*Our Ref:* **File:** P35-22 & 01014-00000-000; 01015-00000-000;01016-00000-000; 00890-00000-000 **JN:SM**
*Your Ref:* M2107

# AMENDED DECISION NOTICE APPROVAL

(Given under section 63 (2) of the *Planning Act 2016*)

7 December 2023

Jaklex Investments Pty Ltd
C/- Milford Planning
PO Box 5463
TOWNSVILLE QLD 4810

**Attention: Sarah Jones**

Dear Ms Jones

The development application described below was properly made to the Council on 13 July 2023.

## *APPLICANT DETAILS**

| | |
|---|---|
| **Applicant name:** | Jaklex Investments Pty Ltd C/- Milford Planning |
| **Applicant contact details:** | info@milfordplanning.com.au |

## *APPLICATION DETAILS*

| | |
|---|---|
| **Application number:** | P35-22 |
| **Approval sought:** | Material Change of Use & Operational Works |
| **Nature of development proposed:** | Service Station & Advertising Device |
| **Description of the development proposed:** | Manned Fuel Station with Kiosk & Two (2) Blade Signs |

## *LOCATION DETAILS*

| | |
|---|---|
| **Street address:** | 95-101 Marian & 113 Kookaburra Streets |
| **Real property description:** | Lots 21-24 on plan MPH21999<br>Lot 38 on plan MPH21999 |
| **Local government area:** | Mount Isa City |

***Mount Isa City Council is collecting your personal information on this form in order to comply with its responsibilities and obligations as a Local Government. The information will only be accessed by authorised Council employees who have a legitimate need for the***

***information to process applications, requests etc. Your personal information will not be given to any other person or agency unless you have given us permission to do so or we are required to do so by law.***

## *DECISION*

**Date of decision:** 5 December 2023

**Decision details:** ☒ approved in full with conditions*
(refer to the conditions contained in Attachment 1)

## *DETAILS OF APPROVAL*

This application is ☐ / is not ☒ taken to have been approved (a deemed approval) under section 64(5) of the *Planning Act 2016*.

The following approvals are given:

| | Planning Regulation 2017 reference | Development Permit | Preliminary Approval |
|---|---|---|---|
| Development assessable under the planning scheme, superseded planning scheme, a temporary local planning instrument, a master plan or a preliminary approval which includes a variation approval | | | |
| • Building Work Not Associated with a Material Change or Use | | ☐ | |
| • Plumbing or Drainage Work | | ☐ | ☐ |
| • Material Change of Use | | ☒ | ☐ |
| • Reconfiguration of a Lot | | ☐ | ☐ |
| • Operational Work | | ☒ | ☐ |

## *CONDITIONS*

This approval is subject to the conditions in Attachment 1.

## *FURTHER DEVELOPMENT PERMITS*

Please be advised that the following development permits are required to be obtained before the development can be carried out:

1. Demolition Permit for all existing structures
2. Building Permits for all proposed buildings and structures, including signs and acoustic fences
3. Plumbing Permit for new works/removal of existing services
4. Works on Council Property

## *PROPERLY MADE SUBMISSIONS*

Properly made submissions **were** ☒/**were not** ☐ made in relation to the application.

There were 1 properly made submissions received from the following submitter(s):

| Name of principal submitter | Residential or business address | Electronic address (if provided) |
|---|---|---|
| Mr Jimmy Brown & Ms Lauren Stowe | 11 Kookaburra Street | Jimmyrog025@gmail.com<br>laurenstowe@ymail.com |

## *REFERRAL AGENCY FOR THE APPLICATION*

The referral agencies for this application are:

| For an application involving | Name of referral agency | Advice agency or concurrence agency | Address |
|---|---|---|---|
| Within 25m of State Transport Corridor & Adjacent to a road that intersects with a State-controlled Road; and within 100m of the intersection | State Assessment Referral Agency - Planning and Development Service | Concurrency | Po Box 5666<br>Townsville QLD 4810<br>nqsara@didilgp.qld.gov.au |

## *APPROVED PLANS AND SPECIFICATIONS*

Copies of the following plans, specifications and / or drawings are enclosed.

| Drawing/report title | Prepared by | Date | Reference no. | Version/issue |
|---|---|---|---|---|
| **Aspect of development: Material Change of Use** | | | | |
| Planning Report | Milford Planning | 27/06/2023 | M2107 | 1 |
| Proposed Service Station – Traffic Impact Assessment | Langtree Consulting Engineers | 30/08/2022 | R-AR0177 | Revision C |
| Jaklex Investments - Townview Service Station Mt Isa – Conceptual Stormwater Management Plan | Kehoe Myers | 17/08/2023 | Project No. S2223315 | Issue 3 |
| Proposed Service Station – Noice Impact Assessment | SLR Consulting Australia Pty Ltd | 22/06/2023 | 620.31407.00100-R01 | V1 |
| Proposed Service Station – Site Plan | Kehoe Myers | 19/06/2023 | Project No. S2223315-DA01 | P4 |
| Proposed Service Station – Site Elevations | Kehoe Myers | 11/05/2023 | Project No. S2223315-DA02 | P2 |
| Proposed Service Station – Site Perspectives | Kehoe Myers | 11/05/2023 | Project No. S2223315-DA03 | P2 |
| Proposed Service Station – Floor Plan & Elevations | Kehoe Myers | 11/05/2023 | Project No. S2223315-DA04 | P2 |

| | | | | |
|---|---|---|---|---|
| Proposed Service Station – Light Vehicle Canopy – Floor Plan & Elevations | Kehoe Myers | 17/04/2023 | Project No. S2223315 - DA05 | P1 |
| Proposed Service Station – Heavy Vehicle Canopy – Floor Plan & Elevations | Kehoe Myers | 17/04/2023 | Project No. S2223315-DA06 | P1 |
| **Aspect of development: Operation Works** | | | | |
| Proposed Service Station – Pylon Sign – Elevations | Kehoe Myers | 17/04/2023 | Project No. S2223315-DA07 | P1 |
| Proposed Service Station – 10.2m Pylon Sign Frame Details | Kehoe Myers | 17/04/2023 | Project No. S2223315-S02 | P1 |

## *CURRENCY PERIOD FOR THE APPROVAL (Section 85 of the Planning Act 2016)*

Material Change of Use

Six (6) years from the date of the Decision Notice.

Operational Works

Four (4) years from the date of the Decision Notice

## *STATEMENT OF REASONS*

1. Reasons for the Decision

The reasons for this decision are:

- Assessment of the development against the relevant zone purpose, planning scheme codes and planning scheme policies demonstrates that the proposed development will not cause significant adverse impacts on the surrounding natural environment, built environment and infrastructure, community facilities, or local character and amenity, or can be conditioned to comply with the relevant code requirements; and
- The proposed development complies or can be conditioned to comply with the relevant State Planning Policy and the North Queensland Regional Plan.

The evidence or other material on which the findings were based are:

- The development application material; and
- The City of Mount Isa Planning Scheme 2020; and
- State Planning Policy; and
- North Queensland Regional Plan; and
- Observations made by Council officers on a site inspection of the property.

2. Assessment Benchmarks

The following are the benchmarks applying for this development:

| **Benchmarks applying for the development** | **Benchmark reference** |
|---|---|
| Low density residential zone code | City of Mount Isa City Council Planning Scheme 2020 City of Mount Isa City Council Planning Scheme 2020 – Part 6 Zones – 6.2.1 |
| Mixed use zone code | City of Mount Isa City Council Planning Scheme 2020 – Part 6 Zones – 6.7.2 |
| Residential activities code | City of Mount Isa City Council Planning Scheme 2020 – Part 9 Development Codes -9.3.6 |
| Centre and entertainment activities code | City of Mount Isa City Council Planning Scheme 2020 -Part 9 Development Codes – 9.3.1 |
| Parking, access and loading code | City of Mount Isa City Council Planning Scheme 2020 - Part 9 Development Codes – 9.4.6 |
| Landscaping code | City of Mount Isa City Council Planning Scheme 2020 - Part 9 Development Codes – 9.4.5 |
| Engineering works and services code | City of Mount Isa City Council Planning Scheme 2020 - Part 9 Development Codes – 9.4.2 |
| Excavation and filling code | City of Mount Isa City Council Planning Scheme 2020 - Part 9 Development Codes – 9.4.3 |
| Advertising Device code | City of Mount Isa City Council Planning Scheme 2020 – Part 9 Development Codes - 9.4.1 |

3. Compliance with Benchmarks

| **Benchmark reference** | **Reasons for the approval despite non-compliance with benchmark** |
|---|---|
| **Centre and entertainment activities code** | |
| PO 1<br><br>Development contributes to an active, safe and vibrant pedestrian environment during the day and evening by:<br>a) (a) locating uses at ground level that activate the road frontage; and<br>b) providing front building lines that facilitate casual surveillance by maintaining visual connections with the street; and<br>c) (c) avoiding blank front building lines by placing doors and windows at frequent intervals; and<br>d) (d) locating each shop frontage so they directly face the street; and<br>e) (e) is safely accessible to patrons. | *Building placement at the rear of the site is considered to be acceptable to accommodate the sweep paths of the large vehicles enter and leaving the site.*<br><br>*The building placement allows for casual surveillance from the road and easy access to the kiosk for patrons.* |
| PO 5 | |

| | |
|---|---|
| Development:<br>a) reflects and enhances the existing character of the area and surrounding land uses; and<br>b) contributes to a cohesive streetscape and built form; and<br>c) is of a building height, bulk and form that is proportionate to, and commensurate with, the site area; and<br>d) avoids adverse amenity impacts on adjoining or nearby premises; and<br>e) does not prejudice the development of adjoining sites and enables existing and future buildings to be appropriately separated from each other | *Noise and light impacts to the neighbouring properties amenity has been minimised through the use a solid acoustic fence* |
| PO 17<br>The design and layout of vehicle parking, loading, crossover and access areas:<br>a) provides safe and efficient vehicular and pedestrian movement; and<br>b) enables the loading and unloading of goods and waste to occur wholly within the site; and<br>c) does not impact on street parking; and<br>d) prevents the loss of on-street parking. | *Loss of onstreet parking not considered to be detrimental to development as ample parks are provided onsite* |
| **Parking, access and loading code** | |
| PO 1<br>The layout, design and construction of the access:<br>a) is safe, convenient and legible for all users including people with disabilities, pedestrians and cyclists; and<br>b) does not interfere with the planned function, safety, capacity and operation of the transport network; and<br>c) includes appropriate and sufficient signage | *Although the total driveway width exceeds the permitted width, given the total length of the road boundary, the distance between the driveways and driveways required to ensure safe ingress/egress, the proposed driveways are considered to be acceptable.* |
| PO 4<br>Sufficient parking spaces are provided for the number and type of vehicles likely to be associated with the development. | *Sufficient Parking has been provided for the development with additional area onsite to accommodate overflow.* |
| PO 7<br>Vehicle parking areas are landscaped in a manner which enhances their appearance and assists in buffering surrounding land uses. | *Landscaping between carparking areas and the new service station are not considered necessary given landscaping is provided to al boundaries which both enhance streetscape and buffer the development from the surrounding residential properties* |
| PO 8<br>Parking areas located external to a building and ancillary to the development provide shade by way of mature trees or shade structures. | Shade over parking areas is not considered to be necessary given the limited time that the majority of patrons will spend at the site. |

4. Relevant matters for Impact Assessable Development

The following matters were given regard to or assessment carried out against, in undertaking the assessment of this development application.

| **Other relevant matters to the assessment of the development under section 45(5)(b)** | **Benchmark reference** | **Assessment carried out against or assessment had regard to** |
|---|---|---|
| Need for Development | *Strategic Framework - City of Mount Isa Planning Scheme 2020* | ☐ assessed against<br>☒ had regard to |
| General Environmental Duty | *Environmental Protection Act 1994* | ☐ assessed against<br>☒ had regard to |

5. Matters Raised in Submission for Impact Assessable Development

| **Matters raised in any submissions** | **Description of how matters were dealt with in reaching the decision** |
|---|---|
| Noise and Light Impacts<br>• Increased noise pollution to residents of 111 Kookaburra Street<br>• Increased light pollution. | *The developer will be constructing a 2.4 high acoustic fence on all boundaries.*<br><br>*Council will be requiring the developer is to implement all recommendations for the submitted and approved Noise Impact Assessment.* |
| Health Impacts<br>• Increased Risk to Cancer | *Development will use underground fuel tanks and comply with all Australian Standards for fuel storage. The Australian Standards for fuel system design and installation ensure that there is a minimisation of vapours* |
| Safety and Security Impacts<br>• Increased risk of fire and explosion<br>• Increase of number of people visiting the site, leading to increased burglary and violence<br>• Increased amount of traffic on the street, resulting in increased interactions with vehicles and pedestrians | Fire prevention is to be managed by internal operational procedures.<br><br>The kiosk as been designed to comply with fire regulation to reduce the risk of fire spreading to adjacent allotments.<br><br>Council has imposed a suite of environmental conditions to ensure that the development is complaint with air quality standards.<br><br>Matters regarding a possible increase to crime and an increase of interaction with the public are not planning related and have not been assessed. |
| Environmental Impacts<br>• Environmental and Fuel Impacts from Fuel and other chemical runoff<br>• Spills into waterways<br>• Impacts on the submitters property<br>• | The Developer will install a Stormwater Treatment Device that will treat any stormwater before it is discharged.<br><br>Waste water not suitable for release into Mount Isa's waterways will be stored in an underground tank and removed by a licenced contractor to be disposed at an approved disposal facility. |
| Financial Impacts | Unable to be assessed as not a planning matter. |

6. Matters Prescribed by Regulation

- The State Planning Policy - Part E
- North Queensland Regional Plan
- City of Mount Isa Planning Scheme 2020

## *APPEAL RIGHTS*

The rights of an applicant to appeal to a tribunal or the Planning and Environment Court against a decision about a development application are set out in chapter 6, part 1 of the *Planning Act 2016*. For particular applications, there may also be a right to make an application for a declaration by a tribunal (see chapter 6, part 2 of the *Planning Act 2016).*

*APPEAL BY AN APPLICANT*

An applicant for a development application may appeal to the Planning and Environment Court against the following:

- the refusal of all or part of the development application
- a provision of the development approval
- the decision to give a preliminary approval when a development permit was applied for
- a deemed refusal of the development application.

An applicant may also have a right to appeal to the Development tribunal. For more information, see schedule 1 of the *Planning Act 2016*.

*APPEAL BY A SUBMITTER*

A submitter for a development application may appeal to the Planning and Environment Court against:

- any part of the development application for the development approval that required impact assessment
- a variation request.

The timeframes for starting an appeal in the Planning and Environment Court are set out in section 229 of the *Planning Act 2016*.

**Attachment 3** is an extract from the *Planning Act 2016* that sets down the applicant's appeal rights and the appeal rights of a submitter.

Should you have any further queries, please contact Council's Development and Land Use section on (07) 4747 3200.

Yours faithfully

Tim Rose
**Acting Chief Executive Officer**

CC: nqsara@didilgp.qld.gov.au

Encl: **Attachment 1—Conditions of the approval**

***Part 1—Conditions imposed by the Assessment Manager*** *(Mount Isa City Council)*
***Part 2—Conditions required by the referral agency response***

**Attachment 2 – Approved Plans**
**Attachment 3—Extract on Appeal Rights** *(Planning Act 2016)*

# ATTACHMENT 1

# PART 1

# CONDITIONS IMPOSED BY ASSESSMENT MANAGER

# (MOUNT ISA CITY COUNCIL)

Application: P35-22 for a Material Change of Use for Service Station at 95, 97-99 & 101 Marian Street and 113 Kookaburra Street, Mount Isa.

Council advise that the Development Application was approved by Mount Isa City Council's Chief Executive Officer through Delegated Authority (Delegated Authority No. 2057) on 4 December 2023 for the Material Change of Use for a Service Station & Operational Works for Advertising Devices (2 x Blade Signs at 95, 97-99 & 101 Marian Street and 113 Kookaburra Street, Mount Isa, described as Lot 21-24 & 38 on plan MPH21999, subject to the following conditions:

| NUMBER | CONDITION | TIMING |
|---|---|---|
| **PLANNING** | | |
| **General** | | |
| 1. | The development shall be carried out generally in accordance with the approved documents, plans and drawings attached to this approval except where conditions of this approval dictate otherwise<br><br>*For clarity, any change to the development that is not generally in accordance with the approved plans and drawings must be approved by Council pursuant to a 'change application" under Chapter 3, Part 5, Division 2, Subdivision 2 of the Planning Act 2016* | *At all times* |
| 2. | The owner/developer shall bear the cost of all alterations necessary to public utility mains, services or installations necessitated by this approval and such works shall be to Council specifications and satisfaction | *At all times* |
| 3. | Any gates situated along the road boundary must open INWARDS onto the applicant's/owner's property and NOT outward onto Council's road reserve/verge | *At all times* |
| 4. | The developer/owner is required to amalgamate the allotments, as Lots 21, 22, 23, 24 & 38 on plan MPH21999, within one (1) year from the commencement of use and provide Council with formal evidence of the same | *Within one (1) year of commencement of use* |

| | | |
|---|---|---|
| 5. | All structures including fencing, is to be located within the real property boundary | *At all times* |
| 6. | The development should provide a total of nineteen (19) carparks as per the Approved Site Plan | *At all times* |
| **Amenity** | | |
| 7. | All of the Noise Control Recommendations (Pages 14-15) of submitted Noise Impact Assessment Prepared by SLR Consulting Australia Pty Ltd, Ref- 620.31407.00000-R01, Ver No. -v1.0, Dated 2023 are to be implemented. | Prior to the commencement of use and for the life of the development |
| 8. | All lighting is to be designed in accordance with AS 4282: Control of the Obtrusive Effects of Outdoor Lighting so as not to cause a nuisance to the surrounding residential properties; | *At all times* |
| 9. | Services and utilities such as air conditioners, refrigeration and ventilation plant/equipment, hot water systems and garbage bin storage areas are to be screened from public view, where directly visible from a public area; | *At all times* |
| 10. | The premises must be kept tidy and all buildings, fences, landscaping and paved or sealed surfaces must be maintained in good condition at all times; | *At all times* |
| 11. | No fencing is permitted to be installed along frontage of Marian Street and Kookaburra Street. | *As specified* |
| **Advertising Devices** | | |
| 12. | The applicant is to ensure that at all times during its existence, the advertising signage is maintained in good repair and sightly appearance | *At all times* |
| 13. | Where the Advertising Signage is damaged beyond repair or where it is stolen or becomes illegible, the applicant shall take immediate action to remove or make good the signage, upon written notice to that effect by the Mount Isa City Council | *At all times* |
| 14. | Upon cessation of the business or activity to which the advertisement refers, the advertisement must be removed and the site made good within thirty (30) days of the last day on which the business or activity operated | *As Specifed* |

| | | |
|---|---|---|
| **Landscaping** | | |
| 15. | A detailed landscaping plan, including species, is to be prepared in accordance with the Landscaping Code of the City of Mount Isa Planning Scheme, and shall be submitted to Council and approved by Council. This is to include a reticulated irrigation system, including the verge. | *Prior to the commencement of building works* |
| 16. | Landscaping and irrigation are to be installed as per the approved Landscaping Plan for the life of the development | *Prior to the commencement of use* |
| **ENVIRONMENTAL HEALTH** | | |
| 17. | The operator must achieve the 'general environmental duty' to mitigate any environmental harm and/or nuisance described under the *Environmental Protection Act 1994*.<br>(a) there is no discharge to land or water of contaminants that may harm the environment or create a nuisance from the operation of the activity<br>(b) there is no discharge to air of contaminants that may harm the environment or create a nuisance from the operation of the activity<br>(c) noise nuisance is prevented or minimised at noise sensitive places<br>(d) Waste production and disposal must be minimised, and waste must be managed so it does not harm the environment or create a nuisance from the operation of the activity. | *At all times* |
| 18. | Any release must be reported by telephone to the DES's Pollution Hotline or council. Any such release must be reported as soon as practicable but no later than 24 hours, after becoming aware of the release. | *At all times* |
| 19. | An Environmental Management Plan must be developed. The plan should identify the risks caused by operation and puts activities in place to manage these risks before they result in environmental harm.<br>Developing and following an environmental management plan should ensure:<br>• all potential environmental risks from erosion and sediment, waste, dust, and hazardous material need to be identified | *Prior to commencement of use* |

| | | |
|---|---|---|
| | and control measures are in place to prevent or minimise the potential for environmental harm.<br>• contingency measures are in place to avoid environmental harm in the event of unforeseen circumstances or natural disasters (e.g., fire and flood)<br>• everyone involved including owners, managers, operators, contractors, and subcontractors are aware of procedure to follow if any unexpected contamination were identified during demolition, constructional and operational stage. (e.g., asbestos contaminant, train staff to handle fuel spillage).<br>• records monitoring, incidents and complaints are kept.<br>• Reviews of environmental performance is undertaken periodically<br><br>A copy of the plan is to be provided to Mount Isa City Council. Environmental Department | |
| 20. | All waste generated in carrying out the activity must be reused, recycled, or disposed safely and lawfully. | *At all times* |
| 21. | Store bulk hazardous liquids such as oil, solvents, and coolants in a bunded and covered area so that any leak and spill cannot escape the contained area and cause environmental harm. | *At all times* |
| 22. | Any spills of wastes, contaminants or other materials must be cleaned up as quickly as practicable to avoid any earth/land contamination. Spills must not be cleaned up by hosing, sweeping or otherwise releasing such wastes, contaminants or other materials to any stormwater drainage system, roadside gutter, or waters. | *During Construction/Operational* |
| 23. | Construction/demolition waste – All waste generated because of the proposed development must be effectively controlled and contained entirely within the boundaries of the site before disposal. All waste is to be disposed of in accordance with the *Environmental Protection (Waste Management) Regulation 2000*. | *Prior to commencement of use/During Construction* |
| 24. | Any asbestos containing material handled during construction and demolition must be handled according to the provisions of the "How to Manage and Control Asbestos in the Workplace Code of Practice 2020" | *Prior to commencement of demolition and during demolition and construction* |

