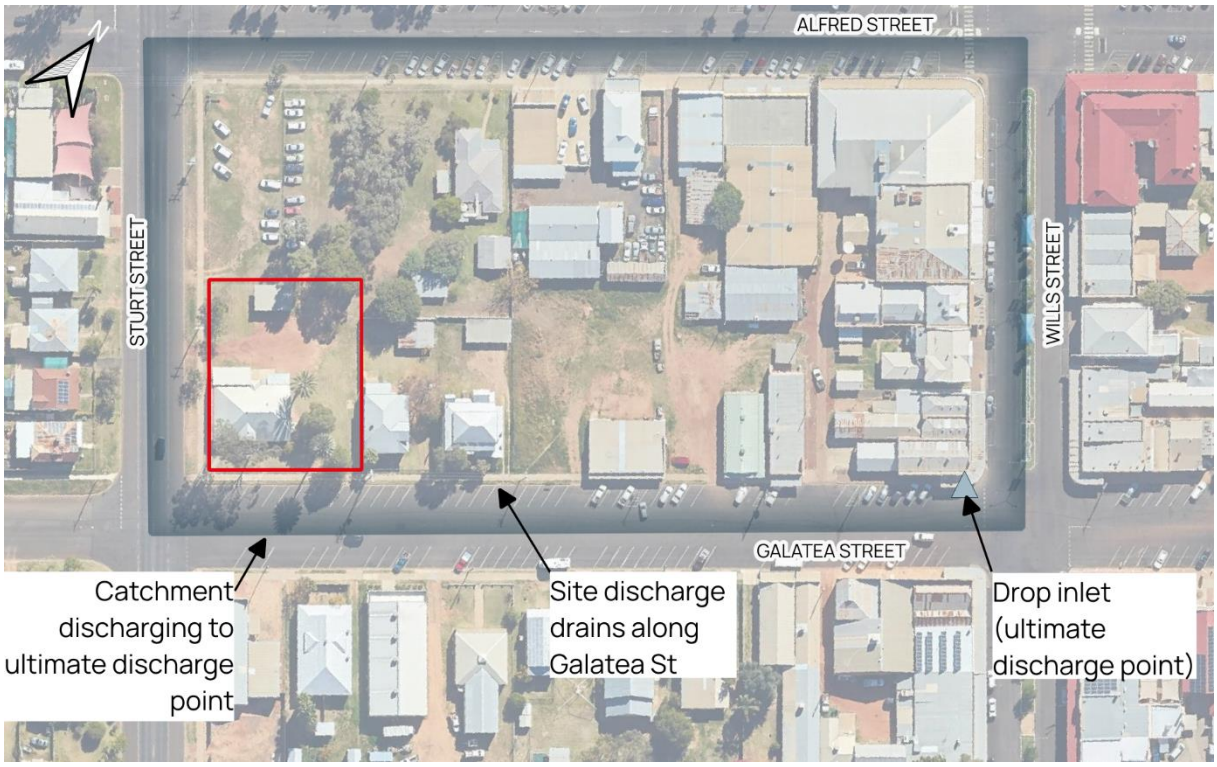

Figure 1 - Pre-development

2.1.1 Lawful Point of Discharge

The site currently discharges to the kerb along the southern and western frontages, which are both suitable lawful points of discharge.

2.1.2 Flooding

Per the Murweh Shire Council Planning Scheme Flood Hazard Map – Charleville, the subject site is not located within the Flood Hazard overlay area and therefore not subject to flooding.

2.2 Post-Development

The developed site is shown in Figure 2. The proposal consists of significant areas of concrete pavement, as well as canopies over both the wash and vacuum bays, and multiple ancillary structures.

There is no below-ground stormwater infrastructure in the vicinity of the site, with the nearest inlet being shown as the ultimate discharge point in Figure 2. Due to this, pumping of runoff from the site is required in order to facilitate stormwater detention.

It is proposed that all runoff be directed to Galatea Street.

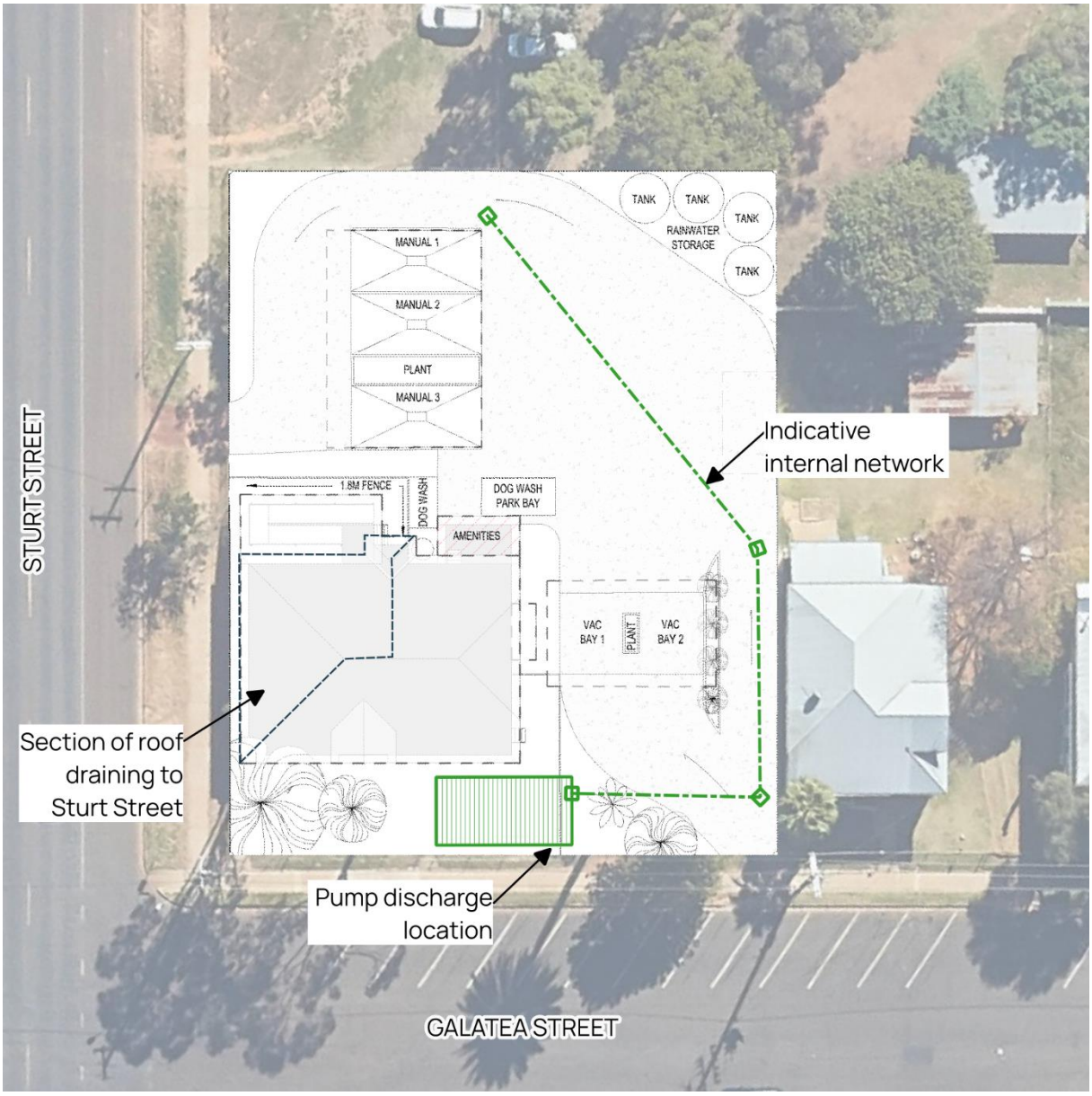

Figure 2 - Post-development

2.2.1 Lawful Point of Discharge

It is proposed to discharge to the kerb along Galatea Street only, so as to avoid localising flow to the State Controlled Road and ensure no nuisance.

3 Hydrology

3.1 Hydrologic Modelling Approach

Hydrologic calculations have been undertaken using XPSTORM 2023.1 for pre and post development scenarios. Hydrologic modelling has been undertaken using the Laurenson Runoff Routing Method. The information required to apply Laurenson's Method include:

- Rainfall Data (obtained from the Bureau of Meteorology 2016 IFD utility and ARR Data Hub)
- Catchment Area (ha)
- Catchment Slope (%)
- Initial and Continuing Loss Data
- Catchment Roughness (Manning's 'n')

3.2 Catchment Hydrologic Parameters

Table 1 presents the input data for the development site in pre-development and post-development conditions. Consistent with the conventions of the Laurenson method, each catchment is split into two sub-catchments, one for 0% fraction impervious and one for 100% fraction impervious. The slope adopted represents the equal-area vectored slope.

Table 1 - XP Storm model parameters

Parameter		Pre-Development		Post-Development	
		Pervious	Impervious	Pervious	Impervious
Area (ha)		0.155	0.047	0.048	0.154
Percent Impervious (%)		0	100	0	100
Slope (%)		0.5	0.5	0.5	0.5
Laurenson 'n' (storage non-linearity exponent)		-0.285	-0.285	-0.285	-0.285
Infiltration	Initial Loss (mm/hr)	64	0	64	0
	Continuing Loss (mm/hr)	3	0	3	0
Manning's Roughness		0.030	0.015	0.030	0.015

3.3 Hydrology Results

Table 2 summarises the maximum mean storm events for the site.

Table 2 - Hydrology results

Annual Exceedance Probability (AEP %)	Pre-Development	Post-Development
10%	R_10pct_15min (0.0191m3/s)	R_10pct_10min (0.0615m3/s)
1% (Major Event)	R_1pct_10min (0.0314m3/s)	R_1pct_2hr (0.0974m3/s)

4 Hydraulics

4.1 Stormwater Management Strategy

In order to achieve non-worsening, it is proposed that all runoff be directed towards Galatea Street in order to eliminate any potential localisation of flows to the State Controlled Road.

A below ground detention tank is proposed to offset the increase in runoff caused by the proposed development. Due to a lack of surrounding infrastructure, the tank will require a pump discharging to the kerb on Galatea Street, which will be sized to limit discharge to pre-development rates.

The proposed tank is required to be 50m2 in area and 1m deep, along with a Davey DT22 sump pump or approved equivalent. A secondary backup pump should be provided to provide redundancy in the event of a failure.

4.2 Tank Parameters

Table 3 - Tank parameters

Parameter	Value
Tank Area	50m^2
Tank Depth	1m
Tank Outlet	Davey DT22 sump pump connected to kerb adapter

4.3 Results

Table 4 - Hydraulic results

Annual Exceedance Probability (AEP %)	Pre-Development	Mitigated	Change
10%	R_10pct_15min (0.0191m3/s)	R_10pct_10min (0.019m3/s)	-0.005%
1% (Major Event)	R_1pct_10min (0.0314m3/s)	R_1pct_2hr (0.019m3/s)	-39.5%

As can be seen, the mitigated flow rate from the site achieves less than pre-development rates, meaning there will be no impact on the existing network and no nuisance generated. The proposed runoff discharge from the kerb adapter (via the pump) will not cause nuisance to traffic or pedestrians, with a maximum velocity of 0.26m/s, which is classified as 'benign' flow.

5 Stormwater Quality

The proposed development is of an urban purpose of less than 2,500m2, and is located in the Western Queensland climatic region with a population of less than 25,000 persons , being 2551 persons as at 2021 Census (Australian Bureau of Statistics, 2022). This therefore does not trigger the water quality assessment benchmarks set out in the SPP (DILGP, 2017) for MCU or ROL works.

5.1 Construction Phase

5.1.1 Key Pollutants

During the construction phase, a number of key pollutants have been identified for this development. Table 5 below illustrates the key pollutants that have been identified.

Table 5 - Key pollutants - construction phase

Pollutant	Sources
Litter	Paper, construction packaging, food packaging, cement bags, material offcuts.
Sediment	Exposed soils and stockpiles during earthworks and building works.
Hydrocarbons	Fuel and oil spills, leaks from construction equipment and temporary car park areas.

5.1.2 Erosion and Sediment Controls

Erosion and Sediment Control (ESC) devices employed on the site shall be designed and constructed in accordance with Council's guidelines.

Pre-Construction

- Stabilised site access/exit locations.
- Sediment fences are to be located along the contour lines downstream of disturbed areas.
- Diversion drains to divert clean runoff around the construction site.
- Educate site personnel on the requirements of the Sediment and Erosion Control Plan.

Construction

- Maintain construction access/exit, sediment fencing, catch drains and all other existing controls as required.
- Progressively surface and revegetate finished areas as appropriate.
- During construction, all areas of exposed soils allowing dust generation are to be suitably treated. Treatments will include mulching the soil and watering.
- Road access is to be regularly cleaned to prevent the transmission of soil on vehicle wheels and eliminate any build-up of typical road dirt and tyre dust from delivery vehicles.
- Adequate waste disposal facilities are to be provided and maintained on the site to cater for all waste materials such as litter hydrocarbons, toxic materials, acids or alkaline substances.

6 Summary

6.1 Conclusion

The increase in impervious area has resulted in an increase in runoff from the site. The implementation of an underground tank to provide storage has been shown to effectively reduce runoff to pre-development levels, ensuring no nuisance or increased load on the stormwater network.

6.2 Qualifications

This stormwater management plan has been prepared by MCE to support a unit development at 71 Galatea Street, Charleville 4470, on land described as Lot 20 on C1405.

The analysis and overall approach were specifically catered to the requirement of this project and may not be applicable beyond this scope. For this reason, any other third parties are not authorised to utilise this report without further input and advice from MCE.

It is noted that the Music modelling presented in this report has been carried out by others, and while the results of this modelling indicate conformance, MCE do not endorse or guarantee the efficacy of these results and have relied upon the manufacturer's specifications and recommendations.

Whilst this report accurately assesses the catchment hydrology performance using industry-standard theoretical techniques and engineering practices, actual future observed catchment flows may vary from those predicted herein.