| | | |
|---|---|---|
| 25. | The release of dust and/or particulate matter resulting from the activity must not cause environmental harm or cause environmental nuisance at any nuisance sensitive or commercial place (i.e., use of water tank sprinkler during demolition to subpress dust). | *At all times* |
| 26. | Emissions released from site to air either through vents, drip tubes or pipework maintenance must adequately recover to prevent air pollution. | *At all times* |
| 27. | All reasonable and practicable measure must be taken to prevent or minimise environmental harm including water contamination and environmental nuisance. For example, a Site-specific Erosion and Sediment Control Program or Plan (SESCP) must be developed as per Procedural guide, *Environmental Protection Act 1994.* | *Prior to construction and at all times* |
| 28. | A contaminant must not be placed in a position where it could reasonably be expected to move or wash into a roadside gutter, stormwater drain or waters. | *At all times* |
| 29. | Stormwater contaminated by the activity must be managed to minimise or prevent any adverse impacts on the values of the receiving environment. Contaminated stormwater must be kept separate from clean stormwater. | *At all times* |
| 30. | Contaminants from the activity must not be released to land. | *At all times* |
| 31. | Prevent/minimise the emission of noise that causes or is likely to cause environmental nuisance at sensitive or commercial place.<br><br>All work must be undertaken within the prescribed timeframe as mentioned in *Environmental Protection Act 1994*, i.e., on a business day or Saturday, between 6.30am and 6.30pm.<br>All noise standards under the Environmental Protection Act 1994 must be followed.<br>**Regulated devices**<br>A person must not operate a regulated device in a way that<br>makes an audible noise—<br>(a) on a business day or Saturday, before 6.30a.m. or after | *During demolition and construction* |

| | | |
|---|---|---|
| | 6.30p.m; or (b) on any other day, before 8.00a.m. or after 6.30p.m | |
| 32. | Prevent/minimise noise from reversing of vehicles and adhering to speed limit upon entering and exiting of vehicles (i.e. reversing beepers, tyre spinning, use of low range gear and idling for long periods) | At all times |
| 33. | Prevent/minimise the emission of fuel odour that causes or is likely to cause environmental nuisance at sensitive or commercial place. | At all times |
| **ENGINEERING** | | |
| **General** | | |
| 34. | ***Prior to commencement of works*****,** identify and locate other underground services through 'Dial Before You Dig 1100' for any relevant requirements. Do not bury any services pits under any circumstances. | *Prior to commencement of works* |
| 35. | ***While site/building works is occurring***, all signage or road closure/s shall be in accordance with the AS 1742, Manual on Uniform Traffic Control Devices.<br><br>**Note:** If road closure is required the applicant shall contact Council and obtain approval for "Temporary Road Closure Permit". | *While site/building works is occurring* |
| 36. | Provide appropriate dust suppression measures onsite and on access road to prevent dust nuisance. | *While site/building works is occurring* |
| **Erosion and Sediment Control** | | |
| 37. | Minimise on-site erosion and the release of sediment or sediment laden stormwater from the site and works areas ***at all times***.<br><br>***Prior to commencement of civil works***, prepare an ***Erosion and Sediment Control (ESC) Plan*** for the site in accordance with IECA Australasia Best Practice Erosion and Sediment Control Guidelines (November 2008), certified by a Registered Professional Engineer of Queensland (RPEQ) – Certified Professional in Erosion and Sediment Control.<br><br>**Note:**<br>The ESC plan is not required to be submitted to Council for approval as the development is considered low risk. The ESC plan shall be available on-site for inspection by Council officers during the works. | *Prior to commencement of civil works* |

| | | |
|---|---|---|
| **Access, Grades, Maneuvering, Carparks and Signs** | | |
| 38. | Provide, construct and delineate or sign (as required) the following requirements:<br>a) Construct a pavement (including associated drainage) to any new areas where motor vehicles will be driven or parked. Vehicle access and carpark areas are to have a durable, dust free surface. This requires all surfaces to be sealed, concreted or paved; or where an alternative surface method is proposed, prior approval from Council must be obtained.<br>b) Manoeuvring on-site for all vehicles utilising the site including service and maintenance vehicles<br>c) The internal driveways and car parks shall be provided in accordance with AS/NZS 2890.1 (Off-street Car Parking).<br>d) Disabled car parking shall be provided in accordance with AS 1428.1-2009.<br>e) The internal paved areas are to be signed and delineated in accordance with the approved plans and Manual of Uniform Traffic Control Devices.<br>Provide Council with Registered Professional Engineer of Queensland (RPEQ) certified as constructed plans to demonstrate compliance with the access, grades, manoeuvring, carparks and signs requirements above | *Prior to commencement of use* |
| 39. | All vehicles associated with the development are to leave the site in a forward gear | *As specified* |
| 40. | A dedicated access between the road carriageway and the property boundary (crossovers) shall be provided on Kookaburra Street. The crossovers shall be installed as per the following:<br>a) The crossovers/driveways must comply with regulations and permits in relation to works on Council property and the developer shall obtain a 'Works on Council Property' approval<br>b) The driveway/crossover must provide a minimum 1.0m clearance from any electricity poles<br>c) The crossovers shall be designed and constructed in accordance with the IPWEAQ standard drawings for commercial driveways | *Prior to commencement of Use* |
| **Stormwater** | | |
| 41. | *Cc*omplete stormwater civil works associated with the development in accordance with the approved Conceptual *Stormwater Management Plan (Prepared by Kehoe Myers, Project No. S2223315, Dated 17/08/2023) V4* | *Prior to commencement of use* |

| | | |
|---|---|---|
| 42. | *A SPEL Device is to be installed and must be operational at all times* | *As specified* |
| **Waste** | | |
| 43. | Refuse container storage areas are:<br><br>(a) located on-site; and<br>(b) screened from public view, by a solid fence or wall that is 1.8 metres in height, measured from finished ground level; and<br>(c) provided on an imperviously sealed pad that drains to an approved waste disposal system; and<br>(d) provided with a tap; and<br>(e) large enough to accommodate at least one standard industrial refuse bin of a size appropriate to the nature and scale of the refuse generated by the use | *At all times* |
| **Water** | | |
| 44. | Any works on existing Council's water network shall be undertaken by Council at the applicant/owner's expense | *At all times* |
| **Works on Footpath** | | |
| 45. | Any disturbance or damage to Council's infrastructure including, but not limited to, water services, sewer services, stormwater infrastructure, footpath, road pavement including road furnishings or to other public assets (electricity, telecommunications etc.) is to be reinstated by the applicant to Council's satisfaction at applicant's expense. | *Prior to commencement of use* |
| 46. | ***While site/building works is occurring***, the following construction requirements shall be complied with:<br>a) No structure/vehicle/machinery shall cause hazards to traffic/pedestrians/residents.<br>b) If kerb and channel are to be cut then, all edges shall be saw cut.<br>c) Maintain a minimum clear distance of 1000mm between the edges of concrete driveway to any existing structure e.g. Ergon Energy's electric pole, street signage etc.<br>d) Any new kerb and channel/driveway/footpath/ cross-over shall not obstruct or alter the stormwater flow.<br>e) The proposed driveway shall not pose a tripping hazard to the pedestrians. The level of the new driveway should tie in with the level of the existing footpath. | *While site/building works is occurring* |

| **COMPLIANCE WITH CONDITIONS** | | |
|---|---|---|
| 47. | The owner/developer is to contact Council to arrange a compliance inspection of the property to assess compliance with the Assessment Manager's Conditions of Approval and the approved plans. | *Prior to the commencement of use* |
| 48. | ***Prior to commencement of use*** provide RPEQ certification of compliance that the stormwater management civil works have been completed in accordance with the approved plans. | *Prior to the commencement of use* |
| 49. | ***Prior to commencement of use*** provide Council with Registered Professional Engineer of Queensland (RPEQ) certified as constructed plans to demonstrate compliance with the access, grades, manoeuvring, carparks and signs of the approved plans; | *Prior to the commencement of use* |

The applicant is reminded that, in addition to the conditions of this permit, compliance is required with all applicable Commonwealth and Queensland legislation.

*Materials used in the assessment of the application included:*

- The development application material and submitted plans
- Information Request Response and Further Advice Response
- *Planning Act 2016*
- Planning Regulation 2017
- The *State Development Assessment Provisions* (version 2.4), as published by the department
- The Development Assessment Rules
- State Planning Policy Interactive Mapping System

# ATTACHMENT 1

## Part 2

# CONDITIONS IMPOSED BY

# CONCURRENCE AGENCY

# (Department of State Development, Infrastructure, Local Government and Planning)

Application: P35-22 for a Material Change of Use for a Service Station & Operational Works at 95, 97-99 & 101 Marian Street and 113 Kookaburra Street, Mount Isa.

(SARA letter dated 26 September 2023, Application/Reference No: 2307-35901 SRA refers, copy attached).

Queensland Government

SARA reference: 2307-35901 SRA
Council reference: PO35-22
Applicant reference: M2107

26 September 2023

Chief Executive Officer
Mount Isa City Council
PO Box 815
Mount Isa QLD 4825
city@mountisa.qld.gov.au

Attention: Simon Mutonhori

Dear Sir/Madam

# SARA referral agency response— 95-101 Marian Street and 113 Kookaburra Street, Townview, Mount Isa

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 26 July 2023.

## Response

| | |
|---|---|
| Outcome: | Referral agency response – with conditions |
| Date of response: | 26 September 2023 |
| Conditions: | The conditions in **Attachment 1** must be attached to any development approval |
| Advice: | Advice to the applicant is in **Attachment 2** |
| Reasons: | The reasons for the referral agency response are in **Attachment 3** |

## Development details

| | | |
|---|---|---|
| Description: | Development permit | Material Change of Use – Service Station<br>Operational Work – Advertising Devices |
| SARA role: | Referral Agency | |
| SARA trigger: | Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 (Planning Regulation 2017)—Material change of use of premises near | |



North and North West regional office
Level 4, 445 Flinders Street, Townsville
PO Box 5666, Townsville QLD 4810

| | |
|---|---|
| | a state transport corridor |
| SARA reference: | 2307-35901 SRA |
| Assessment manager: | Mount Isa City Council |
| Street address: | 95-101 Marian Street and 113 Kookaburra Street, Townview |
| Real property description: | Lots 21 to 24 on MPH21999 and Lot 38 on MPH21999 |
| Applicant name: | Jaklex Investments Pty Ltd |
| Applicant contact details: | PO Box 5463<br>TOWNSVILLE CITY QLD 4810<br>info@milfordplanning.com.au |
| State-controlled road access permit: | This referral included an application for a road access location, under section 62A(2) of *Transport Infrastructure Act 1994*. Below are the details of the decision:<br>• Approved<br>• Reference: TMR23-039979<br>• Date: 21 September 2023<br><br>If you are seeking further information on the road access permit, please contact the Department of Transport and Main Roads North.Queensland.IDAS@tmr.qld.gov.au |
| *Human Rights Act 2019* considerations: | A consideration of the 23 fundament human rights protected under the *Human Rights Act 2019* has been undertaken as part of this decision. It has been determined that this decision does not limit human rights. |

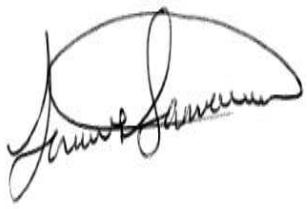
## Representations

An applicant may make representations to a concurrence agency, at any time before the application is decided, about changing a matter in the referral agency response (s.30 Development Assessment Rules). Copies of the relevant provisions are in **Attachment 4**.

A copy of this response has been sent to the applicant for their information.

For further information please contact Monica Pollock, A/Principal Planning Officer, on 07 4758 3471 or via email NQSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Javier Samanes
A/Manager (Planning)

cc Jaklex Investments Pty Ltd, info@milfordplanning.com.au

enc Attachment 1 - Referral agency conditions
Attachment 2 - Advice to the applicant

Attachment 3 - Reasons for referral agency response
Attachment 4 - Representations about a referral agency response provisions
Attachment 5 - Documents referenced in conditions

# Attachment 1—Referral agency conditions

(Under section 56(1)(b)(i) of the *Planning Act 2016* the following conditions must be attached to any development approval relating to this application) (Copies of the documents referenced below are found at Attachment 5)

| No. | Conditions | Condition timing |
|---|---|---|
| 10.9.4.2.4.1—Material change of use of premises near a state transport corridor—The chief executive administering the *Planning Act 2016* nominates the Director-General of the Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s): | | |
| 1. | The internal kerb line that is adjacent the heavy vehicle canopy must be located to be clear of swept paths for heavy vehicles generally in accordance with the Proposed Service Station Swept Paths B-Tripple Exiting the Site, prepared by Langtree Consulting, dated 23/02/23, drawing number 0943-SK02, revision A (as amended in red by SARA on 26 September 2023). | Prior to the commencement of use and to be maintained at all times. |
| 2. | (a) Road works comprising painted green on-road cycle lane must be provided along the Marian Street frontage of the subject site and extending east across the Kookaburra Street intersection, generally in accordance with Site Plan, prepared by Kehoe Myers, dated 19.06.23, drawing number DA01, issue P4 (as amended in red by SARA on 26 September 2023).<br><br>(b) The road works must be designed and constructed in accordance with the following:<br>i. Department of Transport and Main Roads' Road Planning and Design Manual, Second Edition;<br>ii. Manual of Uniform Traffic Control Devices (MUTCD); and<br>iii. Relevant Traffic and Road Use Manuals. | Prior to the commencement of use. |
| 3. | (a) The road access locations are to be located generally in accordance with Site Plan, prepared by Kehoe Myers, dated 19.06.23, drawing number DA01, issue P4 (as amended in red by SARA on 26 September 2023).<br><br>(b) Road access works to the state-controlled road comprising of individual left-in and left-out industrial standard access must be provided generally in accordance with Site Plan, prepared by Kehoe Myers, dated 19.06.23, drawing number DA01, issue P4 (as amended in red by SARA on 26 September 2023).<br><br>a) The road access works must be designed and constructed in accordance with:<br>i. Department of Transport and Main Roads' Road Planning and Design Manual, Second Edition;<br>ii. Manual of Uniform Traffic Control Devices (MUTCD);<br>iii. Relevant Traffic and Road Use Manuals; and | (a) At all times.<br><br>(b) and (c): Prior to the commencement of use. |

| | | |
|---|---|---|
| | iv. Mount Isa City Council's Standard Drawings. | |
| 4. | (a) Stormwater management of the development must not cause worsening to the operating performance of the state-controlled road, such that any works on the land must not:<br>(i) create any new discharge points for stormwater runoff onto the state-controlled road;<br>(ii) interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road;<br>(iii) surcharge any existing culvert or drain on the state-controlled road; and<br>(iv) reduce the quality of stormwater discharge onto the state-controlled road;<br><br>(b) Submit RPEQ certification with supporting to North.Queensland.IDAS@tmr.qld.gov.au within the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with part (a) of this condition. | (a) At all times.<br><br>(b) Within 20 business days of the completion of works. |
| 5. | (a) The existing vehicular property accesses located between the subject site and Marian Street (Barkly Highway) must be permanently closed and removed.<br><br>(b) The kerb and channelling, verge, and footpath between the pavement edge and the property boundary must be reinstated in accordance with Mount Isa City Council's Standard Drawings at no cost to the Department of Transport and Main Roads. | Prior to the commencement of use |

# Attachment 2—Advice to the applicant

| General advice | |
|---|---|
| 1. | Terms and phrases used in this document are defined in the *Planning Act 2016*, its regulation or the State Development Assessment Provisions (SDAP) (version 3.0). If a word remains undefined it has its ordinary meaning. |
| **Further approvals required** | |
| 2. | Under section 33 of the *Transport Infrastructure Act 1994*, written approval is required from the Department of Transport and Main Roads to carry out road works on a State-controlled Road. This includes the conditioned line marking. Even though a development approval may have been given by a local Council, it is still necessary to obtain approval to construct road works within a State-controlled Road from the Department of Transport and Main Roads.<br><br>To make an application for road works approval, please contact the Department of Transport and Main Roads via North.Queensland.IDAS@tmr.qld.gov.au, and include a completed Road Works/Road Access Works in a State-controlled road Application Form (Form F5082) available at: https://www.tmr.qld.gov.au/Community-and-environment/Planning-anddevelopment/Othermatters-requiring-approval#driveways<br><br>This approval must be obtained prior to commencing any works on the state-controlled road reserve. |

# Attachment 3—Reasons for referral agency response

(Given under section 56(7) of the *Planning Act 2016*)

**The reasons for the SARA's decision are:**

The development complies with the State Development Assessment Provisions (SDAP), State Code 1: Development in a state-controlled road environment. Specifically, the development has been conditioned so it:

- does not create a safety hazard for users of a state-controlled road
- does not compromise the structural integrity of state-controlled roads, road transport infrastructure or road works
- does not result in a worsening of the physical condition or operating performance of state-controlled roads and the surrounding road network
- does not compromise the state's ability to construct, or significantly increase the cost to construct state-controlled roads and future state-controlled roads
- does not compromise the state's ability to maintain and operate state-controlled roads, or significantly increase the cost to maintain and operate state-controlled roads
- does not compromise the structural integrity of public passenger transport infrastructure or compromise the operating performance of public passenger transport services

**Material used in the assessment of the application:**

- the development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- the SDAP (version 3.0), as published by SARA
- the Development Assessment Rules
- SARA DA Mapping system
- section 58 of the *Human Rights Act 2019*

# Attachment 4—Representations about a referral agency response provisions

(page left intentionally blank)

# Attachment 5—Documents referenced in conditions

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N
W E
S

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

Queensland Government

SARA ref: 2307-35901 SRA

Date: 26 September 2023

Amended in red by SARA on

26 September 2023

5 0 5 10 15 20 25m

SCALE 1:250 @ A1 SCALE 1:500 @ A3

| REVISIONS | | | | |
|---|---|---|---|---|
| No. | BY | DATE | DESCRIPTION | |
| A | A.R | 23/02/23 | FOR INFORMATION | |

| | | | |
|---|---|---|---|
| HORIZ. DATUM | MGA | | |
| VERT. DATUM | AHD | | |
| DRG. FILE | | DATE | |
| DESIGN | A.R | 23/02/23 | |
| DRAWN | A.R | 23/02/23 | |

CERTIFICATION



Langtree Consulting

JAKLEX INVESTMENTS PTY LTD

95–101 MARIAN STREET & 113 KOOKABURRA STREET, MT ISA QLD
PROPOSED SERVICE STATION SWEPT PATHS
B–TRIPLE EXITING THE SITE

| | |
|---|---|
| SCALE | AS SHOWN |
| SHEET | SHEET 2 OF 3 |
| REVISION | A |
| DRG No. | 0943–SK02 |


Amended in red by SARA on
26 September 2023

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE
SARA ref: 2307-35901 SRA
Date: 26 September 2023

**SITE PLAN**
SCALE 1 : 200 @ A1

**SITE DETAILS**

| | |
|---|---|
| LOT 21 ON MPH21999 | 857m² |
| LOT 22 ON MPH21999 | 809m² |
| LOT 23 ON MPH21999 | 809m² |
| LOT 24 ON MPH21999 | 809m² |
| LOT 38 ON MPH21999 | 1298m² |
| TOTAL SITE AREA | 4582m² |

**PROPOSED BUILDINGS**

| | |
|---|---|
| SERVICE STATION GFA | 312m² |
| SERVICE AREA | 64m² |
| LIGHT VEHICLE CANOPY | 276m² |
| HEAVY VEHICLE CANOPY | 170m² |
| TOTAL PROPOSED SITE COVER | 822m² |

**CARPARKING** 19



DATUM

DRAWING ISSUE

| ISSUE | DATE | DETAILS | INITIALS |
|---|---|---|---|
| P1 | 17.04.23 | PRELIMINARY | |
| P2 | 11.05.23 | AMENDED AS NOTED | |
| P3 | 08.06.23 | PRELIMINARY | |
| P4 | 19.06.23 | PRELIMINARY | |

0 2m 4m 6m 8m 10m
SCALE 1:200 @ A1
SCALE 1:400 @ A3

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE 19/06/2023 12:35:52 PM

Kehoe Myers
CONSULTING ENGINEERS
KEHOEMYERS.COM.AU
PH +617 4632 8100
CIVIL | STRUCTURAL | HYDRAULIC

CLIENT
JAKLEX INVESTMENTS PTY LTD

PROJECT
PROPOSED SERVICE STATION
TOWNVIEW,
Mt ISA QLD

DRAWING TITLE
SITE PLAN

| | | | |
|---|---|---|---|
| DESIGN | | ORIGINAL SIZE | A1 |
| DRAWN | BJF | PROJECT NUMBER | S2223315 |
| CHECKED | | | |
| APPROVED | | DRAWING NUMBER | DA01 |
| DATE | | ISSUE | P4 |

# Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules[1] regarding **representations about a referral agency response**

# Part 6: Changes to the application and referral agency responses

## 28 Concurrence agency changes its response or gives a late response

28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.

28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—

(a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or

(b) the Minister has given the concurrence agency a direction under section 99 of the Act; or

(c) the applicant has given written agreement to the change to the referral agency response.[2]

28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.

28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—

(a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and

(b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

---

1 Pursuant to Section 68 of the *Planning Act 2016*

2 In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

# Part 7: Miscellaneous

## 30 Representations about a referral agency response

30.1. An applicant may make representations to a concurrence agency at any time before the application is decided, about changing a matter in the referral agency response.[3]

[3] An applicant may elect, under section 32, to stop the assessment manager's decision period in which to take this action. If a concurrence agency wishes to amend their response in relation to representations made under this section, they must do so in accordance with section 28.