Appendix A: Box and Whisker Plots

A-1: Hydrology

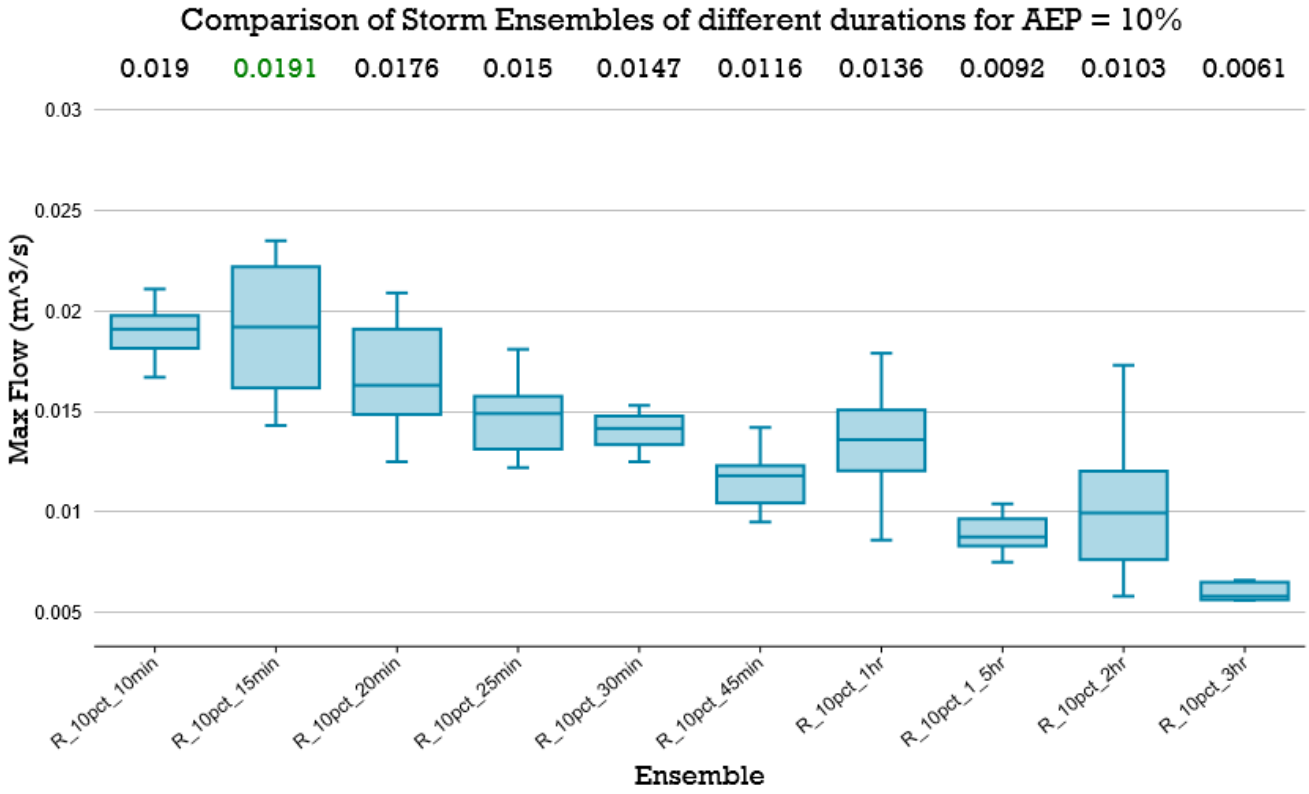

Figure 3 - 10% AEP pre-development runoff

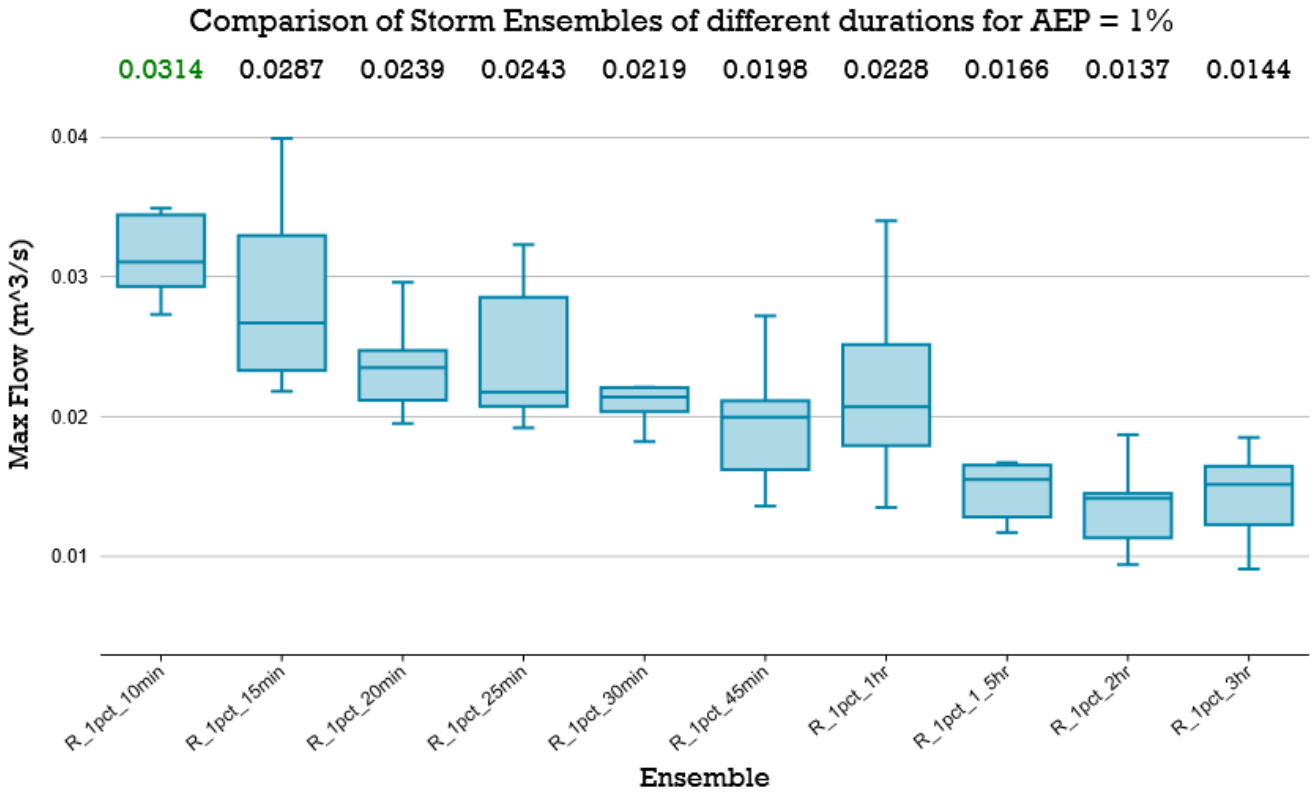

Figure 4 - 1% AEP pre-development runoff

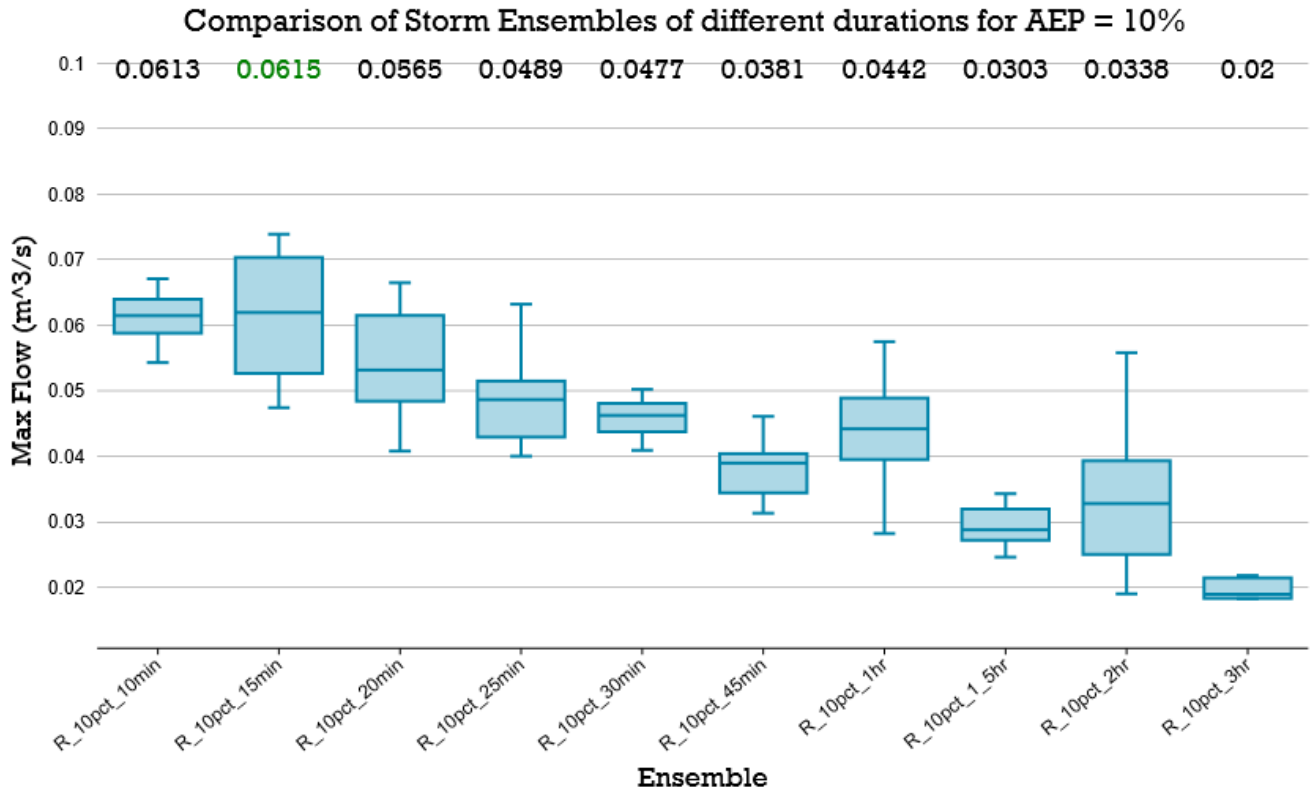

Figure 5 - 10% AEP post-development runoff

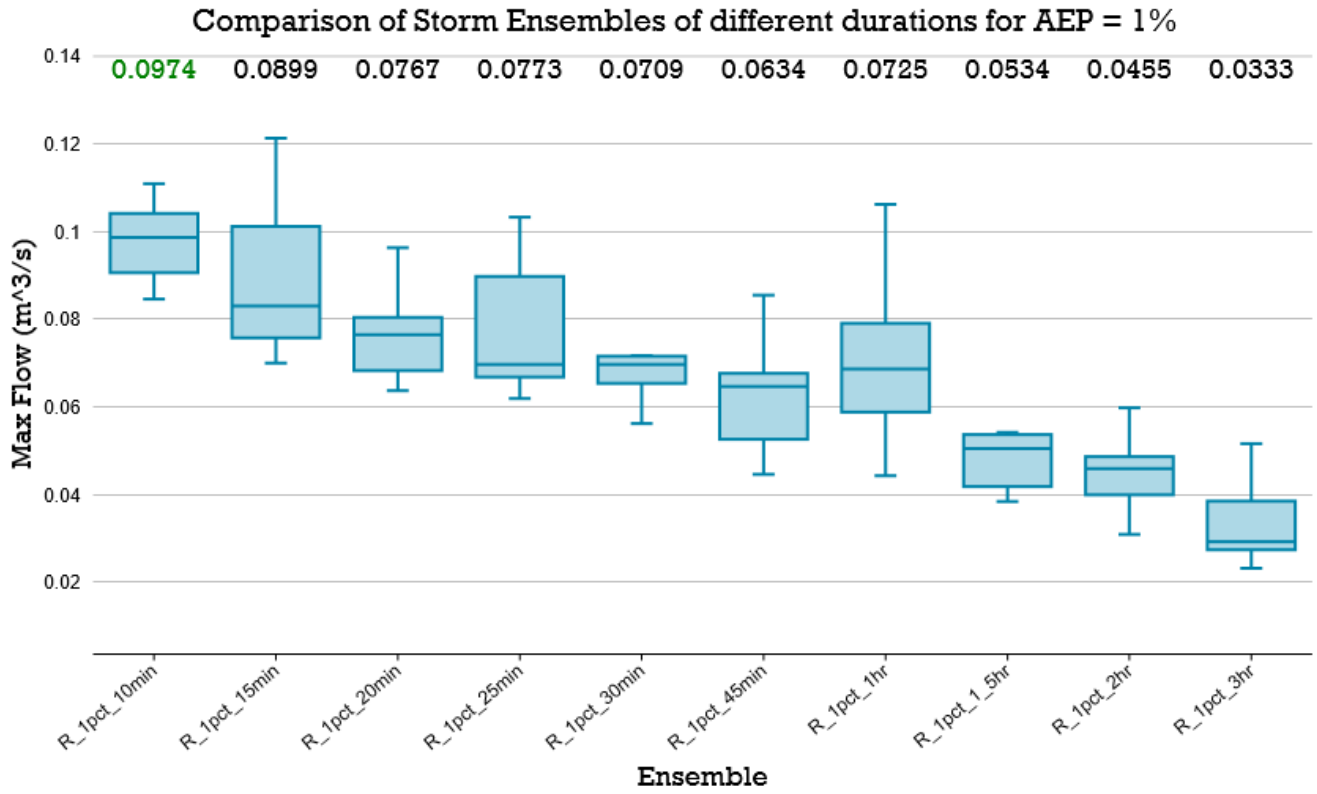

Figure 6 - 1% AEP post-development runoff

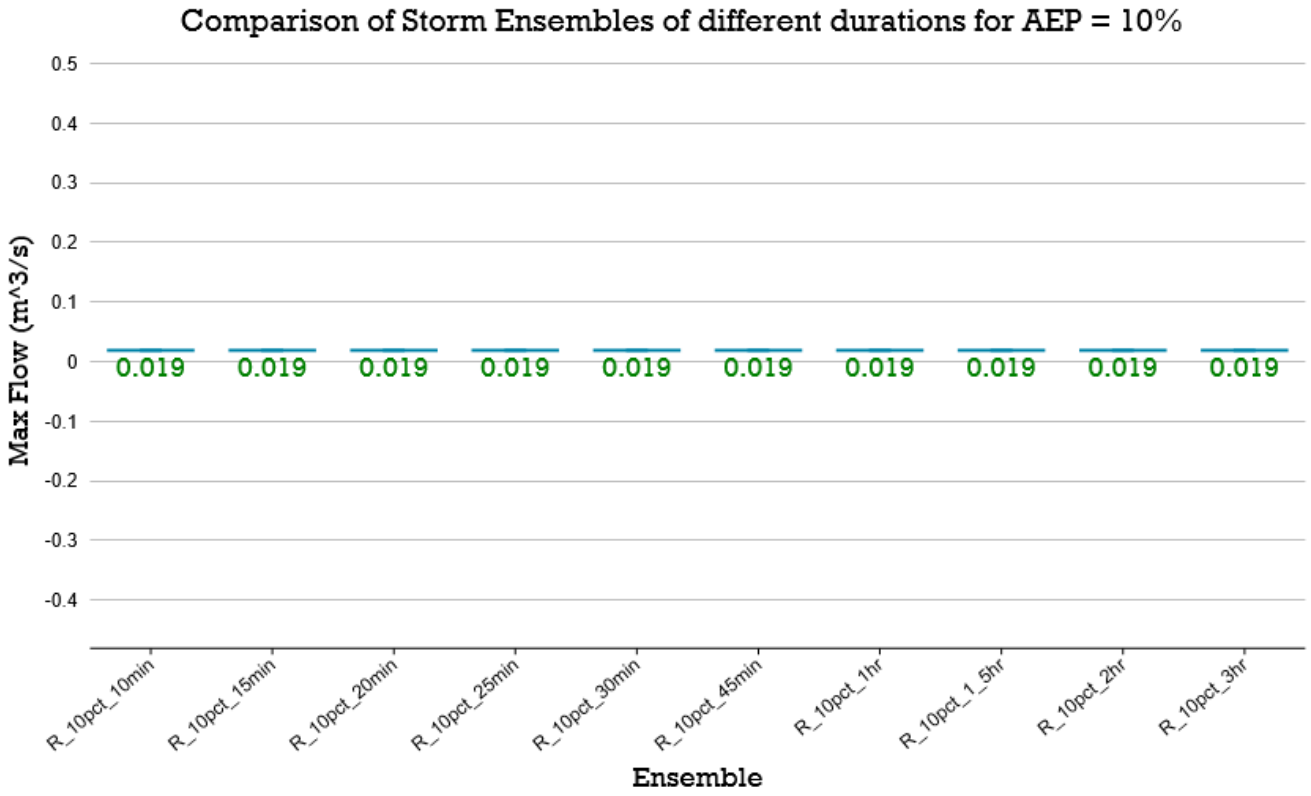

Figure 7 - 10% AEP mitigated runoff

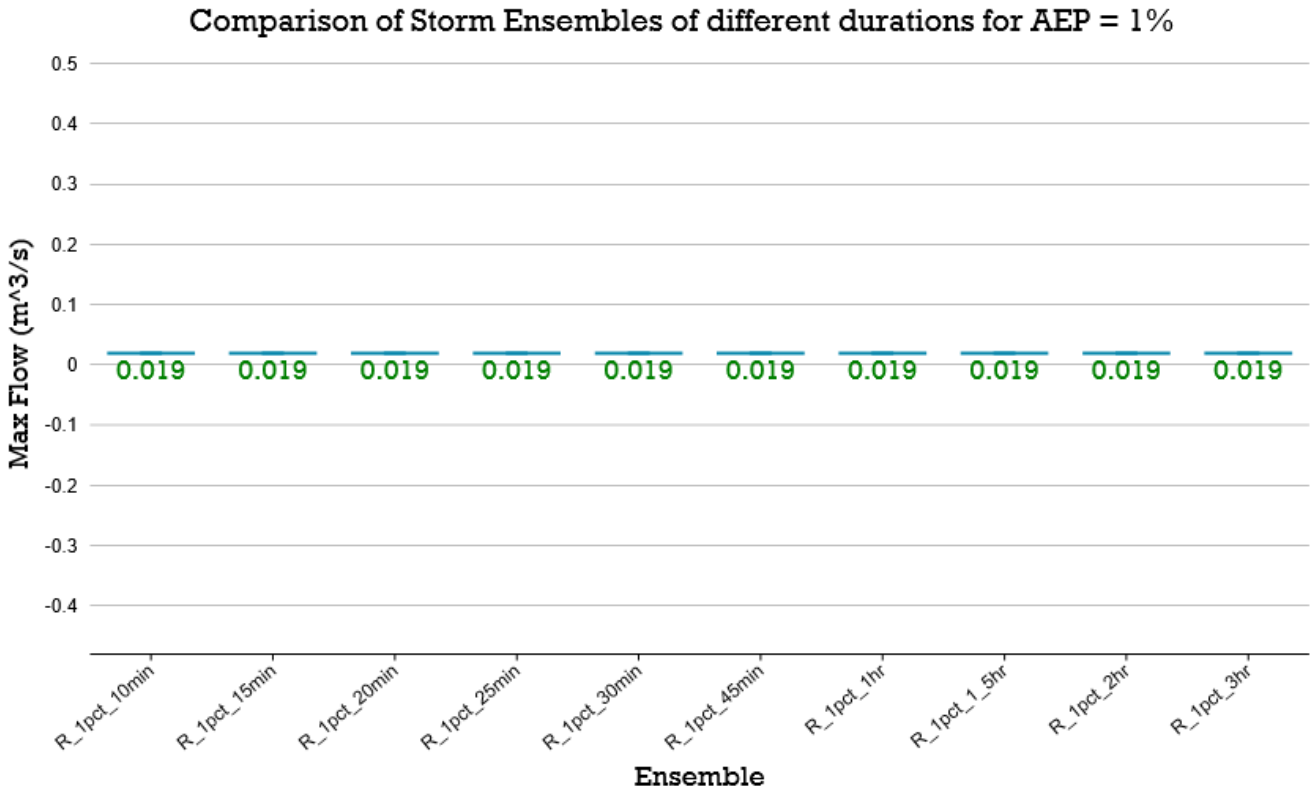

Figure 8 - 1% AEP mitigated runoff

A-2: Tank Depth

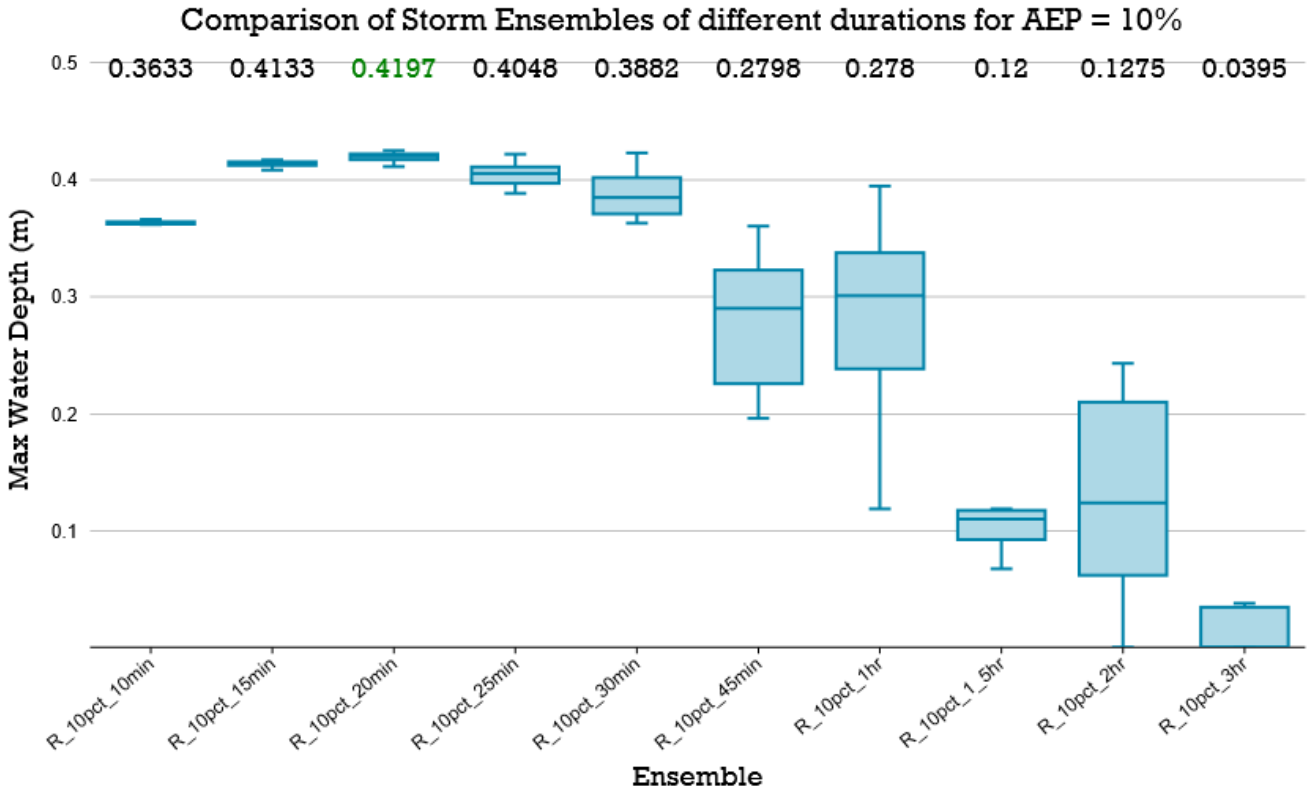

Figure 9 - 10% AEP depth in tank

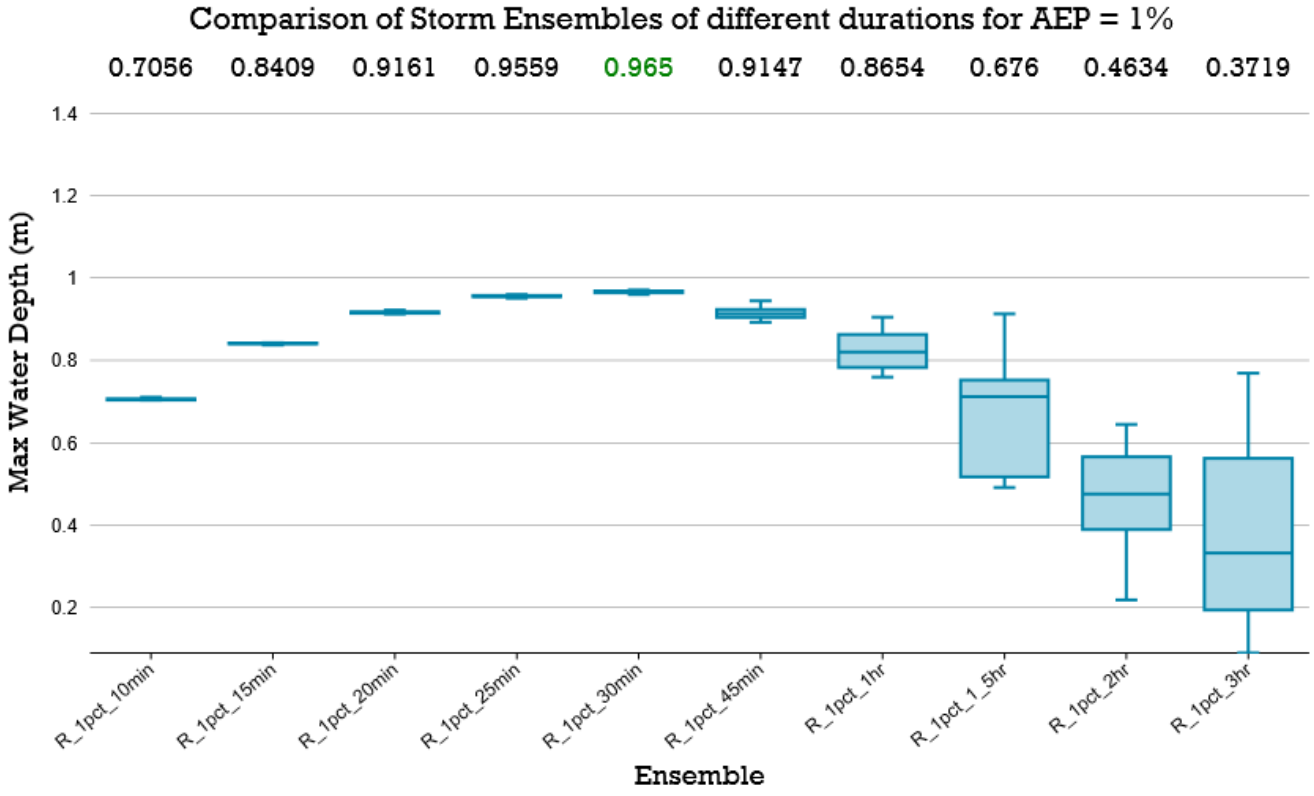

Figure 10 - 1% AEP depth in tank

ATTACHMENT G - PLANNING SCHEME CODE RESPONSES

TOWNSHIP ZONE CODE

Performance Outcomes	Acceptable Outcomes	Response
For assessable development		
PO1 Development is consistent with the existing built form in terms of size, design, siting and physical characteristics. The appearance and siting of buildings, other structures, car parking areas or signage is compatible with the local streetscape character, the style and design of nearby buildings, and is respectful and sympathetic to any heritage place identified in the SPP mapping – Environment, Cultural heritage.	**AO1** No Acceptable Outcome provided.	**Complies** The proposed development is for the establishment of a new use while retaining the existing commercial activities on site. The proposal has been designed to meet the requirements of the use and achieve a high quality design outcome. Existing vegetation will be retained, where possible, to ensure the development remains compatible with the local streetscape.