# ATTACHMENT 2

# APPROVED PLANS

MILFORD PLANNING

**Client:**
Jaklex Investments Pty Ltd

**Date:**
June 2023

**Project Ref:**
M2107

# Development Application

**Project:**

Material Change of Use – Service Station and Operational Work – Advertising Devices

**Property Details:**

97 – 101 Marian Street,

3/95 Marian Street and

113 Kookaburra Street, Townview

Lots 21, 22, 23, 24 & 38 on MPH21999

[redacted]

## DOCUMENT CONTROL

| | |
|---|---|
| **Project Description:** | Material Change of Use – Service Station and Operational Work – Advertising Devices |
| **Client:** | Jaklex Investments Pty Ltd |
| **Date:** | 27 June 2023 |
| **Contact:** | Sarah Jones |

| | **Issue: Draft** | **Version: 1** |
|---|---|---|
| **Quality Assurance** | Sarah Jones<br>SENIOR TOWN PLANNER | George Milford<br>Director |
| | **AUTHOR** | **REVIEWER** |

**Disclaimer:**

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Appendix 5: Traffic Impact Assessment prepared by Langtree Consulting

Appendix 6: Conceptual Stormwater Management Plan prepared by Kehoe Myers

Appendix 7: Noise Impact Assessment prepared by SLR Consulting

Appendix 8: State Code 1: Development in a State-controlled Road Environment

Appendix 9: Centres and Entertainment Activities Code

Appendix 10: Parking, Access and Loading Code

Appendix 11: Engineering Works and Services Code

## 1.0 INTRODUCTION

This town planning report has been prepared in support of a development application on behalf of Jaklex Investments Pty Ltd or a Development Permit for a Material Change of Use – Service Station and Operational Work – Advertising Devices, on land described as Lots 21, 22, 23, 24 & 38 on MPH21999 and located at 97 – 101 Marian Street, 3/95 Marian Street and 113 Kookaburra Street, Townview

This report provides the following information with respect to the assessment of the development proposal:

- overview of the site and surrounding area;
- description of the proposal;
- overview of legislation relevant to the development application;
- assessment of the proposal against relevant legislation;
- other relevant matters; and
- recommendations and conclusion.

The development application is made in accordance with Section 51 of the *Planning Act 2016* (the Act) and contains the mandatory supporting information specified in the applicable DA Form. **Appendix 1** comprises DA Form 1 and the accompanying Land Owner's Consent.

The subject property is located within the Mount Isa City Council's local government area and will be assessed against the *Mount Isa City Plan 2020* (the planning scheme). This application is subject to impact assessment in accordance with the provision of the planning scheme and the Act. Formal public notification of the application is required.

## 2.0 SITE AND SURROUNDING AREA

### 2.1 Site Details

Specific details pertaining to the subject site are incorporated in **Table 2.1**.

**Table 2.1 – Site Characteristics**

| | |
|---|---|
| Street Address | 97 – 101 Marian Street, 3/95 Marian Street and 113 Kookaburra Street, Townview<br>(refer **Appendix 2**) |
| Real Property Description | Lots 21, 22, 23, 24 & 38 on MPH21999 (refer **Appendix 2**) |
| Land Owner | ▪ Lot 24 on MPH21999 - Holly Victoria Aimy McDonnell<br>▪ Lots 21, 2, 23 and 38 on MPH21999 -Castellano Impero Investment Services Pty Ltd |
| Site Area | 857 $m^2$;<br>809 $m^2$;<br>809 $m^2$;<br>809 $m^2$; and<br>1,298 $m^2$. |
| Street Frontage | Marian Street and Kookaburra Street |
| Existing Use | Motel and Dwellings |
| Zoning | Mixed Use Zone and Low Density Residential Zone |
| Local Heritage Register | The site is not listed on a local heritage register. |
| Contaminated Land | The land is not known to be included on the Queensland Government's Environmental Management Register or Contaminated Land Register. |
| Easement | The site is not burdened by any easements (refer **Appendix 2**). |
| Topography | The site is generally flat. |
| Existing Infrastructure | The subject land is connected to Council's reticulated water network. |
| SARA Mapping | The site is identified as being located within the following State Assessment and Referral Agency (SARA) mapping overlays (refer **Appendix 3**):<br>▪ State-controlled road; and<br>▪ Areas within 25 m of a State-controlled road. |
| Referral Agencies | The proposed development will require referral to SARA as follows:<br>▪ Schedule 10, Part 9, Division 4, Subdivision 2, Table 4 – Material Change of use of premises near a State transport corridor or that is a future State-transport corridor. |
| Planning Instrument | *Mount Isa City Plan 2020* |

### 2.2 Site Description

The subject land consists of three regularly shaped allotments of various sizes and two irregular shaped lots, totalling 4,582 $m^2$. The subject site has frontage to the Marian Street and Kookaburra Street and is currently a motel and dwellings on the subject site.

The site is seen to fall from the south-west boundary corner to the north-west boundary corner. The average gradient of the subject site is approximately 1%. This is confirmed on the contours within the Conceptual Stormwater Quality Management Plan.

The subject land has existing connections to Council's water and sewer network.

### 2.3 Surrounding Area

The subject land is strategically located on Marian Street (Barkley Highway) and is centrally positioned within the township of Townview. The subject land is generally surrounded by land zoned within the Mixed Use Zone and Low Density Residential Zone. Further afield from the subject land is a mix of retail, commercial, accommodation, residential and educational uses.

## 3.0 DESCRIPTION OF PROPOSAL

### 3.1 Development Overview

This report details an application for a Material Change of Use – Service Station and Operational Work – Advertising Devices, on land described on land described as Lots 21, 22, 23, 24 & 38 on MPH21999 and located at 97 – 101 Marian Street, 3/95 Marian Street and 113 Kookaburra Street, Townview. A description of the proposed development is provided below.

### 3.2 Proposed Development

The proposed development will involve the construction of a new service station on the subject land. It comprises independent light and larger vehicle fuel canopy and bowsers, convenience store and food and drink services, parking, access and signage. The service station will accommodate light vehicle refuelling and larger vehicle refuelling.

The proposed development will offer essential services to the local community and patrons travelling through Townview where there are currently limited 24 hour refuelling and convenience opportunities. The proposed Service Station comprises a modern building and fuel canopies that are designed and sited to optimise onsite vehicle circulation.

The building will be established for the processing of fuel payments and will include food and drink services, and a convenience store. The convenience store will stock a range of goods for purchase as would generally be found in other service station shops. A small kitchen and seating area will be contained within the building as well.

It is considered that the proposed service station development is appropriately located on the subject land, given:

- it is conveniently located on the main thoroughfare of Townview, which provides services to the travelling public;
- there are limited zone designations that facilitate the establishment of a service station in the Townview township that capitalises on the proximity to the Barkley Highway and support retail fuel sales; and
- the development provides for modern facilities that are currently limited in the Townview township.

Several factors informed the Applicant to choose the subject site for the proposed development, which included, but not limited to, the current and projected traffic volumes and vehicle type associated with Marian Street (the Barkly Highway) and thus passing the site and limited fuelling opportunities within Townview and Mount Isa.

### 3.3 Development Plans

The development proposal is illustrated on the following development plans, which have been prepared by Kehoe Myers, and are attached at **Appendix 4**:

- Site Plan – S2223315-DA01–Issue P4;
- Site – Elevations – S2223315-DA02 – Issue P2;
- Site - Perspective Views - S2223315-DA03 – Issue P2;
- Service Station – Floor Plan and Elevations - S2223315-DA04 – Issue P2;
- Light Vehicle Canopy – Floor Plans and Elevations - S2223315-DA05 – Issue P1;
- Heavy Vehicle Canopy – Floor Plans and Elevations - S22233151-DA06 – Issue P1; and
- Pylon Sign – Elevations - S2223315-DA07 – Issue P1.

The particulars of the development include:

- demolition of the existing motel and dwellings;
- light vehicle refuelling station and fuel canopy comprising 8 bowsers and fuel canopy covering an area of 276 $m^2$;
- heavy vehicle refuelling station, suitable to caravans, boats and heavy vehicles, comprising 3 bowsers and a fuel canopy covering an area of 170 $m^2$;
- service station building (indicative only) comprising a gross floor area of 312 $m^2$ and containing the service counter, shop component, food and drink services, sit down area, kitchen and restroom;
- 19 car parking spaces (inclusive of one for persons with a disability) will be located to the front of and to the side of the service station building;
- 12 temporary carparks adjacent to and beyond the light vehicle fuel bowsers;
- 4 temporary carparks adjacent to and beyond the heavy vehicle fuel bowsers;
- vehicle entry and exit only access locations provided at Marian Street (Barkly Highway);
- vehicle entry and exit only access location provided at Kookaburra Street;
- an enclosed refuse area located to the west of the service station building;
- landscape treatments provided along the front, side and rear boundaries and along the property frontages;
- three underground fuel tanks to the north and east of the light vehicle refuelling area;
- fill point to the east of the heavy vehicle canopy;
- fuel vents within the landscaping on the eastern boundary;
- two pylon signs located within the allotment along Marian Street (the Barkly Highway) frontage; and
- corporate identity signage provided on the awning fascia of the fuel canopies, and proposed service station building.

### 3.4 Definition of Proposed Use

In the context of the planning scheme, the proposed development is defined as a Service Station.

*Service station means the use of premises for—*
*(a) Selling fuel, including for example, petrol, liquid petroleum gas, automotive distillate or alternative fuels; or*
*(b) A food and drink outlet, shop, trailer, hire, or maintaining, repairing, servicing or washing vehicles, if the use is ancillary to the use in paragraph (a).*

### 3.5 Hours of Operation and Employees

The service station and ancillary shop will operate seven days a week and on a 24-hour basis. The service station and ancillary shop will provide 24/ 7 convenience to the public. It is proposed that all fuel tanker servicing and service deliveries will be undertaken between the hours of 6 am to 6 pm.

It is anticipated that there will be two employees operating at the facility at any given time, however this may vary depending on specific operational requirements.

### 3.6 Road Network, Access, Car Parking, Servicing and Vehicle Movements

Langtree Consulting have prepared a Traffic Impact Assessment (TIA) to support the proposed development, refer to **Appendix 5**. The TIA has assessed the impact of the traffic generated by the proposed development on the existing road network at the site's accesses. Consideration has been given to operational performance and road safety.

The impact of the proposed development on the road network has been analysed using procedures set out in Austroads, Australian Standard AS2890, Parking facilities and in TMR's Guide to Traffic Impact Assessment. Results from the SIDRA assessment has indicated that the development has an insignificant impact on the Marian Street and Kookaburra Street intersection.

In conclusion, the proposed development accesses have been found to be adequate and no significant adverse impact on the operational performance or safety of the surrounding road network has been identified. No mitigation measures have been deemed necessary either.

Based on findings of this TIA, the proposed development inclusive of access arrangements complies with the State Code 1.

Access

The proposed development will utilise two access crossovers located on Marian Street with an entry only and exit only access arrangement, and there will be a light vehicle entry and egress on Kookaburra Street.

The proposed development will result in the consolidation of access crossovers to Marian Street, by deleting two existing crossovers.

All access and egress points will be designed in accordance with relevant standards.

Traffic Impact on Surrounding Road Network

As outlined in the TIA, the traffic generation associated with the proposed development cannot be based on gross floor area (GFA) for this site as minimal traffic will be generated from the site. The site is located within Mount Isa along the main highway (Barkly Highway). As this is the case the development will generate little traffic, the majority of traffic using the development will be traffic already using the highway (i.e. background traffic). Therefore, to be conservative it is assumed that 15% of the background traffic will enter the site.

The TIA makes the following assumptions in relation to movements into and out of the proposed vehicle access points:

- *65% of traffic will enter the site from Access 1 and 35% will enter from Access 2;*
- *As Access 1 is entry only, 90% of traffic will be exiting via Access 2 onto Marian Street and 10% will be exiting onto Kookaburra Street;*
- *50% of vehicles entering will be from Marian Street eastbound and the other 50% will be from Marian Street westbound; and*
- *For vehicles entering from Kookaburra Street, 80% are assumed to be from Marian Street and the remaining 20% will be from south of Access 2.*

The existing Marian Street and Kookaburra Street intersection currently performs at a Level of Service (LOS) A on all legs. The LOS remains unchanged for all 2023 approaches. As a result of the proposed development the Delay of Service (DOS) has slightly increased, however the approach is still deemed unconstrained as it is below 0.8. The delay has only increased by a maximum of 0.1 seconds which is an insignificant increase. Therefore, the intersection will still be able to operate efficiently, and no upgrades are required now or into the future in 2033.

The available sight distance from the northbound direction is roughly 350 m whilst from the southbound direction it is over 600 m. The accesses are located on flat level grade and have adequate sight distance available, based on the above, no issues are anticipated as result of sight distance.

Vehicle Manoeuvring

The proposed development is strategically designed to facilitate functional and practical vehicle movements throughout the development site. It allows for vehicles to enter the site, access the refuelling stations or other areas within the site, and exit onto the adjacent road network safely and conveniently.

As seen in Figure 25, Figure 26, Figure 27, Figure 28, Figure 29 and Figure 30 of the TIA, vehicles can enter and exit the site freely. As seen in Figure 26 the truck exiting requires to cross over the first lane and into the second lane in order for it to stay within the exit crossover. As the peak hour traffic is approximately 60 vehicles per hour (approx. 1 vehicle per minute) the truck will have sufficient time to exit onto Marian Street. Please note that this is only for peak hour and less traffic will be using the road throughout the day.

Car Parking

A total of 31 car parks is provided onsite for the proposed development. This includes 19 permanent car parks (inclusive of a disabled car park) to the front of and adjacent to the proposed building, and 16 temporary car parks associated with the refuelling bays (light vehicles and larger vehicles).

In accordance with the Parking and Access Code of the planning scheme, the proposed development needs to provide 1 space per fuel pump plus 1 space per 2 equivalent fulltime employees, 1 short stay bicycle space, 1 long stay bicycle space and 1 AV.

All car parking and internal traffic arrangements are to be designed in accordance with AS2890 and therefore in accordance with planning scheme requirements. Specific bicycle racks are not proposed front of house due to potential conflict with heavy vehicles, but there will be informal bicycle parking and lockable options.

The proposed parking provision for the site exceeds the requirements of the MICC Planning Scheme.

### 3.7 Underground Fuel Storage Tanks and Fuel Filling Points

It is proposed underground fuel storage tanks will be established adjacent to the north and east of the light vehicle refuelling area. The design and installation of the underground fuel tanks will conform with the requirements of *AS4897-2008 – The design, installation and operation of underground petroleum storage systems*.

The proposed underground fuel storage tanks will be sufficiently setback from the Marian Street and any works associated with construction and operation (including filling and excavation) will not impact on the function, operation, safety or structural integrity of the State-controlled road network.

The fill point will be to the east of the heavy vehicle canopy and the fuel vents within the landscaping on the eastern boundary.

### 3.8 Infrastructure Services

The existing site is connected to reticulated water, sewer, electricity and telecommunications services. A single water, sewer, electricity and telecommunications services will be maintained for the development, with any redundant service connections to be removed. It is considered that these established infrastructure services in the locality have sufficient capacity to service the proposed development given one of the current uses with the site being a motel.

Additional details regarding proposed infrastructure servicing can be provided through any detailed design or hydraulics permits required in the future.

### 3.9 Stormwater Management

The proposed development will incorporate a stormwater management regime that will appropriately manage stormwater quantity and quality. A Conceptual Stormwater Management Plan (CSWMP) has been prepared by Kehoe Myers which has been included in **Appendix 6** and details the proposed stormwater management quantity and quality assessments.

Stormwater Quantity

Pre- Development Catchments

From an assessment of the existing site conditions and existing infrastructure, pre-developed catchments were derived for the subject site. The road reserves of Marian Street and Kookaburra Street adjacent the subject site along the northern and eastern frontages (respectively) contain any upstream overland flows and prevent them from entering the subject site, instead directing flows around the site within the road reserves.

As such there are no external upstream catchments contributing stormwater runoff to the subject site.

Internally, most of the development site currently discharges as overland flow across the north-eastern boundary and into Marian Street and Kookaburra Street.

Post-Development Catchments

Some minor earthworks and retaining may be required to create a level building platform and achieve compliant surface drainage grades for the proposed development. The proposed stormwater system consists of overland flows as well as an underground pit and pipe network, as documented in a conceptual site layout plan in Appendix B of the CSQMP.

This discharge node location remains as per the existing stormwater networks as illustrated on Figures 5 and 6 of the CSQMP.

Stormwater Quality Management

The State Planning Policy (SPP) released in July 2017 provides guidelines on the requirement for stormwater quality treatment.

The development site is located within the Western Queensland climatic region. In addition to the above, Appendix B Note 14 of the SPP indicates that for areas within Western Queensland, the pollutant reduction design objectives only apply for population centres greater than 25,000 persons. As the population of Mount Isa at the 2021 census was 18,727 this development does not trigger water quality requirements listed in Table B of Appendix 2 of the SPP.

Stormwater Treatment Devices

In terms of stormwater treatment devices, it is proposed to use a *SPEL 'Puraceptor P040'* to treat any stormwater from fuel refuelling areas under each canopy and fill point (on fuel farm). *SPEL* has confirmed that a *Puraceptor* can treat stormwater to the following criteria:

- < 5ppm (mg/L) Total Petroleum Hydrocarbons (TPH),
- ≥ 80% reduction in Total Suspended Solids (TSS), and
- ≥ 90% reduction in gross pollutants.

The *SPEL* device can contain up to 9,000 Litres in the event of a fuel spill and has an alarm when the tank is nearly full. When the alarm is activated, the operator will organise for a licenced contractor to dispose of any waste and hydrocarbons to an approved disposal facility.

This strategy of dealing with refuelling areas is in accordance with *ACAPMA 'Best Practise Guidelines'* and is general industry practise throughout Australia in how hydrocarbons are dealt with at new service stations.

Construction Phase Stormwater Quality Management

During the detailed design and construction phase, an erosion and sediment control plan will be prepared for the site. The erosion and sediment control plan will be based on the ICEA document *'Best Practice Erosion and Sediment Control',* International Erosional Control Association (Australasia) to achieve compliance under the *Environmental Protection Act 1994.*

The erosion and sediment control plan shall address the following:

- Use and location of sediment control devices including sediment fencing and sediment traps for stormwater entry pits.

- Erosion control measures during earthworks, including any staging or sequencing of the works.

The CSQMP concludes that the development results in an increase in flows generated from the site, however the stormwater is directly discharged into a stormwater network instead of to the kerb as it is in the existing condition. As such, the proposed development is not expected to be incurring actionable nuisance flows to downstream properties.

*The development does not trigger the stormwater pollutant reduction requirements of the SPP July 2017.*

*As such it is therefore seen that the proposed Service Station development on the at the corner of Barkly Highway (Marian Street) and Kookaburra Street will meet both the stormwater Quantity and Quality objectives as detailed within the Queensland State Planning Policy and the Mount Isa City Council's Planning Scheme.*

### 3.10 Landscaping and Acoustic Fence

The proposed development will incorporate landscaping features appropriate for the site and to improve aesthetic quality of the development. Proposed landscaping initiatives for the subject land involve landscaping around the perimeter of the development.

Low level plantings along the Marian Street frontage will be provided to enhance the development within the streetscape, while ensuring the development remains visible from the adjoining road networks and does not obstruct sight lines at the access locations.

The proposed landscaping along the boundaries shared with Lots 25, 34 and 37 on MPH21999 will comprise hedges and shrubs to a height of approximately 3 to 4 m in height. The intent of this landscaping is to assist in screening the adjoining lands from the proposed development. This landscaping will be supported by solid screen/ acoustic fencing along the shared boundary with Lots 25, 34 and 37 on MPH21999 at a height of 2.4 m which will assist in providing screening and noise attenuation for the adjoining properties. The fence on the western and southern boundaries will taper down to 1.2 m so as not to impede on sightlines of the proposed access points. SLR have prepared a Noise Impact Assessment, refer to **Appendix 7,** to assess the potential noise impacts the proposed development will have on the adjoining sensitive receptors and recommended mitigation measures. One of the mitigation measures is the installation of an acoustic fence along the shared boundary with residential uses.

### 3.11 Residential Amenity

The proposed development adjoins land that is designated in the Mixed Use Zone and Low Density Residential Zone, specifically Lots 25, 34 and 37 on MPH21999. The proposed development seeks to minimise potential amenity impacts to these adjoining and the wider residential community with respect to noise, light, air quality, traffic and visual amenity.

The design of the development seeks to ensure that operational aspects of the proposed development are sufficiently separated from sensitive receptors. In the site is in the Mixed Use Zone, where a range of commercial and retail uses are considered consistent with the intent of the planning scheme for this zone. There are a range of uses and background noise sources adjacent to and within the immediate locality of the subject site.

The fuel bowers are located away from the shared boundary with residential use and the service station building will act as a buffer to the light vehicle canopy, in terms of noise impacts from car doors or refuelling activities. These design considerations will assist in reducing potential noise impacts from the service station on adjoining residences.

In addition to the above site layout considerations, the proposed development seeks to include treatments along the shared boundaries with Lots 25, 34 and 37 on MPH21999. These treatments include fencing and landscaping that will assist in reducing noise and visual amenity impacts. An acoustic fence to a height of 2.4 m and medium sized shrub and hedge landscaping at a height of approximately 3-4 m will form part of this noise attenuation and screening measures. The fence on will taper down to 1.2 m so not to impact on sightlines of the proposed access points.

The Applicant has a duty of care under the *Environmental Protection (Air) Policy 2019* and the *Environmental Protection Act 1994* to control air pollution levels (odour and dust) so not to adversely impact any sensitive receptors. As such the proposed development will be conducted in a manner that applies such reasonable and practicable means necessary to avoid, minimise or manage the emission or likelihood of emission of odour and dust, so not to cause an environmental nuisance to nearby sensitive receptors in accordance with Section 440 Part 3E 'Offences relating to air contamination' of the *Environmental Protection Act 1994* and to ensure the air quality objectives of the *Environmental Protection (Air) Policy 2019* are met.