PO2 Development with frontage to a highway must have safe access points that do not adversely impact on the safety and efficiency of the road.	**AO2** No Acceptable Outcome provided.	**Complies** The proposed development will include one-way vehicle movements such that vehicles exit the site onto Sturt Street to avoid any potential queuing. The submitted Traffic Impact Assessment demonstrates the use will not adversely impact the safety and efficiency of the road.
PO5 Tourist accommodation in the form of a caravan park or motel is provided in locations where serviced with existing infrastructure, and where it: a. is complementary to the existing character of the area; b. does not have an adverse impact on residential amenity; and Contributes to the quality and diversity of accommodation experiences available within the area.	**AO5** No Acceptable Outcome provided.	**Not Applicable** The proposal is not for Tourist Accommodation.
PO6 Commercial and industrial uses that support and service the residential areas are centrally located where they can be conveniently and safely accessed without having an adverse impact on residential amenity.	**AO6** No Acceptable Outcome provided.	**Complies** The proposal is a commercial use that is conveniently located along the State-controlled road network to support local and travelling customers. The development is not expected to impact residential amenity.

Performance Outcomes	Acceptable Outcomes	Response
PO7 Sensitive land uses do not compromise the viability and operation of existing or future industrial, major recreational, extractive, hazardous or intensive animal industries land uses and are not located within close proximity to waste and sewage treatment plants.	**AO7** No Acceptable Outcome	**Not Applicable** The proposed development is not for a sensitive land use.
Charleville Commercial Precinct		
PO1 The character of the Commercial precinct is enhanced by the design of new buildings that are sympathetic to traditional streetscapes, in terms of scale, siting, architectural elements such as awnings and building features.	**AO1.1** Developments are no higher than 2 storeys or 8 metres above the ground level within the Commercial precinct..	**Complies** The proposed development is less than 8m in height.
	AO1.2 Site cover of buildings does not exceed 85% of the site area.	**Complies** Site cover is less than 85%.
PO2 New buildings maintain and enhance the existing streetscape and relationship with adjoining buildings.	**AO2** Footpaths and awnings contribute towards the street frontage, complement adjacent styles and materials, and join at the same or similar levels.	**Complies** The existing footpaths on Sturt and Galatea Streets will be retained as a result of the development. No awnings are constructed on the adjacent lots.
PO3 New uses developed in the precinct do not detract from the precinct's predominant commercial nature.	**AO3** No Acceptable Outcome provided.	**Complies** The proposed development is not considered to detract from the predominant commercial nature. The proposal is for a new commercial activity and provides a service to local and travelling customers.