All outdoor lighting fixtures to be provided in the development will be installed and maintained so that they do not emit glare or light above the levels required in *Australian Standard 4282 – 1997 Control of Obtrusive Effects of Outdoor Lighting*.

The access arrangements for the proposed development are considered compatible with the existing State and local controlled road network.

### 3.12 Needs Assessment

3.12.1 Planning Need:

- the proposed service station at Marian Street, Townview would cater to two main market segments - resident generated fuel demand and passing trade demand along the Marian Street;
- the convenient location of the proposed service station, located on the southbound side of the highway, would ensure that passing trade demand would be captured, while the local resident generated fuel demand would also provide a reliable revenue stream;
- the proposed service station and existing service station are both on the main thoroughfare through Mount Isa, with the existing service station located on the other side of the Marian Street; and
- the addition of a new service station would introduce healthy competition into the market, benefitting the community as a whole.

3.12.2 Economic Need:

- To achieve average performance the proposed service station requires less than 3% of passing traffic;
- with two service stations on the main thoroughfare through Townview and Mount Isa, brings healthy competition and would lead to lower prices and better services for consumers;
- the passing trade demand along the Marian Street would generate a significant portion of the proposed service station's revenue; and
- additional business in the town will generate additional employment opportunities.

3.12.3 Community Need:

- Townview had a population of 2,062 people according to the ABS Census 2016, and the town still has a significant demand for fuel and other essential items among local residents;
- with two service stations in town, local residents would have more options to choose from, further encouraging competition and potentially lower prices; and
- locals travel to work by car, highlighting the importance of competitive fuel pricing.

To summarise, in terms of 'need', the proposed service station at Marian Street, Townview would cater to two main market segments - resident generated fuel demand and passing trade demand along the Marian Street. With an average throughput of 4.5 million litres per annum, the new service station could expect to generate a revenue from both market segments.

The addition of a new service station would introduce healthy competition into the market, benefitting the community as a whole. With two service stations in close proximity to one another,

local residents would have more options to choose from, further encouraging competition and potentially lower prices.

The proposed development would enhance choice, convenience, and competition within the local resident catchment along the Marian Street (Barkly Highway) corridor, as well as cater to the needs of passing trade.

### 3.13 Advertising Devices

The proposal incorporates associated operational work in the form of two pylon signs. Other advertising signage is proposed on the premises as part of the overall development, the signage will display the corporate branding, logo and fuel offerings. Specifically, the proposed signage includes for this development application includes:

- two 10.2 m high internally illuminated pylon sign along the Marian Street (Barkly Highway).

The following signage will form the subject of a separate subsequent operational work development application:

- awning fascia signage around the perimeter of the fuel canopy inclusive of corporate signage;
- an above awning sign and wall sign affixed to the proposed service station and shop building; and
- two wall signs affixed to the side and rear of the service station shop.

The proposed signage is complementary to the architectural style and design of the development and is considered to comply with the *Roadside Advertising Guide, Department of Transport Main Roads 2013*.

It should be noted that all advertising devices are associated with the material change of use component of the development and do not provide advertising apart from the retail fuel offerings and corporate branding of the facility.

### 3.14 Prelodgement Meeting

The proposed development was the subject of a prelodgement meeting between Mount Isa City Council (Council) and the Applicant's representatives on 17 March 2023 Council were noted as advising that the proposed development will be impact assessable, as the site is located within the Mixed Use Zone and Low Density Residential Zone. In particular, it was noted that Council requires that all relevant components including technical reporting to demonstrate that the proposal can be appropriately accommodated on site, included TIA, SQMP and NIA.

## 4.0 RELEVANT LEGISLATION

Assessment against the relevant benchmarks of Commonwealth legislation, the Planning Act 2016 (the Act) and other State legislation, as well as the planning scheme and supporting planning policies/ instruments is required. Consideration of these matters is outlined below.

### 4.1 Commonwealth Legislation

The application is not currently subject to assessment against Commonwealth legislation. It is not anticipated that development of this land will trigger assessment against the *Environmental Protection and Biodiversity Conservation Act 1999* (Cth), as it is not anticipated that the development will significantly impact upon a matter of national environmental significance.

### 4.2 Planning Act 2016

The Act provides the framework for coordinating local, regional and State planning. Given the nature of the development, the application requires assessment against this legislation as detailed below.

### 4.3 State Assessment and Referrals

As confirmed by the SARA mapping (refer **Appendix 3**), the development site is located within the following areas:

- State-controlled road; and
- area within 25 m of a State-controlled road.

Referral Agency

Based on the above mapping, and the provisions of the Regulations, the development triggers referral to Department of State Development Infrastructure Local Government and Planning (DSDILGP) as a concurrence agency for assessment of the application through the SARA process. Assessment in this regard is required in accordance with:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4: Material change of use of premises near a State transport corridor or that is a future State transport corridor.

An assessment against the nominated State code has been provided within Section 5 of this report.

### 4.4 State Planning Policy

In accordance with Section *2.1 – State Planning Policy (SPP)* of the planning scheme, the Minister has identified that all aspects of the SPP prior to 3 July 2017 have been integrated into the planning scheme. For the purposes of this development, we consider that assessment of the proposal against the provisions of the SPP is not required, and all relevant matters will be dealt with under the provisions of the planning scheme.

### 4.5 North West Regional Plan

The Minister has identified that the planning scheme, specifically the strategic framework, appropriately advances the North West Regional Plan (NWRP) as it applies in the planning scheme area, we consider that assessment of the proposal against the provisions of the NWRP is not required, and all relevant matters will be dealt with under the provisions of the planning scheme.

### 4.6 Assessment Manager and Planning Scheme

Mount Isa City Council is nominated as the assessment manager for the application. The applicable planning scheme for use by the assessment manager remains the *City of Mount Isa Planning Scheme 2020* (the planning scheme).

## 5.0 STATE DEVELOPMENT ASSESSMENT PROVISIONS (SDAP)

### 5.1 Referral Agencies

The site is mapped by the Queensland Government's State Assessment and Referral Agency (SARA) Map (refer **Appendix 3**) as being within 25 m of a State-controlled road (transport corridor).

In particular, in accordance with the SDAP, and Schedule 10 of the Regulations, the development requires assessment against the following State benchmark:

- State Code 1: Development in a State-controlled road environment.

This State code seeks to achieve outcomes through the identification of a number of purpose statements, performance outcomes and acceptable outcomes.

Assessment against the relevant codes is provided below.

### 5.2 State Code 1: Development in a State-Controlled Road Environment

The proposed development requires assessment against State Code 1: Development in a State-controlled road environment of the SDAP.

The purpose of this code is to *protect the safety, function and efficiency of State-controlled roads, future State-controlled roads, road transport infrastructure, active transport infrastructure and public passenger services on State-controlled roads from adverse impacts of development.*

Specifically, this code seeks to ensure development:

- *does not increase the likelihood or frequency of accidents, fatalities or serious injury for users of a State-controlled road;*
- *does not adversely impact the structural integrity or physical condition of State-controlled roads, future State-controlled roads, road transport infrastructure, public passenger infrastructure and active transport infrastructure;*
- *does not adversely impact the function and efficiency of State-controlled roads or future State-controlled roads;*
- *does not adversely impact the State's ability to plan, construct, maintain, upgrade or operate State-controlled roads, future State-controlled roads or road transport infrastructure;*
- *does not significantly increase the cost to the State to plan, construct, upgrade or maintain State-controlled roads, future State-controlled roads or road transport infrastructure;*
- *maintains or improves access to public passenger transport infrastructure or active transport infrastructure;*

- *does not adversely impact the State's ability to operate public passenger services on State-controlled roads; and*
- *protects community amenity from significant adverse impacts of environmental emissions generated by road transport infrastructure or vehicles using a State-controlled road.*

Response

The development is considered to comply with the purposes and outcomes sought by this State code. In particular, it is noted that:

- the proposed development is not anticipated to adversely impact on the function, operating condition or efficiency of the State-controlled road noting that the development application is supported by a TIA prepared by Langtree Consulting (refer **Appendix 5**), which determines that subject site is suitable for the proposed development and no other mitigation measures have been identified. This outcome satisfies the requirement of State Code 1;
- consolidation of access points to the State controlled road network;
- the proposed development will not adversely impact on the structural integrity or physical condition of State-controlled roads, future State-controlled roads, road transport infrastructure, public passenger infrastructure and active transport infrastructure, noting the development is wholly contained within the subject lands;
- the adjoining State controlled road network is not identified with any planned upgrades and the development does not impact on the opportunity for future construction works in the State controlled road;
- all infrastructure associated with the service station (i.e. underground fuel storage, vapour vents etc) will not be located within the adjoining State-controlled road;
- the development does not adversely impact on the operation or accessibility to public passenger or active transport infrastructure on the adjoining State-controlled road;
- the internal vehicle manoeuvring areas of the development and adjoining State controlled road network can support the design vehicles movements accessing the proposed development; and
- the development will incorporate a stormwater management regime that ensures no actionable nuisance to the State controlled road network as identified in the CSQMP prepared by Kehoe Myers included in **Appendix 6**. This can be managed through standard conditions of any referral agency response.

Performance Outcomes and Acceptable Outcomes

The proposed development achieves compliance with the applicable performance outcomes and acceptable outcomes of the State code, where relevant to the type of development. **Appendix 8** provides a detailed assessment against the performance outcomes and acceptable outcomes of the code.

## 6.0 PLANNING INSTRUMENTS

### 6.1 Introduction

The planning scheme seeks to achieve outcomes through the identification of a number of overall outcomes, performance outcomes and acceptable solutions. Land identified within the planning scheme is divided into a number of zones, within such areas, such as the proposed development site, are identified within individual precincts. The planning scheme further identifies numerous overlay codes.

### 6.2 Land Designation

The site is included within the Mixed Use Zone and the Low Density Residential Zone of the planning scheme.

### 6.3 Level of Assessment

The development is impact assessable in accordance with the Material Change of Use assessment table in the Low Density Residential Zone.

### 6.4 Applicable Benchmarks

Given the code assessable nature of the use, the planning scheme nominates the following benchmarks for assessment against:

- Strategic Framework;
- Mixed Use Zone Code;
- Low Density Residential Zone Code;
- Centre and Entertainment Activities Zone (refer **Appendix 9**);
- Residential Activities Code;
- Landscaping Code;
- Parking, Access and Loading Code (refer **Appendix 10**);
- Engineering Works and Services Code (refer **Appendix 11**); and
- Advertising Devices Code.

Section 7 of this report provides an assessment against the overall outcomes of the relevant planning scheme codes.

## 7.0 PLANNING ASSESSMENT

This section of the report provides an assessment of the proposed development against the applicable provisions of the planning scheme.

### 7.1 Strategic Framework

The planning scheme incorporates a strategic framework, which sets the policy direction, and basis for ensuring appropriate development occurs within the planning scheme area.

The strategic framework is represented by the following five themes:

*(i) Settlement Patterns and Sustainable Growth;*
*(ii) Natural Environment and Scenic Amenity;*
*(iii) Natural Resources;*
*(iv) Providing Infrastructure and Services; and*
*(v) A Sustainable Local Economy.*

Settlement Pattern and Sustainable Growth

The proposed development is consistent with the strategic outcomes for Settlement Pattern by:

- providing development that is compatible with the nature of township;
- providing convenience services to the local community and patrons travelling through Townview and Mount Isa;
- providing development that is appropriately located within an existing and established urban area;
- ensuring the development is appropriately designed and incorporates treatments that maintains the amenity of surrounding land uses; and
- providing development that is in an appropriate zone and is reuse of site that currently accommodates a motel and dwellings.

Natural Environment and Scenic Amenity

The proposed development is consistent with the strategic outcomes for Natural Environment and Scenic Amenity by:

- providing development that is appropriately located within an existing and established urban area and that does not adversely impact on the environmental values of locality;
- providing development on a site that is not impacted by natural hazards and features;
- proposing a development that involves the reuse of site that currently accommodates a motel and dwellings; and
- maintaining the visual integrity of the Townview township and ensuring the development does not detract from the existing street scape and open vistas.

Natural Resources

The proposed development is consistent with the strategic outcomes for Natural Resources by:

- proposing a development that involves the reuse of a site that currently accommodates a motel and dwellings; and
- proposed a development that will not impact on the natural resources of Mount Isa.

Providing Infrastructure and Services

The proposed development is consistent with the strategic outcomes for Providing Infrastructure and Services by:

- the redevelopment of an existing site, ensuring the development is provided essential infrastructure services to ensure the effective and efficient function of the development;
- providing development that has layout to accommodate the required infrastructure and services to meet the demand generated by the development;
- consolidation of existing service connections; and
- providing a development that incorporates energy efficient design principles in its layout, design and operation.

A Sustainable Local Economy

The proposed development is consistent with the strategic outcomes for A Sustainable Economy by:

- providing development that promotes economic activity within the Townview and Mount Isa, through the provision of services to local people and visitors, and by providing local employment opportunities;
- ensuring development is appropriately provided within an existing urban area and land considered suitable for commercial purposes, and mitigates potential impacts and conflicts with surrounding sensitive receptors; and
- the proposed development will contribute to the region's growth and evolution, by ensuring a suitable supply of a workforce locally.

### 7.2 Mixed Use Zone Code

The proposed development requires assessment against the provisions of the Mixed Use Zone Code.

The purpose of the Mixed Use Zone is to provide for a variety of uses and activities, including, for example, business, residential, retail, service industry, tourist accommodation or low impact industrial uses or activities.

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

- *A mix of uses and activities including retail, commercial, light industry and residential uses are provided.*

- *The scale, character and built form of development contributes to a high standard of amenity.*
- *Large scale retail uses as showroom and bulk retail activity may be considered where properties front Marion Street and the Barkly Highway, and all vehicle access is from these roads only.*
- *New non-residential activities or significant expansion of existing non- residential activities do not impact on the amenity of surrounding sensitive land uses.*
- *Development incorporates and facilitates sustainable practices including maximising energy efficiency and water conservation appropriate to Mount Isa's semi-arid environment.*
- *Development is appropriately designed and located to be responsive to the environmental constraints of the land, including, but not limited to, natural topography, vegetation, bushfire and flooding.*
- *Development is supported by appropriate open space, recreational areas to support the needs of the local community.*
- *Development is supported by appropriately designed transport infrastructure that facilitates efficient and safe transport use, safe cycling and walking.*
- *Natural features such as creeks, gullies, waterways, wetlands and vegetation are protected from the impacts of development.*
- *Development is provided with appropriate infrastructure and services*

Response:

The proposed service station is considered to be generally consistent with these overall outcomes. In particular:

- the majority of the subject land is located with the Mixed Use Zone and has frontage to Marian Street;
- the proposed development with complement the existing retail, commercial, light industry and residential uses along Marian Street;
- the scale, character and built form of development will contributes to a high standard of amenity due to the scale and design of the proposed development;
- access for all vehicle types will be via Marion Street and there will also be a light vehicle entry and egress on Kookaburra Street;
- the installation of an acoustic fence and planting along the shared boundary with residential uses to protect the amenity of the sensitive land uses;
- providing a development that incorporates energy efficient design principles in its layout, design and operation;
- the proposed development is appropriately designed and located to be responsive to the environmental constraints of the land, including, but not limited to, natural topography, and drainage, refer to **Appendix 6** and the CSQMP prepared by Kehoe Myers;

- the proposed development is supported by appropriately designed transport infrastructure that facilitates efficient and safe transport use and walking, refer to **Appendix 5** and the TIA prepared by Langtree Consulting;
- there are no natural features such as creeks, gullies, waterways, wetlands and vegetation are protected from the impacts of development; and
- the development is provided with appropriate infrastructure and services, existing connections will be consolidated.

### 7.3 Low Density Residential Zone Code

The proposed development requires assessment against the provisions of the Low Density Residential Zone Code.

The purpose of the Low Density Residential Zone is to provide for—

- *residential uses; and*
- *community uses, and small-scale services, facilities and infrastructure, to support local residents.*

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

- *Development provides for and supports a range of housing types, predominantly detached dwelling houses, on a range of lot sizes that are generally larger than those in the Medium density residential zone.*
- *Development provides for an efficient land use pattern and is well connected to other parts of the Mount Isa local government area.*
- *Development is characterised by an open attractive streetscape, generous building setbacks and front gardens.*
- *Development reflects and enhances the existing low density scale and character of the area.*
- *New residential development is designed to not to be affected by nearby existing uses that are potentially incompatible with residential development.*
- *Home based businesses may operate within, this zone but must be limited to small-scale activities that have negligible impacts on surrounding land uses.*
- *Development for small-scale non-residential activities is facilitated, but only where such uses:*

  *(a) support the day to day needs of the immediate and surrounding residential community; and*

  *(b) are compatible with local residential amenity; and*

  *(c) do not undermine the viability of existing commercial uses.*
- *Development maintains a high level of residential amenity and does not result in or create adverse impacts from, noise, dust, odour, lighting and other local impacts.*

- *Development incorporates and facilitates sustainable practices including maximising energy efficiency and water conservation appropriate to Mount Isa's semi-arid environment.*
- *Development is appropriately designed and located to be responsive to the environmental constraints of the land, including but not limited to natural topography, bushfire and flooding.*
- *Development is supported by appropriate open space and recreational areas to support the needs of the local community.*
- *Development is supported by appropriately designed transport infrastructure that facilitates efficient and safe transport use, safe cycling and walking.*
- *Natural features such as creeks, gullies, waterways, wetlands and vegetation are protected from the impacts of development.*
- *Development is provided with appropriate infrastructure and services. Development is provided with appropriate infrastructure and services.*

Response:

The proposed service station is considered to be generally consistent with these overall outcomes. In particular:

- the proposed development contributes to an efficient land use pattern and is well connected to other parts of Townview the Mount Isa local government area;
- the proposed development is characterised by an open forecourt, generous building setbacks and landscaping on boundaries positively contributing the streetscape;
- the scale of the proposed development is domestic in scale and does not distract from character of the area;
- the proposed development will support the day to day needs of the immediate and surrounding residential community in terms of fuel and convenience retail offerings;
- the proposed development is a compatible with local residential amenity and will not undermine the viability of existing commercial uses;
- the proposed development includes an acoustic fence and landscaping to protect the level of residential amenity of the adjoining residential uses;
- providing a development that incorporates energy efficient design principles in its layout, design and operation;
- the proposed development is supported by appropriately designed transport infrastructure that facilitates efficient and safe transport use and walking, refer to **Appendix 5** and the TIA prepared by Langtree Consulting;
- there are no natural features such as creeks, gullies, waterways, wetlands and vegetation are protected from the impacts of development; and
- the development is provided with appropriate infrastructure and services, existing connections will be consolidated.

### 7.4 Centre and Entertainment Activities Code

The proposed development requires assessment against the provisions of the Centre and Entertainment Activities Code.

The purpose of the Centre and Entertainment Activities Code is to ensure that centre and entertainment activities are located, designed, operated and maintained in a manner that provides a safe and comfortable environment for all users and protects the amenity of surrounding areas, and does not adversely impact the natural environment.

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

- *Development is commensurate with the purpose and overall outcomes of the zone in which it is located.*
- *Development is located on a site that is suitable for centre and entertainment activities.*
- *The health and safety of all users is not compromised by incompatible land use activities or poor design.*
- *Centre and entertainment activities are designed to complement and be sympathetic to the built form, character and environment of the surrounding area.*
- *Centre and entertainment activities are located, designed, operated and maintained to avoid and mitigate any detrimental impacts on nearby residential amenity.*
- *Centre and entertainment activities generate traffic on access roads that is within the capacity of the road system and consistent with the types of traffic and frequency of traffic movement existing on the access roads.*

Response:

The proposed service station is considered to be generally consistent with these overall outcomes. In particular:

- the proposed development is considered to be commensurate with the purpose and overall outcomes of the zone in which it is located, given the majority of the subject land is within the Mixed Use Zone, the scale of the proposed development and the fact that it will service the day to day needs of the local and wider community;
- the proposed development is located on a site that is suitable for centre and entertainment activities, with frontage to Marian Street;
- the health and safety of all users will not be compromised because of the proposed land use or poor design;
- the proposed development has been designed to complement and be sympathetic to the built form, character and environment of the surrounding area;.
- the proposed development will be located, designed, operated and maintained to avoid and mitigate any detrimental impacts on nearby residential amenity, an acoustic fence and landscaping will be installed on the shared boundary with the residential uses; and

- the traffic generated by the proposed development will be traffic already travel along Marian Street and the existing local and State road networks have the capacity to cater for the proposed development.

The development is therefore considered to generally comply with the performance outcomes and acceptable outcomes of the code, refer to **Appendix 9** for further assessment against the Centre and Entertainment Activities Code.

### 7.5 Residential Activities Code

The proposed development requires assessment against the provisions of the Residential Activities Code.

The purpose of the Residential Activities Code is to ensure that residential activities are appropriately located, meet the needs of the community, are designed to be consistent with the intended character and amenity of the locality, and does not adversely impact on surrounding land uses and the natural environment.

*The purpose of this code will be achieved through the following overall outcomes:*

- *Development is commensurate with the purpose and overall outcomes of the zone in which it is located.*
- *Development facilitates a high level of residential amenity.*
- *Development does not adversely affect the operation of existing nearby land uses.*
- *Development is located on a site that is suitable for a residential activity.*
- *Development is of a density and scale that is compatible with, and complementary to, the character of the surrounding area.*
- *Development is designed to complement and be sympathetic to the built form character and environment of the surrounding area.*
- *Development contributes positively to the local streetscape.*
- *Development is supported by open space, both private and public, to meet the recreation needs of residents and visitors;*
- *Development has appropriately designed and constructed vehicle and active transport access.*
- *Traffic that is generated by development is within the capacity of the road system, and consistent with the types of traffic and frequency of traffic movement, that exists on the road system prior to development.*

Response:

The proposed service station is considered to be consistent with these overall outcomes. In particular:

- the proposed development is commensurate with the purpose and overall outcomes of the zone in which it is located;
- the proposed development facilitates a satisfactory level of residential amenity, an acoustic fence and landscaping will be installed on the shared boundary with the residential uses;
- the proposed development will not adversely affect the operation of existing uses on site or nearby land uses;
- the proposed development is of a scale that is compatible with, and complementary to, the character of the surrounding area*;*
- the proposed development complements the scale of the existing built form associated with the site and the surrounding area;
- the layout of the proposed development is considerate of the existing adjoining residential uses;
- the proposed development will result on the consolidation of access points to Marian Street; and
- the traffic generation associated with the proposed development will be within the capacity of the existing road system and consistent with the types of traffic and frequency of traffic movement existing on the roads used to access the site.

### 7.6 Landscaping Code

The proposed development is nominated for assessment against the Landscaping Code.

The purpose of the Landscaping Code is to achieve the following outcomes:

- *Landscaping complements and enriches the physical environment of Mount Isa.*
- *The amenity and appearance of development is enhanced and visual interest is provided.*
- *Public health and safety is maintained and improved.*
- *Landscaping is efficient to maintain and environmentally sustainable.*

Response:

The proposed development is considered to be consistent with these overall outcomes. In particular:

- the proposed development is incorporates landscaping on all boundaries where feasible;
- an acoustic fence and landscaping will be installed on the shared boundary with the residential uses; and
- landscaping is efficient to maintain and environmentally sustainable.

### 7.7 Parking Access and Loading Code

The proposed development is nominated for assessment against the Parking Access and Loading Code.

*The purpose of the Parking, access and loading code is to ensure:*

- *levels of access, convenience and efficiency are appropriate to Mount Isa's climate, typical vehicle size and modal split; and*
- *parking, access and service areas are provided in a manner which is safe, convenient and sustainable and which meets the needs of development; and*
- *the impact of parking, access and loading on the amenity of the surrounding areas is managed and minimised.*

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

- *Access, parking, loading and manoeuvring areas provided in a safe and efficient manner.*
- *Access, parking, loading and manoeuvring areas do not detract from streetscape character and do not impact on the amenity of nearby land uses.*
- *Development facilitates cycling and end of trip facilities.*

Response:

The proposed development is considered to be consistent with these overall outcomes. In particular:

- access, parking, loading and manoeuvring areas for the proposed development will be provided in safe and efficient manner;
- access, parking, loading and manoeuvring areas for the proposed development will not detract from streetscape character and do not impact on the amenity of nearby land uses, given the use is located to the rear of the site; and
- given the nature of the proposed development there is ample space to store bicycles, but is it is not considered that end of trip facilities are required given the nature of the use.

The development is therefore considered to generally comply with the performance outcomes and acceptable outcomes of the code, refer to **Appendix 10** for further assessment against the Parking, Access and Loading Code.

### 7.8 Engineering Works and Services Code

The proposed development is nominated for assessment against the Engineering Works and Services Code.

*The purpose of the Engineering Works and Services Code is to ensure that development is provided with an appropriate level of infrastructure and services that are sustainable, safe and consistent with the setting in which the development is located. The purpose of the code will be achieved through the following overall outcomes:*

- *Appropriate infrastructure and services are provided to support land use and development in a manner that avoids adverse effects on the environment and community wellbeing;*

- *Infrastructure and services meet the current and future needs of the community, whilst being safe and not increasing hazards;*
- *Infrastructure and services do not negatively impact the amenity of the locality;*
- *Infrastructure and services are well placed to ensure they are convenient for users and for maintenance;*
- *Infrastructure and services are well integrated with surrounding infrastructure and service networks;*
- *Development over or near infrastructure does not compromise or interfere with its effective operation or level of service;*
- *Infrastructure and services do not cause unacceptable off-site impacts on the natural environment or adjacent properties;*
- *Infrastructure is provided at minimum cost to the community for the life of the infrastructure and has a suitable design life, is easy and cost effective to maintain and replace; and*
- *The site is suitable for the provision of infrastructure and services.*

Response:

The proposed development is considered to be consistent with these overall outcomes. In particular:

- the proposed development is appropriately serviced with infrastructure and services in a manner that avoids adverse effects on the environment and community wellbeing;
- the proposed development will not increase hazards associated with infrastructure and services;
- the proposed infrastructure and services associated with the proposed development will not negatively impact the amenity of the locality;
- the infrastructure and services associated with the proposed development are well integrated with surrounding infrastructure and service networks and service connections will be consolidated;
- the proposed development will not compromise or interfere with its effective operation or level of service of the existing infrastructure and services; and
- the infrastructure and services associated with the proposed development will not cause unacceptable off-site impacts on the natural environment or adjacent properties.

The development is therefore considered to generally comply with the performance outcomes and acceptable outcomes of the code, refer to **Appendix 11** for further assessment against the Engineering Works and Services Code.

### 7.9 Advertising Devices Code

The proposed development is nominated for assessment against the Advertising Devices Code.

The purpose of the Advertising Devices Code is to regulate advertising devices throughout the Mount Isa local government area.

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

- *Advertising devices do not impact on the visual amenity of Mount Isa City.*
- *Advertising devices do not result in visual clutter.*
- *Advertising devices do not impact amenity due to lighting.*
- *Advertising devices are designed, constructed and located to ensure public safety*.

Response:

The proposed development is considered to be consistent with these overall outcomes. In particular:

- the proposed advertising devices will not impact on the visual amenity of Mount Isa City;
- the proposed advertising devices do not result in visual clutter, it is a standard Liberty pylon sign, that advertises the price of fuel;
- the proposed advertising devices will not impact amenity due to lighting; and
- the proposed advertising deviceswill be designed, constructed and located to ensure public safety.

## 8.0 OTHER RELEVANT MATTERS

There are substantial other relevant matters to support the approval of the development application, including (but not limited to) the following:

- the proposed development is strategically located on the primary road through the township of Townview and Mount Isa, which is the most logical location for a development of this nature so as to cater for the needs and provide services and convenience to local residents and visitors staying or passing through the township;
- the planning scheme does identify the preferred location for a service station in terms of the planning scheme zones which includes the Mixed Use Zone Code, over 70 % of the site located within this Zone;
- frontage to Marian Street and consolidation of access points;
- the proposed development will cater for existing traffic that passes the site;
- the service station is supported by an ancillary shop and food and drink component, which will service the needs of the local community and other patrons;
- there are currently limited refuelling opportunities in along Marian Street for the / larger/ heavier vehicle types and therefore the development is considered to fill an identified gap in the service station market and will bring with it a point of difference;
- the proposed development is compatible with the scale and character of the locality and will be capable of managing amenity impacts to adjacent and nearby residential areas;
- the proposed development provides for an attractive and modern development that enhances the vibrancy of Townview and incorporates design measures to improve the aesthetic quality of the development and effectively integrate with the streetscape;
- the development is compatible with the State-controlled road infrastructure and network adjoining the property;
- the development will ensure the efficient use of land and infrastructure;
- the proposed development is sited and achieves sufficient buffers and setbacks to minimise adverse impacts to neighbouring and residential amenity; and
- the proposed development will not have adverse impacts in terms of emissions and environmental impacts.

## 9.0 RECOMMENDATIONS AND CONCLUSION

This proposal details a development application on behalf of Jaklex Investments Pty Ltd or a Development Permit for a Material Change of Use – Service Station and Operational Work – Advertising Devices, on land described as Lots 21, 22, 23, 24 & 38 on MPH21999 and located at 97 – 101 Marian Street, 3/95 Marian Street and 113 Kookaburra Street, Townview.

The proposed development is recommended for approval for the following reasons:

- the proposal complies with the Strategic Framework, Desired Environmental Outcomes, assessment benchmarks and prescribed matters relevant to the assessment of a proposal of this nature;
- there are a range of planning grounds and other relevant matters in support of the application, as detailed in previous sections of this report; and
- any impact from the proposed development will be minimal and can be managed through reasonable and relevant conditions.

Given the above facts and circumstances presented in this report, we recommend that Council **approve** the development subject to reasonable and relevant conditions.

CITY OF MOUNT ISA PLANNING SCHEME 2020 – MOUNT ISA CENTRE AND ENTERTAINMENT ACTIVITIES CODE

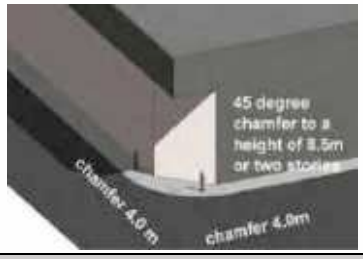
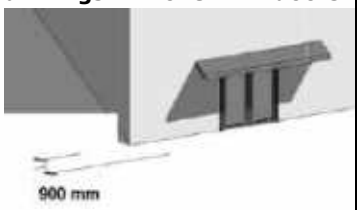
| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| • **Assessment benchmarks for assessable development and**<br>• **Requirements for accepted development** | | |
| **Amenity and safety** | | |
| **PO1:**<br>Development contributes to an active, safe and vibrant pedestrian environment during the day and evening by:<br>(a) locating uses at ground level that activate the road frontage; and<br>(b) providing front building lines that facilitate casual surveillance by maintaining visual connections with the street; and<br>(c) avoiding blank front building lines by placing doors and windows at frequent intervals; and<br>(d) locating each shop frontage so they directly face the street; and<br>(e) is safely accessible to patrons. | **AO1.1:**<br>*Ground floor* uses that are located adjacent to the street are restricted to:<br>(a) *Centre activities*; and<br>(b) *Entertainment activities*; and<br>(c) *Community activities*; and<br>(d) *Service industry* uses<br><br>and these uses occupy a minimum of 75 percent of the *road frontage*.<br><br>Note—components of residential activities that may be located adjacent to the street are limited to a lobby, mailboxes and vehicle access to parking areas. | **R01.1 – R01.4: Alternative Acceptable Outcome**<br>The proposed layout has been informed by the swept paths of the design vehicles that will be stop of refuel at the proposed service station. As consequence the heavy vehicle fuelling canopy will be adjacent to the Marian Street frontage and the Light vehicle fuelling canopy will be adjacent to the Kookaburra Street frontage.<br><br>The location of the service station building will afford casual surveillance to both Marian Street and Kookaburra Street as will the forecourt of the service station.<br><br>The proposed development is single storey only, it will not obstruct pedestrian movement on the footpath and will be safely accessible to patrons. |
| | **AO1.2:**<br>Each *ground floor* use has a pedestrian doorway entrance direct from the footpath that is separate from entrances to *adjoining land uses* and vehicle entrances. | |
| | **AO1.3:**<br>Building walls facing a road incorporate pedestrian entrances and/or windows for a minimum of 75 per cent of the total wall area. | |
| | **AO1.4:**<br>Development design does not obstruct pedestrian movement on the footpath. | |
| **PO2:**<br>Outdoor lighting enhances safety and maintains the amenity of the surrounding area without creating obtrusive light emissions either directly or by reflection. | **AO2.1:**<br>Outdoor lighting is designed, installed, operated and maintained in accordance with the parameters and requirements of *Australian Standard 4282-1997 Control of the Obtrusive Effects of Outdoor Lighting*. | **R2: Complies**<br>Outdoor lighting will be designed, installed, operated and maintained in accordance with the parameters and requirements of *Australian Standard 4282-1997 Control of the Obtrusive Effects of Outdoor Lighting* and to protect the amenity of the adjoining residential properties. |
| **PO3:**<br>Development does not adversely impact on the existing or future amenity of adjoining and nearby land | **AO3.1:**<br>Development achieves the air quality design objectives set out in the *Environmental Protection (Air) Policy 2008*. | **R3.1 to R3.8: Complies**<br>The proposed development will be design, installed and operated to achieve the air quality design objectives set out in the |
| | **AO3.2:** | |

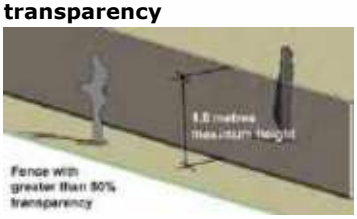
| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| uses, including, but not limited to the impacts of:<br>(a) Air pollution; and<br>(b) Noise; and<br>(c) Vibration; and<br>(d) Odour; and<br>(e) Dust; and<br>(f) Lack of privacy; and<br>(g) Other emissions. | Development achieves the acoustic quality objectives for sensitive receptors set out in the *Environmental Protection (Noise) Policy 2008.* | *Environmental Protection (Air) Policy 2008*.<br><br>A 2.4 m high acoustic fence and planting will be installed on the shared boundary with the adjacent residential uses, to achieve the acoustic quality objectives for sensitive receptors set out in the *Environmental Protection (Noise) Policy 2008.*<br><br>The proposed development does not include an ERA.<br><br>Any vibrations produced on-site during construction or operation will not exceed the maximum acceptable levels identified in Australian Standard AS 2670.2 *Evaluation of human exposure to whole of body vibration, Part 2: continuous and shock induced vibration in buildings (1-80Hz).*<br><br>Odour emissions will be internal to the site at the fuel bowsers and fill point and will not be detected beyond the boundaries of the site.<br><br>If proposed, any food cooking odours will be directed away from adjacent uses.<br><br>Impacts from dust will be appropriately managed during the construction phase of the proposed development.<br><br>A 2.4 m high acoustic fence and planting will be installed on the shared boundary with the adjacent residential uses. |
| | **AO3.3:**<br>Development does not involve Environmentally Relevant Activities (ERAs). | |
| | **AO3.4:**<br>Vibrations produced on-site do not exceed the maximum acceptable levels identified in Australian Standard AS 2670.2 *Evaluation of human exposure to whole of body vibration, Part 2: continuous and shock induced vibration in buildings (1-80Hz).* | |
| | **AO3.5:**<br>Odour emissions produced on-site cannot be detected beyond the boundaries of the *site.* | |
| | **AO3.6:**<br>Where food or cooking odour is released:<br>(a) Exhaust vents are separated from adjacent uses by a minimum distance of 6 metres horizontally; and<br>(b) Odour is discharged vertically and directed away from the adjacent uses; and | |
| | **AO3.7:**<br>Impacts from dust produced on-site do not extend beyond the boundaries of the *site*. | |
| | **AO3.8:**<br>Development on a site that has a common boundary with an existing sensitive land use, or a lot in the Low density residential zone, Medium density residential zone, Community facilities zone, Mixed-use zone or Rural residential zone:<br>(a) has a 1.8-metre-high solid fence provided along the entire common boundary; and<br>(b) screens all noise emitting devices, such as air-conditioning | |

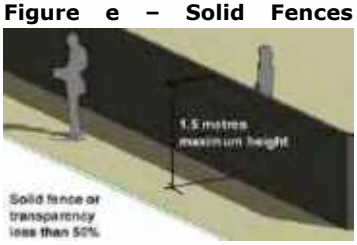
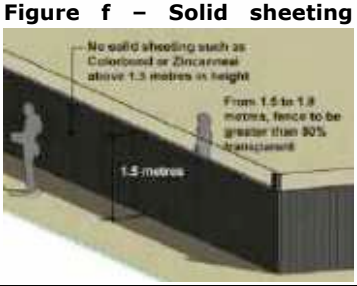
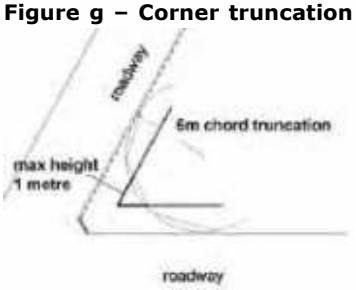
| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| | equipment, pumps and ventilation fans; and<br>(c) ensures areas where work could be undertaken outdoors are not located between the side and/or rear wall of the building and the common boundary; and<br>(d) ensures outdoor dining, entertainment or smoking areas are not located between the side and/or rear wall of the building and the common boundary. | |
| **PO4:**<br>Development, including the adjoining pedestrian footpath area, is maintained at all times in a clean, sanitary and tidy condition. | **AO4.1**<br>A lockable tap is provided on the front façade or as close to the *road frontage* as possible (but not extending beyond to property boundary) to allow cleaning of the development frontage. | **R4: Complies**<br>The proposed development will be adequately connected to the reticulated water network, to allow maintenance of the development site and adjoining footpath. |
| **Built form, character, design and scale** | | |
| **PO5:**<br>Development:<br>(a) reflects and enhances the existing character of the area and surrounding land uses; and<br>(b) contributes to a cohesive streetscape and built form; and<br>(c) is of a building height, bulk and form that is proportionate to, and commensurate with, the site area; and<br>(d) avoids adverse amenity impacts on adjoining or nearby premises; and<br>(e) does not prejudice the development of adjoining sites and enables existing and future buildings to be appropriately separated from each other. | **AO5.1:**<br>*Building height* (including all structures) is not greater than:<br>(a) 10.5 metres away and two *storeys*, in the following zones:<br>• Rural; or<br>• Rural residential; or<br>(b) 10.5 metres, in Local centre zone; or<br>(c) 15 metres and a maximum 8.5 metres *Podium* height, in the principal centre zone; or<br>(d) 6 metres in the Open space zone; or<br>(e) 8.5 metres in all other zones. | **R1: Complies**<br>The proposed development is the standard Liberty fuelling canopies and service station building. The proposed development is of a domestic scale and will complement the scale and built form of buildings in the immediate and wider locality.<br><br>Site cover does not exceed 50 % or 70 %.<br><br>The service station building and the fuelling canopies setback from the road frontages by more than 6 m. |
| | **AO5.2**<br>*Site cover* is not greater than:<br>(a) 5 percent in the following zones:<br>• Rural residential; or<br>• Open space; or<br>(b) 25 percent in the Sport and recreation zone; or<br>(c) 50 percent in the following zones: | |

| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| | • Low density residential; or<br>• Township; or<br>(d) 60 percent in the following zones:<br>• Medium density residential; or<br>• Mixed use; or<br>• Local centre: or<br>(e) 70 percent in the Principal centre zone; or<br>(f) 75 percent in the following zones:<br>• Low impact industry; or<br>• Medium Impact industry; or<br>• Special industry; or<br>• Community facilities; or<br>• Special purpose. | |
| | **AO5.3**<br>Buildings and other structures are *setback* from any *road frontage*.<br>(a) in the Rural residential zone, a minimum 30 metres; or<br>(b) in the Rural zone, a minimum 200 metres; or<br>(c) in the Special industry zone, a minimum 10 metres; or<br>(d) In the Low impact industry and Medium Impact Industry zone:<br>• 10 metres from any road frontage to the Barkly Highway; or<br>• six metres from any other road frontage; or<br>(e) In the Local centre zone, in accordance with Table 9.3.1.3 – Local centre zone road and boundary setbacks; or<br>(f) In the Principal centre zone, in accordance with Table 9.3.1.4 – Principal centre zone | |

| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| | road and boundary setbacks; or<br>(g) in any other zone, a minimum six metres. | |
| | **AO5.5:**<br>In the following zones:<br>• Local centre zone; or<br>• Principal centre zone<br>Development between the *front building line* and the *road frontage* is limited to parking, vehicle and pedestrian access and *landscaping*. | |
| **PO6:**<br>The *ground floor* of buildings has sufficient ceiling heights that provide a high level of amenity within the building and enable a variety of activities and uses over time. | **AO6.1:**<br>The minimum floor to ceiling height for the *ground floor* is at least 4 metres. | **R6: Complies**<br>The proposed development only involves a single storey development.<br><br>The floor to ceiling height for the building will be at least 4 metres. |
| **PO7:**<br>Development ensures that the location and design of building services and equipment is not a dominant feature of the *streetscape*. | **AO7.1:**<br>Building services and equipment including plant, refrigeration, air-conditioning and ventilation equipment, fire egress and control rooms and telecommunications satellite dishes are not located on any *front building line* that faces a road. | **R7: Complies**<br>The plant equipment and services will be located to the rear of the service station building. |
| **PO8:**<br>Buildings and structures are designed to avoid the creation of long expanses of blank walls and are articulated through the use of one or more of the following: variation in texture, colour, finishes, or a regular placement of doors and windows. | **AO8.1:**<br>Where the length of any wall of a building or structure is greater than 10 metres the wall is articulated at a minimum of 5 metre intervals. | **R8: Complies**<br>Each elevation includes articulated walls, be it building material or building lines. |
| **PO9:**<br>Development at street intersections is designed to reduce pedestrian movement conflicts and emphasise the importance and prominence of corner buildings that contribute to a distinctive and attractive centre. | **PO9.1:**<br>Buildings adjacent to a street intersection emphasis the prominence of the intersection by:<br>(a) Providing a 4 metre by 4 metre corner truncation that is dedicated as a road reserve (**refer Figure a**); and<br>(b) Incorporating a 45 degree building chamfer, abutting the corner truncation, for the first 8.5 metres in | **R9: Complies**<br>The proposed service station building is in the south west portion of the site, so well away from the intersection of Marian Street and Kookaburra Street. |

| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| | height, measured from *ground level*, or two *storeys* (**Refer Figure a**).<br><br>**Figure a - Building corner truncation**<br>  <br> | |
| **Environmental management and ecological sustainability** | | |
| **PO10:**<br>Development results in energy efficient buildings that respond to local climate conditions. | **AO10.1**<br>Development incorporates:<br>(a) Window tints (**Refer Figure b**); or<br>(b) Window hoods or eaves that protrude at least 0.6 metres from the window, measured perpendicular to the window (**Refer figure b**).<br><br>**Figure b – Climatic solutions**<br>  <br> | **R2: Complies**<br>The proposed development will incorporate energy efficient design principles in its layout, design and operation. |
| | **AO10.2:**<br>(a) In zones other than the Principal centre zone, doors incorporate sun and rain shelter, such as overhangs or awnings that protrude at least 0.9 metres, measured perpendicular to the door (**Refer figure c**).<br><br>**Figure c – Overhangs or awnings over doors**<br>  <br> | |

| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| | | |
| **Fences and gates** | | |
| **PO11:**<br>Fencing must:<br>(a) contribute positively to the character of the streetscape; and<br>(b) enable casual surveillance of the street; and<br>(c) enable use of private open space; and<br>(d) enhance the amenity of the site; and<br>(e) provide buffering from potentially incompatible adjacent uses nearby; and<br>(f) protect the privacy of adjoining and nearby premises; and<br>(g) be constructed of high quality materials; and<br>(h) provide for adequate sight lines. | **AO11.1**<br>A fence that is considered forward of *any front building line* that faces a road frontage (including *front building lines* that face both road *frontages* on a corner lot):<br><br>(a) has a height, measured from *ground level*, that is not greater than:<br>(i) 1.8 metres where the fence is at least 50 percent transparent (**Refer Figure d**); or<br>(ii) 1.5 metres where the fence is solid or not greater than 50 percent transparent (**Refer Figure e**); and<br>(b) does not incorporate solid steel sheeting such as Colorbond or Zincanneal above 1.5 metres in height (**Refer Figure f**); and<br>(c) incorporates detailing or indentations where the fence is greater than 10 metres in length in any direction.<br><br>**Figure d – Fences with greater than 50% transparency**<br>  <br> | **R11: Complies**<br>A 2.4 m high acoustic fence and planting will be installed on the shared boundary with the adjacent residential uses.<br><br>All other boundaries will be landscaped with low height plants and shrubs. |

| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| | **Figure e – Solid Fences**<br>  <br><br>**Figure f – Solid sheeting**<br>  <br><br>**A011.2**<br>The height of side or rear boundary fences must not be greater than 1.8 metres, measured from *ground level*.<br>**A011.3**<br>Where a *sensitive land use* is proposed adjacent to an existing lawfully established non-residential use a 1.8-metre-high solid screen fence must be erected along all common boundaries.<br>**AO11.4**<br>Fences on a corner lot and, within a truncation made by three equal chords of a 6 metre radius curve at the corner of the two *road frontages*, are not greater than 1 metre in height, measured from *ground level* (**Refer Figure g**).<br>**Figure g – Corner truncation**<br>  <br> | |
| **PO12:**<br>Gates do not open beyond the lot boundary. | **AO12.1:**<br>Gates located on a lot boundary do not open outward onto the street or an *adjoining property*. | **R12: Not Applicable**<br>No gates are proposed. |