GENERAL DEVELOPMENT CODE

Performance Outcomes	Acceptable Outcomes	Response
Site Layout		
PO1 The size and bulk of new buildings associated with development: a. maintains and enhances the intended local character of the location (zone and/or precinct); b. avoids over-development of the site; and c. results in development at a consistent scale, siting and intensity to nearby development.	**AO1** Total development on the site has a maximum site cover as follows: • Rural Residential Zone - 10% • Recreation and Open Space Zone – 10% • Township Zone (where not in a precinct) - 50% • Township Zone (Charleville Commercial Precinct) - 90% • Township Zone (Charleville Residential Precinct) - 85% • Township Zone (Charleville Industrial Precinct) - 40% • Rural Zone – no acceptable outcome prescribed	**Complies** The proposed development will have a site cover that is less than 90%.
PO2 Landscaping is provided to enhance the visual appeal of the development and soften the appearance of the built form. The majority of landscaping is to be undertaken on the principal street frontage of the development.	**AO2** Except in the Charleville commercial precinct and the Rural zone, a minimum of 10% of the total development area is landscaped.	**Not Applicable** The proposed development is located in the Charleville Commercial Precinct. Notwithstanding, landscaping will be provided on site to enhance the visual appeal of the development.
PO3 New development retains the character and amenity of the area, including minimising or avoiding adverse impacts from: • Heavy vehicle or traffic generation on residential or rural residential roads; • Reduction in visual amenity by way of layout of the premises and inappropriate presentation to the street; and • Emissions such as air pollutants, noise, stormwater run off or other pollutants.	No acceptable outcome provided.	**Complies** The proposed development is located along the State-controlled road network and therefore will not introduce inappropriate traffic on residential roads. The proposed layout is considered suitable to protect the visual amenity of the locality. Stormwater runoff will be managed in accordance with the submitted Stormwater Management Plan to ensure no adverse impacts on receiving environments.

Performance Outcomes	Acceptable Outcomes	Response
Building Design		
PO4 The height of development: a. maintains the overall low rise scale and character of development in the Shire; b. reflects the intended form, function and character of development in the respective zone or zone precinct; and c. comfortably integrates with existing surrounding development without introducing adverse amenity impacts.	**AO4** The height of development does not exceed: • Recreation and Open Space Zone – 8.5m above ground level; • Rural Residential Zone – 2 storeys and 8.5m above ground level; • Rural Zone – no acceptable outcome provided; • Township Zone (where not in a precinct) – 8.5m above ground level; • Township Zone (Charleville Commercial Precinct) – 2 storeys or 8m above ground level; • Township Zone (Charleville Industrial Precinct) – 15m above ground level; and • Township Zone (Charleville Residential Precinct) – 2 storeys and 8.5m above ground level.	**Complies** The proposed development will not exceed 8m in height.
PO5 New buildings or structures present an articulated and traditional façade to the street featuring design elements that reduce the appearance of scale and bulk.	**AO5** Except where in the Charleville commercial and industrial precincts, at least three of the six elements below must be incorporated into the façade of a new buildings: • verandas or porches; • awnings and shade structures; • variations to the roof and building lines; • recesses and projections of the external facade; • doors and window openings; or • a range of building materials, colours and textures matching or complementing those prevailing in neighbouring buildings.	**Not Applicable** The site is located within the Charleville Commercial Precinct.

Performance Outcomes	Acceptable Outcomes	Response
PO6 Buildings and structures are setback from the front, side and rear boundaries generally consistent with: • the intended form, function and character of development in the respective zone or zone precinct; and • prevailing setbacks of existing development in the same zone or zone precinct in the locality; and • amenity outcomes for adjoining development, streetscapes and public spaces.	No acceptable outcome provided.	**Complies** The proposed new structures are suitably setback from the boundaries of the site to maintain the amenity of surrounding allotments and ensure safe vehicle manoeuvring paths through the site.
Dual Occupancy and Multiple Dwelling		
PO7 The design, appearance and form of development for Dual Occupancy or a Multiple Dwelling reflects a high standard and permanent form of accommodation that complements the character of existing residential development in the Shire. Editor's note: Dwellings having the appearance of relocatable dwellings or other temporary structures are discouraged and unlikely to meet this performance outcome. However, this provision is not intended to preclude creative or adaptive building design outcomes where exhibiting strong architectural merit and visual appeal.	No acceptable outcome provided.	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Response
PO8 Building scale, form and site layout is consistent with existing prevalent residential architectural features and site layouts (eg location of building at the front of the lot, parking at the side or rear of dwellings, one larger building rather than multiple small buildings). Editor's note: Dwellings having the appearance of relocatable dwellings or other temporary structures are generally discouraged and unlikely to meet the performance outcome. However, this provision is not intended to preclude creative or adaptive building design outcomes where exhibiting strong architectural merit and visual appeal.	No acceptable outcome provided.	**Not Applicable**
PO9 Landscaping is provided for site presentation, privacy and shade.	No acceptable outcome provided.	**Not Applicable**
Ancillary Uses		
PO10 Other than where located in the Rural Zone, buildings and structures for ancillary uses and activities such as sheds are subordinate in use and size to the primary use of the premises.	**AO10** Other than where located in the Rural Zone, buildings and structures for ancillary uses and activities do not exceed 10% of the gross floor area of the primary use on the site.	**Not Applicable**
Access, Manoeuvring and Parking		
PO11 The proposed development accommodates sufficient car parking on site to meet the peak parking demand of the use at any point in time.	**AO11** Car parking is provided at rates as per table 7.3.1.2.	**Complies with Performance Outcome** Table 7.3.1.2 does not specify a car parking rate for a car wash. Due to the nature of the use, one car parking space is proposed adjacent to the dog wash. No other parking spaces are considered to be required to meet peak demand..

Performance Outcomes	Acceptable Outcomes	Response
PO12 The proposed driveway is clear of all impediments.	**AO12** The proposed driveway is clear of street furniture, gully pits, man holes, power poles, street trees and bus stops.	**Complies** The existing driveways will be upgraded and will be clear of any impediments.
PO13 The location of driveways does not create a danger to the safety and efficiency of existing intersections.	**AO13.1** Driveway access is from the secondary lower order road where located on a corner allotment	**Complies** Access into the site is provided via Galatea Street. Vehicles will exit onto Sturt Street.
	AO13.2 The minimum distance of a driveway from an intersection of one street with another is 6 metres.	**Complies** The existing driveways are adequately setback from the intersection.
PO14 The design of access, parking and manoeuvring within the site: a. is adequate for the type and volume of traffic generated by the use; b. does not adversely impact on the traffic network external to the site; c. caters for safe pedestrian access; and d. provides appropriate parking space/s and access for people with a disability.	**AO14.1** Vehicle crossovers are designed in accordance with: a. Figure 1; or b. Figure 2.	**Complies** Crossovers will be upgraded and constructed to a suitable standard.
	AO14.2 Car parking and manoeuvring areas are designed in accordance with: • AS2890.1 – Parking Facilities; and • Austroads AP-34/95 - Design Vehicles and Turning Path Templates.	**Complies** The site layout provides adequate manoeuvring areas for expected vehicle sizes accessing the site.
Infrastructure and Services		
PO15 The development is supplied with an appropriate level of infrastructure to support the intended use.	**AO15** Telecommunications and electricity supplies are designed and installed to supplier standards.	**Complies** The site is connected to telecommunications and electricity networks.

Performance Outcomes	Acceptable Outcomes	Response
PO16 All development has an adequate supply of potable water and can provide for appropriate treatment and disposal of effluent and other waste water.	**AO16.1** In the Township zone, all development is connected to MSC's reticulated water supply network in accordance with: • Water Services Association of Australia (WSAA), 2011, "WSA 03-11 Water Supply Code of Australia" Version 3.1. • Queensland Department of Energy and Water Supply, 2010, Planning Guidelines for Water Supply and Sewerage. In the Public and Open Space, Rural and Rural Residential Zones, a potable water supply is provided.	**Complies** The site is connected to the reticulated water supply.
	AO16.2 In the Township zone, all development is connected to MSC's reticulated sewerage network. In the Public and Open Space, Rural, and Rural residential zones, sewage disposal is provided generally in accordance with the Queensland Plumbing and Wastewater Code.	**Complies** The site is connected to the reticulated sewerage network.
PO17 Stormwater is collected and discharged to ensure no impacts on adjoining land owners, MSC or state infrastructure while also ensuring environmental values of waters in the Shire are maintained.	**AO17** In all zones, stormwater drainage is provided in accordance with: • Queensland urban drainage manual, 3rd Edition, Queensland Department of Energy and Water Supply, 2013. • Pilgrim, DH, (ed)., Australian Rainfall & Runoff – A Guide to Flood Estimation, Institution of Engineers, Australia, Barton, ACT, 1987.	**Complies** Stormwater will be managed on site in accordance with the submitted stormwater management plan to ensure no impacts.