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| ***Landscaping*** | | |
| **PO13:**<br>*Landscaping* treatments enhance the amenity and character of the *site*; and soften the visual dominance of hard surface areas buildings. | **A013.1**<br>On lots that do not require a zero *setback* from road frontages, a densely planted 2-metre-deep landscape strip is provided along the full width of all *road frontages* of the site, excluding vehicle and pedestrian access points (**Refer Figure h**).<br><br>**Figure h – landscaping along road frontages**<br>  <br><br>**AO13.2**<br>Where development has a common boundary to an *existing sensitive land use*, or a lot in the:<br>• Low density residential zone; or<br>• Medium density residential zone; or<br>• Rural residential zone; or<br>• Township zone.<br>A densely planted landscape strip is provided:<br>(a) Along the entire common boundary; and<br>(b) Is at least 2 metres in width | **R13: Alternative Acceptable Outcome**<br><br>Along the Marian Street frontage, a landscape strip of 2 m is proposed.<br><br>Along the Kookaburra Street frontage, a landscape strip of 2 m is proposed, with the exception of the south east corner, where the landscape strip widens to 6.5 m.<br><br>A 2.4 m high acoustic fence and planting will be installed on the shared boundary with the adjacent residential uses. |
| ***Steep slopes* or unstable soils** | | |
| **PO14**<br>Development must adequately address the constraints of steeply sloping or unstable land. | **AO14.1**<br>Building work is not undertaken on land that has a maximum slope greater than 15 percent.<br>**AO14.2**<br>Building work undertaken on a slope greater than 10 percent does not involve cut and/or fill greater than:<br>(a) 1 metre in height or depth at any point; and<br>(b) 50 $m^3$ in total volume.<br>**AO14.3:**<br>Areas between a building's floor and the *ground level*, or between outdoor deck areas and the *ground level*, are screened from | **R14: Not Applicable**<br>The subject site is flat. |

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| | public view by using lattice or similar screening or *landscaping*. | |
| | **AO14.4**<br>Driveways are not steeper than 20 percent. | |
| **Storage and waste management** | | |
| **PO15:**<br>Storage areas for equipment, goods, materials, and refuse containers are:<br>(a) Located on-site; and<br>(b) Screened from the street and any *adjoining land* that is located in a Low density residential zone , Medium density residential zone, mixed use zone or Rural residential zone; and<br>(c) Adequately sized to accommodate the refuse generated on-site; and<br>(d) Conveniently accessible to collection and delivery vehicles; and<br>(e) Designed and equipped to be kept clean and dust free at all times | **AO15.1:**<br>Refuse container storage areas are:<br>(a) Located on-site; and<br>(b) Not located within any required *setback* or *landscaping* areas; and<br>(c) Not located within a *flood hazard area*; and<br>(d) Screened form public view, by a solid fence or wall that is 1.8 metres in height, measured from *ground level*; and<br>(e) Provided on an imperviously sealed pad that drains to an approved waste disposal system; and<br>(f) Provided with a tap; and<br>(g) large enough to accommodate at least one standard commercial refuse bin of a size appropriate to the nature and scale of the refuse generated by the use. | **R15.1 to R15.3: Complies**<br>The proposed refuse area will be located to the west of the service station building and it will be appropriately screened from the street.<br><br>The 2.4 m high acoustic fence will screen it from the neighbouring property. |
| | **AO15.2:**<br>Other outdoor storage areas (other than areas adjacent to the street designed for the display of goods to the public for sale) are:<br>(a) not located within any of the required *setback* area; and<br>(b) in an enclosed area or otherwise screened form view form the street, other public areas and *adjoining properties*. | |

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| | **AO15.3**<br>Materials stored on-site that are capable of generating air contaminants either by wind or when disturbed, are managed by:<br>(a) being wholly enclosed in a building or storage bins; or<br>(b) a program to suppress material so it cannot become airborne. | |
| **PO16:**<br>Development does not release liquid waste or other potential contaminants. | **AO16.1**<br>Development provides for the on-site collection, treatment and disposal of liquid waste and other potential contamination sources.<br>**AO16.2**<br>Development provides for spills to be wholly contained and retained on-site for subsequent removal and disposal by an approved means.<br>**AO16.3**<br>Roof water is directed away from areas of potential contamination. | **R16: Complies**<br>In terms of stormwater treatment devices, it is proposed to use a SPEL 'Puraceptor P040' to treat any stormwater from fuel refuelling areas under each canopy and fill point (on fuel farm). SPEL has confirmed that a Puraceptor can treat stormwater to the following criteria:<br>▪ < 5ppm (mg/L) Total Petroleum Hydrocarbons (TPH),<br>▪ ≥ 80% reduction in Total Suspended Solids (TSS), and<br>▪ ≥ 90% reduction in gross pollutants.<br><br>The SPEL device can contain up to 9,000 Litres in the event of a fuel spill and has an alarm when the tank is nearly full. When the alarm is activated, the operator will organise for a licenced contractor to dispose of any waste and hydrocarbons to an approved disposal facility.<br><br>This strategy of dealing with refuelling areas is in accordance with ACAPMA 'Best Practise Guidelines' and is general industry practise throughout Australia in how hydrocarbons are dealt with at new service stations.<br><br>Refer to **Appendix 6**. |
| **Traffic, access and parking** | | |
| **PO17:**<br>On-site car parking does not dominate the frontage of the premises and maintain the amenity of the street and adjacent properties. | **AO17.1:**<br>All vehicle manoeuvring and parking areas provided as part of the development are sealed with an impervious material that will reduce the amount of dust generated by vehicle movements. | **R17.1 to R17.3: Alternative Acceptable Outcome**<br>The forecourt of the service station will be sealed and car parking spaces will be located to the front of the service station building and at the bowsers, so will not dominant the frontage of the premises. |

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| | **AO17.2:**<br>All loading and unloading facilities, including loading docks, receiving areas and loading bays are provided on-site. | The loading bay will be located to the west of the service station building.<br><br>The proposed development will result in the loss of two parking spaces, but these will be replaced by the car parking spaces proposed on site to service the proposed development. |
| | **AO17.3:**<br>Development does not result in a reduction in the number of existing on-street parking spaces, loading bays or taxi zones. | |
| **Provisions specific to certain uses** | | |
| **PO19:**<br>*Hotel, bar* and *nightclub entertainment facilities* are appropriately located and designed so as not to cause nuisance to adjoining or nearby uses. | **AO19.1**<br>*Hotel, bar* and *nightclub entertainment facilities* uses are located no higher than the first level above the *ground floor* of the building. | **R1: Not Applicable** |
| • **Assessment benchmarks for assessable development only** | | |
| **Amenity and safety** | | |
| **PO1:**<br>Development incorporates key elements of Crime Prevention Through Environmental Design (CPTED) to enhance safety of the *site*, adjoining streets and surrounding area. | **AO1.1:**<br>Development design and layout provides:<br>(a) opportunities for casual surveillance and sightlines; and<br>(b) exterior building designs which promote safety; and<br>(c) adequate identification of uses and ownership; and<br>(d) adequate lighting; and<br>(e) appropriate way-finding mechanisms (e.g. signage); and<br>(f) prevention of entrapment locations; and<br>(g) prevention of access to roof areas and other premises. | **R1: Complies**<br>The proposed layout has been informed by the swept paths of the largest design vehicles that will be stopping to refuel at the proposed service station.<br><br>As consequence the heavy vehicle fuelling canopy will be adjacent to the Marian Street frontage and the Light vehicle fuelling canopy will be adjacent to the Kookaburra Street frontage. Both of which afford opportunities of casual surveillance and sightlines.<br><br>The location of the service station building will afford casual surveillance to both Marian Street and Kookaburra Street as will the forecourt of the service station. |
| **PO2:**<br>Development is located, designed, orientated and constructed to prevent any adverse impacts on the development that may be caused by noise, odour, lighting and dust emissions from existing lawful uses, including *industry activities* and *rural activities*. | No Acceptable outcome is prescribed. | **R2: Complies**<br>The proposed layout has been informed by the swept paths of the largest design vehicles that will be stopping to refuel at the proposed service station.<br><br>A 2.4 m high acoustic fence and planting will be installed on the shared boundary with the adjacent residential uses. |

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| **PO3:**<br>The design of accommodation and residential buildings incorporates acoustic measures to mitigate noise from other centre uses, including *hotels* and nightclub entertainment facilities. | **AO3.1:**<br>Development achieves the acoustic quality objectives for sensitive receptors set out in the *Environmental Protection (Noise) Policy 2008*. | **R3: Not Applicable** |
| **Built form, character, design and scale** | | |
| **PO4:**<br>Development incorporates graffiti-prevention measures. | **PO4.1:**<br>Building and *site* design incorporates a combination of the following features:<br>(a) shrubbery planted against walls and fences; and<br>(b) designs with absence of natural ladders; and<br>(c) minimal unbroken vertical service area; and<br>(d) graffiti-deterrent surfaces. | **R4: Complies**<br>The building incorporates a mix of external finishes and material as a graffiti prevention measure.<br><br>Further the service station building has been sited and orientated to discourage graffiti occurring. |
| **PO5:**<br>Development:<br>(a) is constructed to a high standard; and<br>(b) is easily maintained; and<br>(c) is compatible with the streetscape and amenity of the local area. | **AO5.1:**<br>All aspects of development, including buildings, structures and parking areas are finished with high quality materials and colours that:<br>(a) are durable and do not require high levels of maintenance; and<br>(b) are not mirrored or highly reflective; and<br>(c) have regard to and maintain continuity with adjoining facades; and<br>(d) enhance the local streetscape character. | **R5: Complies**<br>The proposed development will incorporate energy efficient design principles in its layout, design and operation. It will be constructed to a high standard that will be easy to maintain, and it will be compatible with the streetscape and amenity of the local area. |
| **PO6:**<br>The retention of existing buildings achieves a high quality built form. | **AO6.1:**<br>Where existing buildings are retained as part of the development, the facades facing a street or road are upgraded and improved where necessary to enhance the appearance of the building and the streetscape with for example, new materials, paint, awnings, new windows or doors. | **R6: Not Applicable** |
| **PO7:**<br>Architectural features break up the visual mass of buildings | **AO7.1:**<br>Visual mass is reduced by one or a combination of the following: | **R7: Complies**<br>Each elevation includes articulated walls, be it building material or building lines, to break up the scale |

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| | (a) variations in colour, textures or materials; and<br>(b) doors or windows placement; and<br>(c) minor variations in wall alignment | and massing of the proposed development. |
| **PO8:**<br>Buildings are designed to:<br>(a) provide high quality design and architectural outcomes; and<br>(b) contribute to an interesting, diverse but coherent roof form throughout the centre. | **AO8.1:**<br>Building design incorporates articulation and variations in colour, parapet design heights, where possible. | **R8.1 to R8.3: Complies**<br>Each elevation includes articulated walls, be it building material or building lines, to break up the scale and massing of the proposed development.<br><br>The proposed service station building has a varied roof line, to in still interest into the built form and positively contribute to the design of the proposed development. |
| | **AO8.2:**<br>Development provides rooftops which:<br>(a) contribute to the architectural distinction of the building and roofs; and<br>(b) include combinations and variations of forms created though pitches, gables, skillions or other features | |
| | **AO8.3**<br>Development for rooftops are designed to:<br>(a) incorporate and screen service structures, lift motor rooms, mechanical plant and equipment as architectural features; and<br>(b) enable the future inclusion of service structures, lift motor rooms and mechanical plant equipment, such as satellite dishes and telecommunications facilities, in an unobtrusive manner | |
| **Environmental management and ecological sustainability** | | |
| **PO9:**<br>The *site* layout responds sensitively to on-site and surrounding topography, drainage patterns and vegetation. | **AO9.1:**<br>Development ensures:<br>(a) earthworks on site are minimised; and<br>(b) natural drainage lines are retained; and<br>(c) existing vegetation (including street trees) is retained. | **R9: Complies**<br>The proposed layout responds sensitively to on-site and surrounding topography and drainage patterns. There is no significant vegetation within the subject site as a consequence of the existing uses. |
| **PO10:**<br>Building design, *site* layout and *landscaping* facilitates the construction of energy efficient | **PO10.1:**<br>Building designs: | **R10: Complies**<br>The proposed development will incorporate energy efficient design |

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| buildings that respond to local climatic conditions. | (a) maximise solar access to the north in winter; and<br>(b) minimise solar access to the east and west in the summer; and<br>(c) maximise access to any prevailing summer breezes; and<br>(d) minimise exposure to prevailing winter winds. | principles in its layout, design and operation. |
| ***Landscaping* and *Streetscape* Design** | | |
| **PO11:**<br>Landscaping, street furniture and footpath treatments contribute to a high quality built form. | **AO11.1:**<br>Landscaping, street furniture and footpath treatments are provided to the road frontage of the development site that:<br>(a) are of a high quality standard; and<br>(b) enhance the amenity of the public realm; and<br>(c) reflect or enhance the existing landscape character of the centre; and<br>(d) ensure good pedestrian connectivity; and<br>(e) are located and planted to allow surveillance of the street and views into shop windows or display | **R11: Complies**<br>The proposed development will integrate with the existing pedestrian footpath on the Marian Street frontage.<br><br>Landscaping and planting are proposed internal to all boundaries of the subject site.<br><br>The proposed development affords a number of casual surveillance opportunities, in terms of the service station forecourt and the service station building. |
| ***Steep Slopes* or Unstable Soils** | | |
| **PO12:**<br>Where building work is undertaken on a site that contains or adjoins a steep slope or is subject to unstable soils, adequate protection measures are utilised to prevent the risk of land slippage or erosion. | **AO12.1:**<br>Where building work is undertaken on a *site* that:<br>(a) is on land subject to a slope greater than 15 per cent; or<br>(b) adjoins land that has a slope greater than 15 per cent; or<br>(c) is subject to unstable land<br>A site-specific geotechnical analysis in accordance with AGS2007 is prepared by a registered professional engineer to demonstrate that the site is not subject to landslide hazard. It must certify that:<br>• the stability of the site, including associated buildings and infrastructure, will be maintained over the | **R12: Not Applicable** |

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| | operational life of the development; and<br>• the site is not subject to risk of landslide activity originating from other land, including land above the site; and<br>• the development will not increase the risk of landslide on other land; and<br>• specific reference is made to assembly uses, essential community infrastructure, vulnerable uses or difficult to evacuate uses. | |
| **Traffic, parking and access** | | |
| **PO13:**<br>The traffic and parking generated by the proposed development does not:<br>(a) adversely affect the surrounding or future planned road network; and<br>(b) adversely affect the amenity of the surrounding neighbourhood; and<br>(c) create safety conflicts with pedestrians; and<br>(d) result in an increased demand for on street car parking; and<br>(e) result in in the introduction of non-local traffic into local residential streets. | **AO13.3:**<br>A traffic impact assessment report is prepared by a registered professional traffic engineer that:<br>(a) identifies the traffic impact, including any potential safety conflicts related to the development and on-street car parking demands; and<br>(b) demonstrates the site has safe and convenient vehicular and pedestrian access; and<br>(c) outlines mitigation measures to appropriately address the related traffic impacts. | **R13: Complies**<br>Langtree Consulting have prepared a Traffic Impact Assessment to support the proposed development, refer to **Appendix 5**. The TIA has assessed the impact of the traffic generated by the proposed development on the existing road network at the site's accesses. Consideration has been given to operational performance and road safety.<br><br>The impact of the proposed development on the road network has been analysed using procedures set out in Austroads, Australian Standard AS2890, Parking facilities and in TMR's Guide to Traffic Impact Assessment. Results from the SIDRA assessment has indicated that the development has an insignificant impact on the Marian Street and Kookaburra Street intersection.<br><br>In conclusion, the proposed development accesses have been found to be adequate and no significant adverse impact on the operational performance or safety of the surrounding road network has been identified. No mitigation measures have been deemed necessary either.<br><br>Based on findings of this TIA, the proposed development inclusive of access arrangements complies with |

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| | | the State Code 1 and the planning scheme. |
| **Traffic, parking and access** | | |
| **PO14:**<br>On-site parking and vehicle manoeuvring areas are located and designed to minimise conflicts between motor vehicles and pedestrians. | **AO14.1:**<br>Buildings and activity areas are located to prevent potentially hazardous vehicular or pedestrian movements. | **R14:**<br>The forecourt of the service station will be sealed and car parking spaces will be located to the front of the service station building and at the bowsers, so will not dominant the frontage of the premises.<br><br>The loading bay will be located to the west of the service station building.<br><br>The proposed development will result in the loss of two parking spaces, but these will be replaced by the car parking spaces proposed on site to service the proposed development. |
| **PO15:**<br>Development facilitates a functional overall road hierarchy and maximise the safety and efficiency of the State-controlled road network. | **AO15.1:**<br>Where new or upgraded road access is proposed:<br>• If development fronts more than one road, access to the site is via the lowest order road as indicated in **Major Infrastructure Overlay – Road Hierarchy Maps 1 to 11 (OM-RH-01 to OM-RH-11)** | **R15: Complies**<br>The impact of the proposed development on the road network has been analysed using procedures set out in Austroads, Australian Standard AS2890, Parking facilities and in TMR's Guide to Traffic Impact Assessment. Results from the SIDRA assessment has indicated that the development has an insignificant impact on the Marian Street and Kookaburra Street intersection.<br><br>In conclusion, the proposed development accesses have been found to be adequate and no significant adverse impact on the operational performance or safety of the surrounding road network has been identified. No mitigation measures have been deemed necessary either.<br><br>Based on findings of this TIA, the proposed development inclusive of access arrangements complies with the State Code 1 and the planning scheme. |
| **Provisions specific to certain uses** | | |
| **PO16:**<br>*Hotel bar* and *nightclub entertainment facility* uses are appropriately located and designed so as not cause | **AO16.1:**<br>*Hotel, bar* and *nightclub entertainment facility* uses are not located on lots adjacent to a Low or medium residential zone, | **R16: Not Applicable** |

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| nuisance to adjoining and nearby uses. | Mixed use, Rural residential zone or Township zone, or an existing *sensitive land use*. | |
| **PO17:**<br>*Agricultural supplies stores, bulk landscape supplies, hardware and trade supplies, garden centres* or *showrooms* are:<br>(a) Limited in area and frontage; and<br>(b) Provide a high level of activation and interface with the street; and<br>(c) Are not dominated by parking at the *road frontage*; and<br>(d) Provide high quality and attractive facades. | No acceptable outcome is prescribed. | **R17: Not Applicable** |
| **Provisions specific to the Principal centre zone** | | |
| **PO18:**<br>Within the Principal centre zone, development reflects and enhances the character and the amenity of the CBD and contributes to a cohesive *built form* character and *streetscape* by: | **PO18.1:**<br>Development within the Principal centre zone is:<br>(a) sympathetic to surrounding built form; and<br>(b) complements established building proportions and lot dimensions; and<br>(c) contributes positively to the character of the immediate area; and<br>(d) responds positively to heritage elements in the *streetscape*. | **R18: Not Applicable** |
| **Provisions specific to the Rural zone** | | |
| **PO19:**<br>Development in the Rural zone does not adversely impact on the ongoing operation of nearby *rural activities*. | No acceptable outcome is prescribed. | **R19: Not Applicable** |

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| • **Assessment benchmarks for assessable development and**<br>• **Requirements for accepted development** | | |
| **Access** | | |
| **PO1:**<br>The layout, design and construction of the access:<br>(a) is safe, convenient and legible for all users including people with disabilities, pedestrians and cyclists; and<br>(b) does not interfere with the planned function, safety, capacity and operation of the transport network; and<br>(c) includes appropriate and sufficient signage to ensure safe and convenient use. | **AO1.1:**<br>Vehicle access to the site complies with Australian Standard AS2890.1-2004 *Parking facilities – Off-street car parking.*<br>**AO1.2:**<br>Dedicated pedestrian entry to the *site* and building is provided separately from vehicle entry and maneuvering areas.<br>**AO1.3:**<br>Except where for a *dwelling house* or *dual occupancy*, the development layout allows for forward entry and exit of vehicles. | **R1.1to R1.3: Complies**<br>The proposed layout, design and construction of the access:<br>(a) will be safe, convenient and legible for all users including people with disabilities, pedestrians and cyclists; and<br>(b) will not interfere with the planned function, safety, capacity and operation of the transport network; and<br>a) will include appropriate and sufficient signage to ensure safe and convenient use.<br><br>There is a pedestrian footpath to the front of the proposed service station building.<br><br>The proposed layout will allow vehicles to enter and exit in forward gear. |
| **PO2:**<br>A suitable crossover is provided that does not compromise existing *landscaping*. | **AO2.1:**<br>Except in the Rural and Rural residential zones, dedicated vehicular access across the verge is provided which complies with **Schedule 6: Engineering works and services planning scheme policy**.<br>**AO2.2:**<br>No street trees are removed | **R2.1 to 2.2: Complies**<br>The entry and exit points onto Marian Street will comply with DTMR standards and Council standards.<br><br>Dedicated vehicular access across the verge is provided which complies with Schedule 6: Engineering works and services planning scheme policy on Kookaburra Street. |

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| **PO3:**<br>Driveway widths are minimised to maintain amenity and character of local area. | **AO3.1:**<br>Maximum total driveway widths are:<br>(a) 6 metres for an allotment where principal use is a residential activity; or<br>(b) 16 metres or 50 per cent of the length of the road frontage, whichever is the lesser for an allotment where principal use is a centre activity, entertainment activity or Industry activity; or<br>(c) 6 metres where the principal use is not indicated in (a) or (b) above.<br>Note—For the purposes of this requirement the width of the driveway is to be measured at the boundary between the allotment and the road reserve carriageway. | **R3: Complies**<br>The proposed driveway widths will be appropriate for the nature of the proposed development and will not detract from the amenity and character of the local area. |
| **Vehicle Parking** | | |
| **PO4:**<br>Sufficient parking spaces are provided for the number and type of vehicles likely to be associated with the development. | **AO4.1:**<br>Development complies with the parking requirements in **Table 9.4.6.3 and Table 9.4.6.3(b) Minimum on-site parking requirements** | **R4.1 to 4.4: Complies**<br>The proposed development complies with the car parking and AV parking as nominated in the planning scheme.<br><br>No dedicated bicycle parking is proposed but there will be informal bicycle parking within the proposed development.<br><br>The car parking spaces are located to the front and side of the service station building and adjacent to the fuel bowsers. |
| | **AO4.2:**<br>No additional parking is required where a single use:<br>(a) is located in the principal centre zone; and<br>(b) utilises an existing building (where not increasing the GFA by more than 50m2); and<br>(c) comprises a total GFA of not more than 100m2; and<br>(d) does not result in the loss of any existing car parks. | |
| | **AO4.3:**<br>The parking spaces are located on the same lot as the use for which they are required and are available for parking at all times that the use is being carried out. | |
| | **AO4.4:** | |

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| | All parking, access and maneuvering requirements are met on-site. | |
| **PO5:**<br>Vehicle parking areas are designed, constructed and maintained so as to provide safe and efficient parking and circulation for vehicles, cyclists and pedestrians. | **AO5.1:**<br>Vehicle parking and access areas:<br>(a) are sealed with a durable, material that will reduce the amount of dust generated by vehicle movement; and<br>(b) are clearly delineated; and<br>(c) comply with *Australian Standard AS2890.1-2004 Parking facilities – Offstreet car parking in relation to crossovers, queuing, circulation, gradient, overall design and operation (except in the case of a dual occupancy).* | **R5: Complies**<br>Vehicle parking areas will be designed, constructed and maintained so as to provide safe and efficient parking and circulation for vehicles, cyclists and pedestrians, and will comply with the applicable Australian Standard. |
| • **Assessment benchmarks for assessable development only** | | |
| **Access** | | |
| **PO1:**<br>The layout, design and construction of access:<br>(a) Is safe, convenient and legible for all users including people with disabilities, pedestrians and cyclists; and<br>(b) does not interfere with the planned function, safety, capacity and operation of the transport network; and<br>(c) includes appropriate and sufficient signage to ensure safe and convenient use. | No acceptable outcome is prescribed. | **R1:**<br>Langtree Consulting have prepared a Traffic Impact Assessment to support the proposed development, refer to **Appendix 5**. The TIA has assessed the impact of the traffic generated by the proposed development on the existing road network at the site's accesses. Consideration has been given to operational performance and road safety.<br><br>The impact of the proposed development on the road network has been analysed using procedures set out in Austroads, Australian Standard AS2890, Parking facilities and in TMR's Guide to Traffic Impact Assessment. Results from the SIDRA assessment has indicated that the development has an insignificant impact on the Marian Street and Kookaburra Street intersection.<br><br>In conclusion, the proposed development accesses have been found to be adequate and no significant adverse impact on the operational performance or safety of the surrounding road network has been identified. No mitigation |

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| | | measures have been deemed necessary either.<br><br>Based on findings of this TIA, the proposed development inclusive of access arrangements complies with the State Code 1 and the planning scheme. |
| **PO2:**<br>On-site parking and vehicle manoeuvring areas are located and designed to minimise conflicts and hazards between motor vehicles and pedestrians. | No acceptable outcome is prescribed. | **R2: Complies**<br>The layout of the proposed development in terms of on site parking and vehicle manoeuvring will be located and designed to minimise conflict and hazards between vehicles and pedestrians. |
| **PO3:**<br>For hardware and trade supplies, on-site parking and vehicle manoeuvring areas for vehicles with trailers are located to minimise conflicts and hazards between motor vehicles and pedestrians. | **AO3.1:**<br>On-site parking and manoeuvring areas are provided for vehicles with trailers separate from the main car park area and pedestrian access. | **R3: Not Applicable** |
| **PO4:**<br>Convenient access is provided for vehicles (including taxis) carrying wheelchair bound passengers. | **AO4.1:**<br>Where for a *health care services* use involving a medical centre, a drop off / set down area is provided at the entrance to the medical centre. | **R8: Not Applicable** |
| **Amenity** | | |
| **PO5:**<br>The amenity of adjoining *residential activities* is not diminished by lighting and noise impact from vehicle parking areas. | **AO5.1:**<br>Parking areas are fenced with a 1.8-metre-high solid screen wall or fence at the common boundary with any land in the Low density residential or Medium density residential zone or adjacent to any *sensitive land use.* | **R5: Complies**<br>A 2.4 m high acoustic fence and planting will be installed on the shared boundary with the adjacent residential uses, to achieve the acoustic quality objectives for sensitive receptors set out in the *Environmental Protection (Noise) Policy 2008.* |
| **Service vehicles** | | |
| **PO6:**<br>Provision is made for vehicle loading and unloading to be carried out in a safe and efficient manner on-site and does not utilise the public carriageway. | **AO6.1:**<br>The design and operation of vehicle loading and unloading areas complies with Australian Standard AS2890.2-2002 *Parking facilities – Commercial vehicle facilities.* | **R6.1 to R6.2: Complies**<br>The loading bay will be located to the west of the service station building and will comply with Australian Standard AS2890.2-2002 *Parking facilities – Commercial vehicle facilities.* |
| | **AO6.2:**<br>Adequate circulation space is to be provided onsite for delivery and collection vehicles in accordance with the standard turning templates given in Austroads publication no AP - | |

| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| | G34 -13: Design Vehicles and Turning Path Templates (1995). | |
| ***Landscaping*** | | |
| **PO7:**<br>Vehicle parking areas are landscaped in a manner which enhances their appearance and assists in buffering surrounding land uses. | **AO7.1:**<br>Except where otherwise provided by the applicable activity or zone code, parking areas and driveways are screened by:<br>(a) a landscaping buffer of at least 1.5 metres width where adjacent to the Low density residential zone or Medium density residential zone, or sensitive land use; or<br>(b) a landscaping buffer of at least 2 metres width where adjacent to a road frontage or public open space. | **R7: Alternative Acceptable Outcome**<br>The car parking spaces to the front of the service station will not be landscaped, as this will impede casual surveillance opportunities.<br><br>The car parking spaces to the west of the service station building will be buffered by the 2.4 m high acoustic fence and the screen planting. |
| | **AO7.2:**<br>Except for a *dwelling house* or *dual occupancy*, wheelstops or other barriers are provided in designated parking areas to prevent vehicles from driving into or damaging landscaped areas. | |
| **Shade structures** | | |
| **PO8:**<br>Parking areas located external to a building and ancillary to the development provide shade by way of mature trees or shade structures. | **AO8.1:**<br>All parking areas are shaded by either:<br>(a) shade trees at a maximum spacing of 1 shade tree per 4 car parks planted to achieve mature form; or<br>(b) a shade structure that is set back from the street and consistent with the character of the area.<br>Shade structures may be in the form of awnings, pergolas, shelters or shade sails manufactured from long lasting UV stable materials that are vandal resistant and require minimal ongoing maintenance, or permanent structures of colorbond or similar roofing.<br><br>Note—unenclosed shade structures solely for parking purposes are not | **R8: Alternative Acceptable Outcome**<br>The car parking spaces to the front of the service station will not be landscaped, as this will impede casual surveillance opportunities.<br><br>The car parking spaces to the west of the service station building will be buffered by the 2.4 m high acoustic fence and the screen planting.<br><br>The car parking space layout are standard for a service station development. |

| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| | included for the purposes of Site Cover calculation. | |
| **Bicycle and Pedestrian Facilities** | | |
| **PO9:**<br>Development provides appropriate on-site end of trip facilities including bicycle parking, shower and change rooms to encourage walking and cycling as an alternative to private car travel. | **AO9.1:**<br>Development provides on-site bicycle parking spaces at **the minimum rates specified in Table 9.4.6.3(a) and Table 9.4.6.3(b) Minimum onsite parking requirements.** | **R9.1 to 9.3: Alternative Acceptable Outcome**<br>Informal bicycle parking options will be provided on site. It is not considered that a development of this nature is required to provide end of trip facilities for patrons or staff. |
| | **AO9.2:**<br>Development provides bicycle parking and storage that:<br>(a) is identifiable, convenient and safely accessible; and<br>(b) does not adversely impact on visual amenity; and<br>(c) does not impede the movement of pedestrians or other vehicles. | |
| | **AO9.3:**<br>Development provides bicycle end of trip facilities including:<br>(a) Shower facilities; and<br>(b) Bicycle storage; and<br>(c) Personal storage.<br>For long-stay bicycle parking, facilities are provided in accordance with **Table 9.4.6.4 Minimum standards for bicycle long-stay end of trip facilities.** | |

CITY OF MOUNT ISA PLANNING SCHEME 2020 – MOUNT ISA ENGINEERING WORKS AND SERVICES CODE

| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| • **Assessment benchmarks for assessable development and**<br>• **Requirements for accepted development** | | |
| **Infrastructure services** | | |
| **PO1:**<br>Development is provided with a water supply that is adequate for the current and future needs of the intended uses. | **AO1.1:**<br>Development is connected to the reticulated water supply infrastructure network and is designed and constructed in accordance with **Schedule 6: Engineering works and services planning scheme policy.** | **R1: Complies**<br>The proposed development will be connected to the reticulated water supply infrastructure network and is designed and constructed in accordance with **Schedule 6: Engineering works and services planning scheme policy.**<br><br>Service connections will be consolidated as a consequence of the proposed development. |
| **PO2:**<br>Development has a safe and effective means of sewerage treatment and disposal for the level of demand generated. | **AO2.1:**<br>Development is connected to the reticulated sewer supply infrastructure network and is designed and constructed in accordance with **Schedule 6: Engineering works and services planning scheme policy.** | **R2: Complies**<br>The proposed development will be connected to the reticulated sewer supply infrastructure network and is designed and constructed in accordance with **Schedule 6: Engineering works and services planning scheme policy.** |
| **PO3:**<br>Development is provided with an appropriate energy supply approved by and installed in accordance with the standards of the relevant energy regulatory authority. | **AO3.1:**<br>(a) Development is connected to the reticulated electricity infrastructure network; or<br>(b) An alternative energy supply is provided in accordance with the standards of the relevant regulatory authority. | **R3: Complies**<br>The proposed development will be connected to reticulated energy infrastructure network. |
| **PO4:**<br>Development is connected to appropriate telecommunications infrastructure. | **AO4.1:**<br>Development is connected to telecommunication infrastructure in accordance with the standards of the relevant regulatory authority. | **R4: Complies**<br>The proposed development will be connected to telecommunication infrastructure in accordance with the standards of the relevant regulatory authority. |
| **PO5:**<br>Development provides safe and sufficient lighting and signage. | **AO5.1:**<br>Street lighting must comply with the *Australian Standard 1158 Set:2010 Lighting for Roads and Public Spaces*. | **R5: Not Applicable**<br>There is existing street lighting on the property frontages. |
| | **AO5.2:**<br>Road signage is provided in accordance with **Schedule 6: Engineering works and** | |

| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| | **services planning scheme policy**. | |
| **PO6:**<br>Development has a safe and effective means of sewerage treatment and disposal for the level of demand generated. | **AO6.1:**<br>Where a connection to the reticulated sewerage infrastructure network is not available, sufficient area is to be provided on the development site for an appropriately sized on-site effluent treatment and disposal system to meet the needs of the development. | **R6: Not Applicable** |
| **Protection against natural hazards** | | |
| **PO7:**<br>Essential services maintain their function during the occurrence of natural hazards. | **AO7.1:**<br>Components of the systems that deliver electricity supply, gas supply, water supply, sewerage and telecommunications services, that will be adversely affected by the inundation by or infiltration of floodwater are:<br>(a) located above the 1 in 100-year *Annual recurrence interval (ARI)* flood level; or<br>(b) designed and constructed to exclude inundation of floodwater during the 1 per cent AEP; or<br>(c) designed to resist the hydrostatic and hydrodynamic forces that result from such inundation. | **R7: Not Applicable** |
| **Roads and access** | | |
| **PO8:**<br>Roads and access are designed and constructed to ensure that:<br>(a) the alignment of new roads provides for safe and efficient movement of traffic; and<br>(b) road pavement surfaces:<br>(i) are durable enough to carry estimated wheel loads of travelling and parked vehicles; and<br>(ii) provide for the safe passage of vehicles, pedestrians and cyclists; and<br>(iii) provide for the discharge of stormwater run-off | **AO8.1:**<br>Roads are designed and constructed in accordance with **Schedule 6: Engineering works and services planning scheme policy.** | **R8: Complies**<br>Langtree Consulting have prepared a Traffic Impact Assessment to support the proposed development, refer to **Appendix 5**. The TIA has assessed the impact of the traffic generated by the proposed development on the existing road network at the site's accesses. Consideration has been given to operational performance and road safety.<br><br>The impact of the proposed development on the road network has been analysed using procedures set out in Austroads, Australian Standard AS2890, Parking facilities and in TMR's Guide to Traffic Impact Assessment. Results from the SIDRA |

| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| from contributing catchments; and<br>(iv) preserve all-weather access; and<br>(c) kerb and channel:<br>(d) verges and footpaths provide: | | assessment has indicated that the development has an insignificant impact on the Marian Street and Kookaburra Street intersection.<br><br>In conclusion, the proposed development accesses have been found to be adequate and no significant adverse impact on the operational performance or safety of the surrounding road network has been identified. No mitigation measures have been deemed necessary either.<br><br>Based on findings of this TIA, the proposed development inclusive of access arrangements complies with the State Code 1 and the planning scheme. |
| **Stormwater drainage** | | |
| **PO9:**<br>Stormwater drainage systems or networks have the capacity to control stormwater flows so that:<br>(a) overland runoff is directed to areas where there is no damage to property or hazards for motorists; and<br>(b) runoff is directed to a lawful point of discharge through controlled outlet structures; and<br>(c) development retains the existing hydrological regime (surface and groundwater cycle and flow) to protect vegetation and habitats in and adjoining watercourses. | **AO9.1:**<br>All stormwater runoff from surfaces that are constructed, altered or otherwise affected by development on an allotment is discharged to a lawful point of discharge.<br><br>**AO9.2:**<br>Development does not require the use of stormwater pumps in order to achieve a lawful point of discharge.<br><br>**AO9.3:**<br>Stormwater drainage is designed and constructed in accordance with **Schedule 6: Engineering works and services planning scheme policy**.<br><br>**AO9.4:**<br>Where the stormwater drainage system includes an underground pipe drain system, runoff from roofs and paved areas is to be connected directly to the pipe drain system. | **R9.1 to 9.4: Complies**<br><u>Stormwater Quality Management</u><br>The State Planning Policy (SPP) released in July 2017 provides guidelines on the requirement for stormwater quality treatment.<br><br>The development site is located within the Western Queensland climatic region. In addition to the above, Appendix B Note 14 of the SPP indicates that for areas within Western Queensland, the pollutant reduction design objectives only apply for population centres greater than 25,000 persons. As the population of Mount Isa at the 2021 census was 18,727 this development does not trigger water quality requirements listed in Table B of Appendix 2 of the SPP.<br><br><u>Stormwater Treatment Devices</u><br>In terms of stormwater treatment devices, it is proposed to use a A *SPEL 'Puraceptor P040'* to treat any stormwater from fuel refuelling areas under each canopy and fill point (on fuel farm). *SPEL* has confirmed that a *Puraceptor* can treat stormwater to the following criteria: |

| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| | | ▪ < 5ppm (mg/L) Total Petroleum Hydrocarbons (TPH),<br>▪ ≥ 80% reduction in Total Suspended Solids (TSS), and<br>▪ ≥ 90% reduction in gross pollutants.<br><br>The *SPEL* device can contain up to 9,000 Litres in the event of a fuel spill and has an alarm when the tank is nearly full. When the alarm is activated, the operator will organise for a licenced contractor to dispose of any waste and hydrocarbons to an approved disposal facility. |
| • **Assessment benchmarks for assessable development only** | | |
| **Infrastructure services** | | |
| **PO1:**<br>Development is provided with a water supply that is adequate and safe for the current and future needs of the intended uses. | **AO11.1:**<br>Where a connection to the reticulated water supply is not available, a water supply is to be provided to the development that is:<br><br>suitable for human consumption in accordance with the National Health and Medical Research Council's Australian Drinking Water Guidelines, 2011 as updated from time to time; and sized and designed to meet the water usage requirements of the development. | **R1: Complies**<br>The proposed development will be connected to the reticulated water supply infrastructure network and is designed and constructed in accordance with **Schedule 6: Engineering works and services planning scheme policy.**<br><br>Service connections will be consolidated as a consequence of the proposed development. |
| **Location of underground services** | | |
| **PO2:**<br>The location of underground services does not impede future development. | **AO2.1:**<br>Where underground services cross another person's land to service the development, the services are to be located parallel to and within 2 metres of an allotment boundary | **R2: Complies**<br>The proposed development will not impede future development as a consequence of the location of underground services. |
| | **AO2.2:**<br>Services are not located over a part of a lot that may in future be suitable location for a development. | |
| **Stormwater drainage** | | |
| **PO3:**<br>Stormwater drainage systems or networks have the capacity to | **AO3.1:**<br>Where stormwater pumps are proposed to be used to achieve a lawful point of discharge, | **R9.1 to 9.4:Complies**<br><u>Stormwater Quality Management</u><br>The State Planning Policy (SPP) released in July 2017 provides |

| Performance Outcome/Acceptable Outcomes | | Response |
|---|---|---|
| control the quantity and quality of stormwater flows so that:<br>(a) overland runoff is directed to areas where there is no damage to property or hazards for motorists; and<br>(b) runoff is directed to a lawful point of discharge through controlled outlet structures; and<br>(c) development retains the existing hydrological regime (surface and groundwater cycle and flow) to protect vegetation and habitats in and adjoining watercourses. | evidence is provided to Council that all other options have been exhausted.<br><br>**AO3.2:**<br>Stormwater pumping systems must be designed in accordance with **Schedule 6: Engineering works and services planning scheme policy.** | guidelines on the requirement for stormwater quality treatment.<br><br>The development site is located within the Western Queensland climatic region. In addition to the above, Appendix B Note 14 of the SPP indicates that for areas within Western Queensland, the pollutant reduction design objectives only apply for population centres greater than 25,000 persons. As the population of Mount Isa at the 2021 census was 18,727 this development does not trigger water quality requirements listed in Table B of Appendix 2 of the SPP.<br><br><u>Stormwater Treatment Devices</u><br>In terms of stormwater treatment devices, it is proposed to use a A *SPEL 'Puraceptor P040'* to treat any stormwater from fuel refuelling areas under each canopy and fill point (on fuel farm). *SPEL* has confirmed that a *Puraceptor* can treat stormwater to the following criteria:<br><br>▪ < 5ppm (mg/L) Total Petroleum Hydrocarbons (TPH),<br>▪ ≥ 80% reduction in Total Suspended Solids (TSS), and<br>▪ ≥ 90% reduction in gross pollutants.<br><br>The *SPEL* device can contain up to 9,000 Litres in the event of a fuel spill and has an alarm when the tank is nearly full. When the alarm is activated, the operator will organise for a licenced contractor to dispose of any waste and hydrocarbons to an approved disposal facility. |

LANGTREE
Consulting Engineers

# Proposed Service Station, Townview, Mt Isa

# TRAFFIC IMPACT ASSESSMENT

**Jaklex Investments Pty Ltd**

MOUNT ISA CITY COUNCIL
DEVELOPMENT APPROVAL

Permit No.: 525-22
Type of Development: Material Change of Use & Operational Works for Advertising Devices
Approved Use: Service Station and 2 x Pylon Signs
Approved By: Mr Tim Rose
Title: Acting Chief Executive Officer
Date: 06/09/2022


**LANGTREE CONSULTING**

Project No.: 0943

Reference No.: R-AR0177

Date: 30/08/2022

**Controlled Copy No.: 1**

**Revisions: C**

**Revision Record:**

| Rev | Review Date | Description | Prepared | Checked | Approved |
|---|---|---|---|---|---|
| A | 13/06/2023 | Issued for Comment | Aidan Reinaudo | Geoffrey Smart | Geoffrey Smart |
| B | 14/06/2023 | Issued for Comment | Aidan Reinaudo | Geoffrey Smart | Geoffrey Smart |
| C | 30/08/2023 | Response to SARA RFI | Aidan Reinaudo | Brett Langtree | Brett Langtree |
| | | | | | |

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## 1.0 INTRODUCTION

Langtree Consulting has been engaged by Vision 2 Reality Pty Ltd on behalf of Jaklex Investments Pty Ltd to undertake a Traffic Impact Assessment (TIA) for a development application for Lots 21, 22, 23, 24 and 38 on MPH21999, Marian Street Mt Isa for a fuel and convenience store.