Performance Outcomes	Acceptable Outcomes	Response
PO18 Wastewater discharge to a waterway is avoided or managed in a way that maintains ecological processes, riparian vegetation, waterway integrity, and downstream ecosystem health. Editor's Note: Where wastewater discharge to a waterway is unavoidable, compliance with the performance outcome may be able to be demonstrated by the submission of a wastewater management plan (WWMP) which provides a waste management hierarchy that minimises wastewater discharge to waterways by re-use, recycling, recovery and treatment for disposal to sewer, surface water and groundwater. This WWMP is prepared by a suitably qualified person and addresses: • wastewater type; • climatic conditions; • water quality objectives (WQOs); and • best-practice environmental management.	**AO18.1** Wastewater from development is not discharged to a waterway.	**Complies** Wastewater will be discharged to the reticulated sewerage network.
MSC Assets		
PO19 Development does not adversely impact on MSC infrastructure.	**AO19.1** All proposed structures and buildings are clear of MSC easements and underground infrastructure within the site boundaries.	**Complies** All new development is clear of MSC infrastructure.
	AO19.2 All invert crossing(s) and driveways are clear of all gully pits, street lights, power poles and other infrastructure located within the road reserve with a minimum separation distance of 1metre.	**Complies** The existing driveways will be upgraded and clear of all street infrastructure.

Performance Outcomes	Acceptable Outcomes	Response
Development located in a Bushfire Hazard Area		
PO20 A vulnerable use is not established or materially intensified where there are unacceptable risks to people or property from a Bushfire Hazard.	**AO20** Vulnerable uses are not established or expanded within a bushfire prone area as identified on SPP mapping – Hazards and Safety, Natural hazards, , Risk and Resilience. Editor's note: Vulnerable uses are those involving: 1. the accommodation or congregation of vulnerable sectors of the community such as child care centres, community care centre, educational establishments, detention facilities, hospitals, rooming accommodation, retirement facilities or residential care facilities; or 2. the provision of essential services including community uses, emergency services, utility installation, telecommunications facility, substations and major electricity infrastructure.	**Not Applicable**
PO21 Emergency services and uses providing community support services are able to function effectively during and immediately after a bushfire hazard event.	**AO21** Emergency services and uses providing community support services are not located in a bushfire hazard (bushfire prone) area and have direct access to evacuation routes clear of a bushfire hazard area.	**Not Applicable**
PO22 Development involving hazardous materials manufactured or stored in bulk is not located in bushfire prone area.	**AO22** The manufacture or storage of hazardous material in bulk does not occur within a bushfire prone area.	**Not Applicable**
PO23 Development in a bushfire prone area as identified on SPP mapping – Hazards and Safety, Natural hazards, Risk and Resilience makes adequate provision of water supply for fire-fighting requirements.	No acceptable outcome identified.	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Response
Development in a Flood Hazard Area		
PO24 Development minimises exposure of people and property to unacceptable risk from flood hazards.	**AO24** Development on land identified as flood hazard on the flood hazard maps (as identified in Schedule 2 – Flood mapping) is sited and designed so that: a. all new lots contain a building envelope located: i. outside of the mapped flood area in Schedule 2 – Flood mapping; or ii. can achieve the flood immunity level of 295.85 AHO (Charleville), 366 .5 AHO (Augathella). iii. there is at least one (1) evacuation route that achieves safe egress for emergency evacuations during all floods.	**Not Applicable**
PO25 Development involving essential community infrastructure remains functional to meet community needs during and after flood events	**AO25** No acceptable outcome provided.	**Not Applicable**
Stock Route Network		
PO26 a. Development of lots fronting the stock route network (SPP mapping – Economic Growth, Agriculture, Stock Route Network) has no adverse impact on the operational efficiency or safety of the stock route. b. The amenity of the stock route is protected (especially from any residential or sensitive commercial or community use) and any potential for conflict between access to the lot and use of the stock route is mitigated.	**AO26** No acceptable outcome is provided.	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Response
Petroleum Pipeline		
PO27 The integrity and function of pipelines carrying petroleum and gas is maintained	**AO27** No development is located within 200m of petroleum and gas pipelines or pipeline easement identified on Schedule 2 - Context Map.	**Not Applicable**
Local Heritage Places		
PO28 Development maintains the values and cultural heritage significance of local heritage places, and facilitates their adaptive reuse	**AO28.1** Development retains the fabric, features and contents listed as significant for the local heritage place and requires no building or operational work in relation to it; **OR** Development is in accordance with the guideline Developing heritage places: using the development criteria as made under the Queensland Heritage Act 1992. **OR** Development is undertaken in accordance with an exemption certificate issued under the Queensland Heritage Act 1992.	**Not Applicable**
	AO28.2 Development does not involve the demolition of key parts of the place's cultural heritage significance. Note: Where there is no feasible or prudent alternative to partial demolition or removal of the place: a. a report is provided that demonstrates there is no prudent and feasible alternative to the substantial demolition of the local heritage place or its removal to another location; and b. an archival record is prepared to document the changes. Editor's note: the report must be prepared by suitably qualified consultants, such as conservation architects or engineers, and detail alternative options investigated.	**Not Applicable**

Performance Outcomes	Acceptable Outcomes	Response
Biodiversity		
PO29 Development: a. identifies matters of state environmental significance as identified in SPP mapping – Environment and Heritage, Biodiversity; b. facilitates the protection and enhancement of matters of state environmental significance; and c. protects and enhances ecological connectivity.	**AO29** Where development is located in a zone other than the Township Zone, buildings, ancillary structures and all other development are constructed: • at least 100m from the top bank of all water courses and the full supply level of storages; • a minimum of 100m from areas identified as Matters of State Environmental Significance (MSES) in SPP mapping –Environment and Heritage, Biodiversity. No acceptable outcome is provided for development located in the Township Zone.	**Not Applicable**
Aviation Facilities		
PO30 Development does not interfere with the function of aviation facilities.	**AO30** Development located within the building restriction area for an aviation facility does not create: (a) permanent or temporary physical obstructions in the line of sight between antenna; (b) an electrical or electromagnetic field that interferes with the signals transmitted by the facility; and (c) reflective surfaces that could deflect or interfere with signals transmitted by the facility; **OR** Development located within the building restricted area for an aviation facility is designed and constructed to mitigate adverse impacts on the function of the facility; **OR** Development complies with this outcome where written confirmation from Air Services Australia confirms that the development will not impair the functioning of the aviation facility.	**Not Applicable**

ATTACHMENT H – SDAP CODE RESPONSE

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

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the **state-controlled road.**	**AO1.1** Development is not located in a **state-controlled road**. AND **AO1.2** Development can be maintained without requiring access to a **state-controlled road**.	**Complies** The proposed development is not located in a state controlled road.
PO2 The design and construction of the development does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** The design of the development will not impact the structural integrity of Sturt Street.
PO3 The location of the development does not obstruct **road transport infrastructure** or adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** Please refer to the attached Traffic Impact Assessment that demonstrates the development will not impact the operating performance of Sturt Street.
PO4 The location, placement, design and operation of advertising devices, visible from the **state-controlled road**, do not create a safety hazard for users of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** Any advertising devices will be designed and located to the relevant TMR standards.

Performance outcomes	Acceptable outcomes	Response
PO5 The design and construction of buildings and **structures** does not create a safety hazard by distracting users of the **state-controlled road**.	**AO5.1** Facades of buildings and **structures** fronting the **state-controlled road** are made of non-reflective materials. AND **AO5.2** Facades of buildings and **structures** do not direct or reflect point light sources into the face of oncoming traffic on the **state-controlled road**. AND **AO5.3** External lighting of buildings and **structures** is not directed into the face of oncoming traffic on the **state-controlled road**. AND **AO5.4** External lighting of buildings and **structures** does not involve flashing or laser lights.	**Complies** The proposal is a carwash. The structure will be built of non-reflective concrete materials and will not direct point light sources onto Sturt Street. External lighting will be directed to ensure no impacts on Sturt Street. No flashing or laser lights are proposed.
PO6 Road, pedestrian and bikeway bridges over a **state-controlled road** are designed and constructed to prevent projectiles from being thrown onto the **state-controlled road**.	**AO6.1** Road, pedestrian and bikeway bridges over the **state-controlled road** include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the **state-controlled road**.	**AO7.1** Landscaping is not located in a **state-controlled road**. AND **AO7.2** Landscaping can be maintained without requiring access to a **state-controlled road**. AND **AO7.3** Landscaping does not block or obscure the sight lines for vehicular access to a **state-controlled road**.	**Complies** All landscaping is contained within the site and fencing ensures the landscaping will be maintained without requiring access to Sturt Street.

Performance outcomes	Acceptable outcomes	Response
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** Please refer to the attached Stormwater Management Plan which demonstrates the development does not create a safety hazard for users of Sturt Street.
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** Please refer to the attached Stormwater Management Plan which demonstrates the development does not result in a worsening of the operating performance of Sturt Street.
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the **structural integrity** or physical condition of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** Please refer to the attached Stormwater Management Plan which demonstrates the development does not adversely impact the structural integrity of Sturt Street.
PO11 Development ensures that stormwater is lawfully discharged.	**AO11.1** Development does not create any new points of discharge to a **state-controlled road.** AND **AO11.2** Development does not concentrate flows to a **state-controlled road**. AND **AO11.3** Stormwater run-off is discharged to a **lawful point of discharge**. AND **AO11.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **state-controlled road**.	**Complies** The proposal will not create any new points of discharge and will not concentrate flows to Sturt Street.

Performance outcomes	Acceptable outcomes	Response
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a **state-controlled road**.	**AO12.1** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (within +/- 10mm) to existing flood levels within a **state-controlled road**. AND **AO12.2** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a **state-controlled road**. AND **AO12.3** For all flood events up to 1% **annual exceedance probability**, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a **state-controlled road**.	**Not Applicable**
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the **state-controlled road**.	**AO13.1** Drainage infrastructure is wholly contained within the development site, except at the **lawful point of discharge**. AND **AO13.2** Drainage infrastructure can be maintained without requiring access to a **state-controlled road**.	**Complies** All stormwater management infrastructure is contained and can be maintained on site.
PO14 Drainage infrastructure associated with, or within, a **state-controlled road** is constructed, and designed to ensure the **structural integrity** and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	**Not Applicable**

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection		
PO15 The location, design and operation of a **new or changed access** to a **state-controlled road** does not compromise the safety of users of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** The proposed upgraded access will not compromise the safety of users of the state road network. The access will be exit only onto Sturt Street.
PO16 The location, design and operation of a **new or changed access** does not adversely impact the **functional requirements** of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** The proposed upgraded, exit-only access to Sturt Street will not impact the functional requirements of the state road network.
PO17 The location, design and operation of a **new or changed access** is consistent with the **future intent** of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** The proposal complies with the future intent of Sturt Street.
PO18 New or changed access is consistent with the access for the relevant **limited access road policy**: 1. **LAR 1** where direct access is prohibited; or 2. **LAR 2** where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	**Not Applicable** Sturt Street is not a limited access road.
PO19 New or changed access to a **local road** within 100 metres of an intersection with a **state-controlled road** does not compromise the safety of users of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** The upgraded access from Galatea Street is located as far as practical from the intersection and is not considered to compromise the safety of vehicles moving along Sturt Street.
PO20 New or changed access to a **local road** within 100 metres of an intersection with a **state-controlled road** does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	**Complies** Please refer to the attached Traffic Impact Assessment. The development will not impact the operating performance of the intersection.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Not Applicable**

Performance outcomes	Acceptable outcomes	Response
PO22 Development maintains the ability for people to access **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Not Applicable**
PO23 Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Not Applicable**
PO24 Development does not adversely impact the **structural integrity** or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Not Applicable**

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies** Please refer to the attached Traffic Impact Assessment that demonstrates the development will not impact the safety of users of Sturt Street.
PO26 Development ensures **no net worsening** of the operating performance of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies** Please refer to the attached Traffic Impact Assessment that demonstrates the development will not result in any worsening of the operation of Sturt Street.
PO27 Traffic movements are not directed onto a **state-controlled road** where they can be accommodated on the **local road** network.	No acceptable outcome is prescribed.	**Complies** Vehicles will enter the site via Galatea Street (local road) and will exit onto Sturt Street.
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a **state-controlled road**.	No acceptable outcome is prescribed.	**Not Applicable**

Performance outcomes	Acceptable outcomes	Response
PO29 Development does not impede delivery of **planned upgrades** of **state-controlled roads**.	No acceptable outcome is prescribed.	**Complies** The proposal does not impede any planned upgrades.
PO30 Development does not impede delivery of **corridor improvements** located entirely within the **state-controlled road corridor**.	No acceptable outcome is prescribed.	**Complies** The proposal does not impede any corridor improvements.

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** The proposed development will not create a safety hazard for users of Sturt Street.
PO32 Development does not adversely impact the operating performance of the **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** The development will not impact the operating performance of Sturt Street.
PO33 Development does not undermine, damage or cause subsidence of a **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** The construction of the proposed development will not cause damage to Sturt Street.
PO34 Development does not cause ground water disturbance in a **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** The proposed development will not cause groundwater disturbance.
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or **structural integrity** of a **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** Excavation activities are limited to construction of stormwater management infrastructure and will not impact the structural integrity of Sturt Street.
PO36 Filling and excavation associated with the construction of **new or changed access** do not compromise the operation or capacity of existing drainage infrastructure for a **state-controlled road.**	No acceptable outcome is prescribed.	**Not Applicable** No filling or excavation is required for the access upgrades.

Table 1.5 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 Environmental emissions in State code 2: Development in a railway environment.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a **state-controlled road.**	**AO37.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. 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; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO37.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. OR **AO37.3** Development provides a **solid gap-free fence** or other **solid gap-free structure** along the full extent of the boundary closest to the **state-controlled road**.	**Not Applicable**
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		

Performance outcomes	Acceptable outcomes	Response
PO38 Reconfiguring a lot minimises free field noise intrusion from a **state-controlled road.**	**AO38.1** Development provides noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. 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; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO38.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	**Not Applicable**
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a **state-controlled road** in **private open space**.	**AO39.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for **private open space** at the ground floor level; 2. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management	**Not Applicable**

Performance outcomes	Acceptable outcomes	Response
	Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO39.2** Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for **private open space** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	
PO40 Development (excluding a **relevant residential building** or **relocated building)** minimises noise intrusion from a **state-controlled road** in **habitable rooms** at the facade.	**AO40.1** Development (excluding a **relevant residential building** or **relocated building**) provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms**; 2. in accordance with: a. 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; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.	**Not Applicable**

Performance outcomes	Acceptable outcomes	Response
	OR **AO40.2** Development (excluding a **relevant residential building** or **relocated building**) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for **habitable rooms** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	
PO41 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	**Not Applicable**
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks. 3.	No acceptable outcome is provided.	**Not Applicable**
PO43 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	**Not Applicable**
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed:	No acceptable outcome is provided.	**Not Applicable**

Performance outcomes	Acceptable outcomes	Response
a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas**; b. in accordance with: i. 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; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.		
PO45 Development involving a **childcare centre** or **educational establishment**: 1. provides a noise barrier or earth mound that is designed, sited and constructed: 2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); 3. in accordance with: a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic	No acceptable outcome is provided.	**Not Applicable**

Performance outcomes	Acceptable outcomes	Response
Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.		
PO46 Development involving: 1. **indoor education areas** and **indoor play areas**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	**Not Applicable**
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a **childcare centre** or **educational establishment** which have balconies, podiums or elevated **outdoor play areas** predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a **state-controlled road** are provided with: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated **outdoor play areas**.	No acceptable outcome is provided.	**Not Applicable**

Performance outcomes	Acceptable outcomes	Response
PO48 Development including: 1. **indoor education areas** and **indoor play areas** in a **childcare centre** or **educational establishment**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	**Not Applicable**
Air, light and vibration		
PO49 Private open space, **outdoor education areas** and **outdoor play areas** are protected from air quality impacts from a **state-controlled road**.	**AO49.1** Each dwelling or unit has access to a **private open space** which is shielded from a **state-controlled road** by a building, **solid gap-free fence**, or other **solid gap-free structure**. OR **AO49.2** Each **outdoor education area** and **outdoor play area** is shielded from a **state-controlled road** by a building, **solid gap-free fence,** or other **solid gap-free structure**.	**Not Applicable**
PO50 Patient care areas within **hospitals** are protected from vibration impacts from a **state-controlled road** or **type 1 multi-modal corridor**.	**AO50.1 Hospitals** are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1m/s^{1.75}$. AND **AO50.2 Hospitals** are designed and constructed to ensure vibration in the ward of a **patient care area** does not exceed a vibration dose value of $0.4m/s^{1.75}$.	**Not Applicable**

Performance outcomes	Acceptable outcomes	Response
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a **state-controlled road** or **type 1 multi-modal corridor**, does not: 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	**Not Applicable**

Table 1.6: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a **future state-controlled road**.	**AO52.1** Development is not located in a **future state-controlled road**. OR ALL OF THE FOLLOWING APPLY: **AO52.2** Development does not involve filling and excavation of, or material changes to, a **future state-controlled road**. AND **AO52.3** The intensification of lots does not occur within a **future state-controlled road**. AND **AO52.4** Development does not result in the landlocking of parcels once a **future state-controlled road** is delivered.	**Complies** The proposal is not in a future state controlled road.
PO53 The location and design of **new or changed access** does not create a safety hazard for users of a **future state-controlled road**.	**AO53.1** Development does not include **new or changed access** to a **future state-controlled road**.	**Complies** The proposal does not involve new or changed access to a future state road.
PO54 Filling, excavation, building foundations and **retaining structures** do not undermine, damage or cause subsidence of a **future state-controlled road**.	No acceptable outcome is prescribed.	**Not Applicable**

Performance outcomes	Acceptable outcomes	Response
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a **future state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Not Applicable**
PO56 Development ensures that stormwater is lawfully discharged.	**AO56.1** Development does not create any new points of discharge to a **future state-controlled road**. AND **AO56.2** Development does not concentrate flows to a **future state-controlled road**. AND **AO56.3** Stormwater run-off is discharged to a **lawful point of discharge**. AND **AO56.4** Development does not worsen the condition of an existing **lawful point of discharge** to the **future state-controlled road**.	**Not Applicable**