This TIA report outlines the following:

- Background information for the project and proposed development;
- Existing traffic conditions, proposed development traffic generation and distribution and post-development traffic conditions;
- Intersection analysis including turn warrant assessment;
- Assessment of the development impacts on the local roads post-development; and
- Any recommendations and mitigation measures, if required.

## 2.0 BACKGROUND

The proposed development is located within Mt Isa. The development site is located at 95-101 Marian Street and 113 Kookaburra Street, Townview on land described as Lots 21, 22, 23, 24 and 38 on MPH21999.

Hereon in, the above-described lands shall be referred to as the subject site.

The subject site has a total area of 4,582m$^2$ and is bound by Marian Street to the north, residential properties to the east and south and Kookaburra Street to the east. The subject site is currently residential dwellings on Lots 24, 21 and 38 on MPH21999 and the Copper Gate Motel on Lots 22 and 23 on MPH2199.

Refer below in red for development site locality.


***Figure 1.*** *Site Locality (Source: Queensland Globe)*

## 2.1 LAND USE AND ZONING

The majority of the subject site currently zoned as mixed use with exception of the Lot 38 on MPH21999 (113 Kookaburra Street) which is zoned as low density residential.


*Figure 2. Current zoning (Source: MICC Mapping)*

## 2.2 SITE ACCESS

The subject site has multiple accesses off Marian Street and one (1) access off Kookaburra Street.

## 2.3 SURROUNDING ROAD NETWORK

The key surrounding roads in proximity of the subject site have been identified and summarised in Table 1 below.

***Table 1.*** *Key Roads*

| Road Name | Jurisdiction | Hierarchy | Speed limit | AADT |
|---|---|---|---|---|
| Marian Street | DTMR | Highway | 60km/h | 1,091 |
| Kookaburra Street | MICC | Local | 50km/h | No counts available |

## 2.4 KEY INTERSECTIONS / ACCESSES

The key intersections and accesses are summarised below in Table 2.


***Table 2.*** *Key Intersections / Accesses*

| ID | Roads | Control |
|---|---|---|
| Intersection 1 | Marian Street/Kookaburra Street | Unsignalised |

## 2.5 CRASH HISTORY

Queensland Globe was used to investigate the crash history in the vicinity of the key roads and accesses/intersection. Two (2) crashes have occurred in close vicinity to the subject site with one occurring at the main intersection and the other occurring at a surrounding intersection. Please note that multiple crashes have occurred at the intersections to the east and west of Intersection 1 however these intersection are not impacted by the development. Therefore, the crash history for the site does not suggest any safety deficiencies. The crashes have been reviewed and are shown in Figure 3 and summarised in Table 3.


Figure 3. Crash Report Locality

***Table 3.*** *Crash History Report Summary*

| Crash Location | Year | Severity | Crash Type | Crash Nature | Crash Description |
|---|---|---|---|---|---|
| 1 | 2008 | Medical treatment | Hit pedestrian | Hit pedestrian | Darkness - lighted, Clear, sealed-dry, no traffic control. Ped'N: Play; Work; Stand; Lie On C'Way |
| 2 | 2018 | Minor injury | Multi-vehicle | Angle | Daylight, Clear, sealed-dry, giveway sign. Veh'S Adjacent Approach: Thru-Thru |

## 3.0 PROPOSED DEVELOPMENT

The proposed development is a service station. The proposed service station will be open 24 hours a day seven (7) days a week. The proposed site is shown in **Figure 4** and included in **Appendix A**.


***Figure 4.*** *Site Plan (Source: Kehoe Myers)*

The proposed development has the following features:

- Total site area = 4,582m$^2$;
- Service station building area (GFA) = 312m$^2$;
- Nineteen (19) standard parking spaces which includes one (1) accessible parking space;
- Twelve (12) light vehicle fuelling positions; and
- Four (4) heavy vehicle fuelling positions.

## 3.1 VEHICLE MOVEMENTS

Entering Via Marian Street

Traffic (light and heavy vehicles) entering via Marian Street will enter via Access 1 and drive straight through and use the fuel bowsers and exit via Exit 1 and back onto Marian Street. Refer to **Figure 5** for the light (purple) and heavy (yellow) vehicle movements.

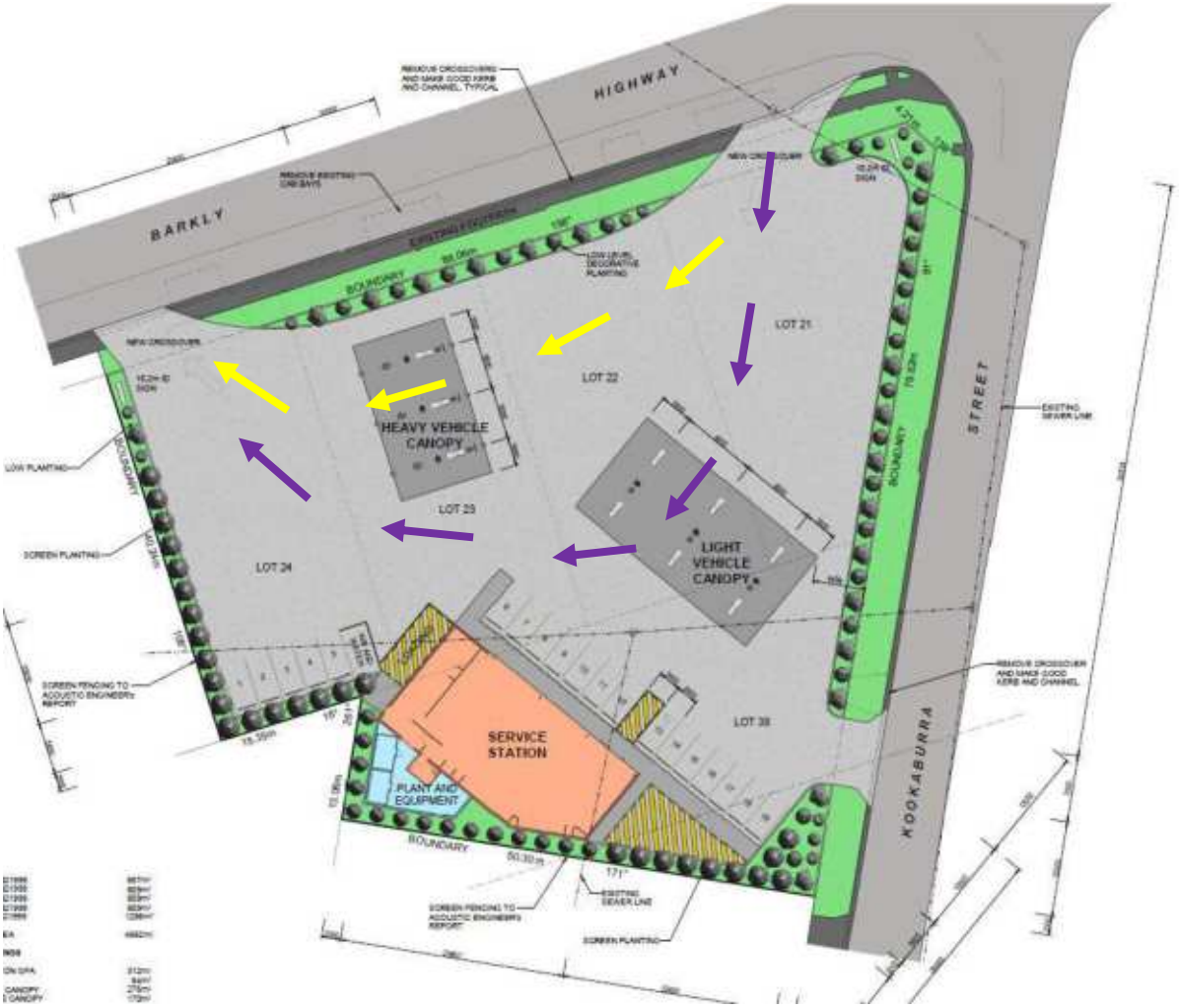


***Figure 5.*** *Light and heavy vehicle route entering from Marian Street/Kookaburra Street*

Entering Via Kookaburra Street (Southbound Traffic)

Light vehicles entering via Kookaburra Street follow the route shown with the purple arrows in **Figure 6**.


***Figure 6.*** *Light vehicle route entering from Kookaburra Street and exiting via Kookaburra Street or Marian Street*

## 3.2 LINEMARKING PLAN

A linemarking plan has been completed for the internal movements and is shown in Figure 7.


***Figure 7.*** *Linemarking Plan*

# 4.0 BACKGROUND TRAFFIC (PRE-DEVELOPMENT TRAFFIC)

## 4.1 MARIAN STREET (BARKLY HIGHWAY)

### *4.1.1 Traffic Growth Rate*

In accordance with the 2019 AADT Segment Analysis Report (Counter Site 100063) , the historical annual segment growth rates for Marian Street adjacent to the subject site are shown in **Table 4** below. Very little growth data was available, therefore to be conservative a 1.00% growth rate was adopted for Marian Street. Please note that 2019 data was used as 2020 and 2021 data was influenced by Covid 19. Refer to **Appendix B**.

***Table 4.*** *Growth rate*

| Road | Travel Direction | Annual Segment Growth Rate | | | Adopted Growth |
|---|---|---|---|---|---|
| | | Based on 1 years data | Based on 5 years data | Based on 10 years data | |
| Victoria Street | Gazettal (Westbound) | No data | No data | No data | 1.00% |
| | Against Gazettal (Eastbound) | No data | No data | No data | 1.00% |
| | Both Directions | 4.12% | -29.28% | No data | 1.00% |

### *4.1.2 Heavy Vehicles (HV%)*

The heavy vehicle percentage (HV%) for Marian Street was extracted from DTMR's 2019 AADT Segment Analysis Report (Counter Site 100063) and is summarised in **Table 5** below.

***Table 5.*** *Marian Street Heavy Vehicle Percentage*

| Gazettal (Westbound) | Against Gazettal (Eastbound) | Both Directions |
|---|---|---|
| 25.84% | 34.55% | 29.79% |

### *4.1.3 Peak Hour Traffic and Distribution*

The peak hour traffic volumes on Marian Street was assessed using the Queensland Traffic Data Explorer AADT Site Profiles Report (Refer to **Appendix B**). As the site is operational 24 hours a day seven (7) days a week, the largest peak hour over the whole week for AM and PM was selected. For this case the gazettal peak hour is Saturday 10am and Sunday 3pm and the against gazettal is Thursday 8am and Saturday 12pm.

The adopted growth rate of 1.00% was used to generate the projected background 2023 and 2033 weekend peak hour traffic volumes for Victoria Street. The generated background traffic volumes for Victoria Street are summarised in ***Table 6***.

***Table 6.*** *Victoria Street Weekend AM & PM Peak Hour Traffic*

| Year | AM Peak (veh/hr) | | PM Peak (veh/hr) | |
|---|---|---|---|---|
| | **Gazettal (Westbound)** | **Against Gazettal (Eastbound)** | **Gazettal (Westbound)** | **Against Gazettal (Eastbound)** |
| 2019 | 55 | 42 | 51 | 44 |
| 2023 | 57 | 44 | 53 | 46 |
| 2033 | 63 | 48 | 59 | 51 |

## 4.2 KOOKABURRA STREET

No traffic data was available for Kookaburra Street. The traffic catchment area for Kookaburra Street is taken as all lots north of Corella Street (6) with half of the lots from Corella Street and Pelican Road (8). Therefore, the background traffic data was generated using DTMR's RPDM Chapter 3 Table 3.5. Based on this Kookaburra Street has a peak hour traffic of 12 veh/h. It was assumed that 50% of the traffic will be entering/exiting from Marian Street and 50% will be entering/exiting from the Corella Street end (southern end). As all surrounding lots are developed no growth rate was used.

***Table 7.*** *Existing Scott Street Traffic*

| | **AM/PM** | |
|---|---|---|
| | **Entering from** | **Exiting to** |
| Marian St | 3 | 3 |
| Cornella St end | 3 | 3 |

## 4.3 BACKGROUND TRIP DISTRIBUTION

The background traffic trip distribution for 2023 and 2033 AM and PM is shown in Figure 8 and Figure 9.

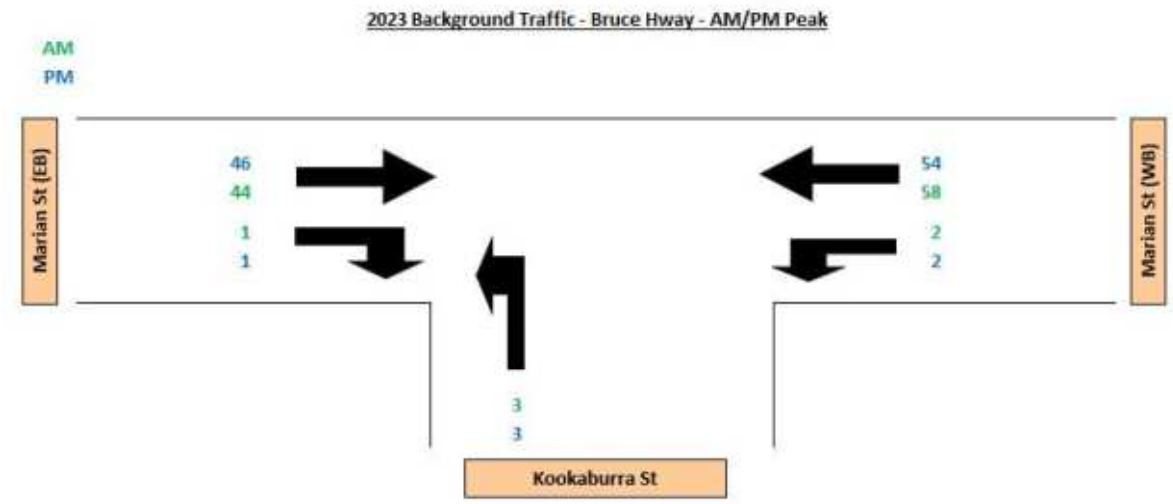


***Figure 8.*** *2023 Background Traffic AM/PM Peak Hour Trip Distribution*

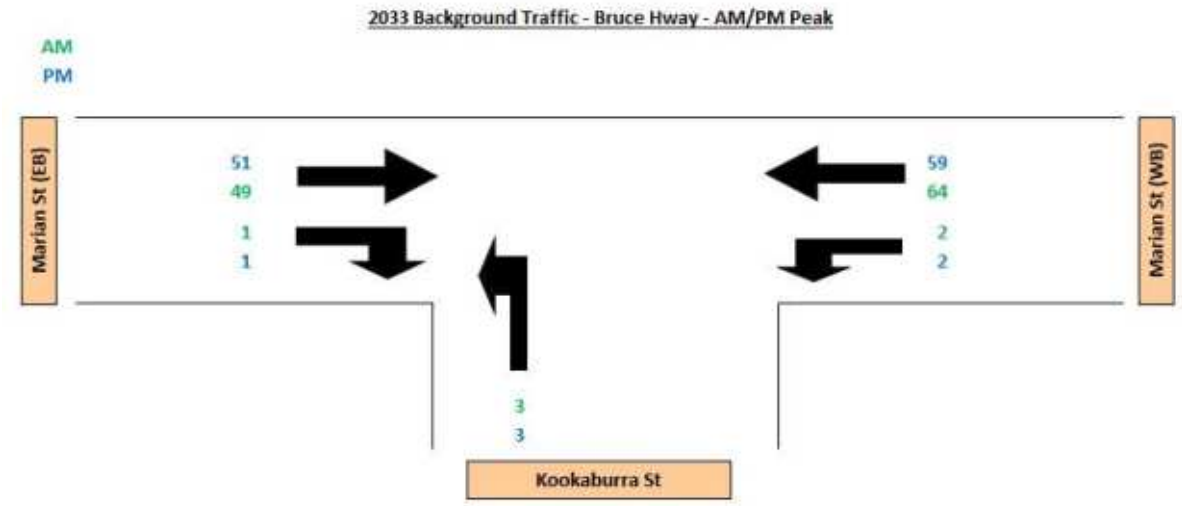


***Figure 9****. 2033 Background Traffic AM/PM Peak Hour Trip Distribution*

# 5.0 DEVELOPMENT TRAFFIC

## 5.1 PROPOSED DEVELOPMENT

The development is proposed to contain the following features:

- Eleven (11) standard parking spaces and one (1) accessible parking space;
- Twelve (12) light vehicle fuelling positions; and
- Three (3) heavy vehicle fuelling positions.

## 5.2 OPERATING REGIME

The proposed site will be open 24 hours a day seven (7) days a week.

## 5.3 PROPERTY ACCESS

As seen in

Figure *4* the site has three (3) access locations. Access 1 is off Marian Street and is entry only. Exit 1 is an exit only. The access off Kookaburra Street and is an entry and exit access.

## 5.4 DEVELOPMENT TRAFFIC GENERATION

### *5.4.1 Traffic Generation*

Using RPDM Chapter 3, the traffic generation for a service station with a convenience store has a peak rate of 66 trips per 100m$^2$ gross floor area (GFA). The development has a GFA of 312m$^2$ which gives a peak hour traffic of 206 vehicles. The background traffic has a total peak hour trips of 101 trips. As seen using RPDM Chapter 3, the development traffic is expected to be approximately double the background traffic which is unreasonable. As such an alternative traffic generation method has been used.

As shown above the traffic generation cannot be based on GFA for this site as minimal traffic will be generated from the site. The site is located within Mt Isa along the main highway (Barkly Highway). As this is the case the development will generate little traffic, the majority of traffic using the development will be traffic already using the highway (i.e background traffic). Therefore, to be conservative it is assumed that 30% of the background traffic will enter the site.

To accommodate for some traffic being generated by the site 33% of the total traffic entering the site was assumed to be generated.

Refer to the Table 8 for the peak hour traffic summary.

***Table 8.*** *Peak Hour Traffic Generation Summary*

| AM/PM | 2023 Background Traffic (veh/h) | Total Traffic Entering Site (30% Background) (veh/h) | Generated Traffic (33% Total Entering) (veh/h) | Background Traffic Entering Site (veh/h) |
|---|---|---|---|---|
| AM | 101 | 30 | 10 | 40 |
| PM | 99 | 30 | 10 | 40 |

### *5.4.2 Total Development Trip Distribution*

The following assumptions have been made in relation to movements into and out of the proposed vehicle access points:

- 80% of traffic will enter the site from Access 1 and 20% will enter from Access 2;
- As Access 1 is entry only, 95% of traffic will be exiting via Access 2 onto Marian Street and 5% will be exiting onto Kookaburra Street;
- 50% of vehicles entering will be from Marian Street EB and the other 50% will be from Marian Street WB; and
- For vehicles entering from Kookaburra Street, 80% are assumed to be from Marian Street and the remaining 20% will be from south of Access 2.

#### *5.4.2.1 Total Development Trip Distribution*

Refer to **Figure 10**, **Figure 11**, **Figure 12** and **Figure 13** for the total development traffic for the development.

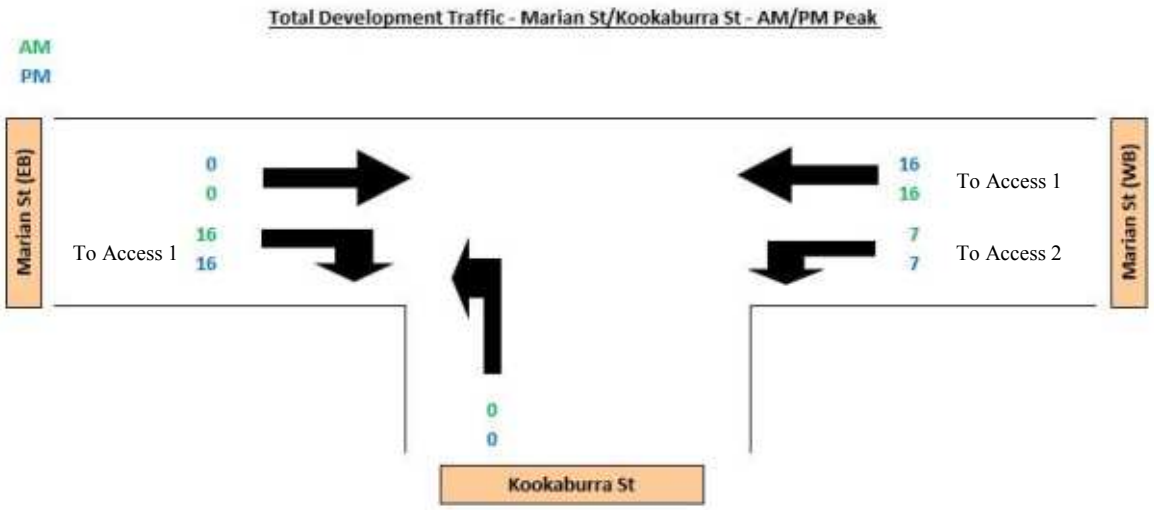


***Figure 10.*** *Total Development Traffic AM and PM Peak Hour Trip Distribution for Marian St/Kookaburra St*

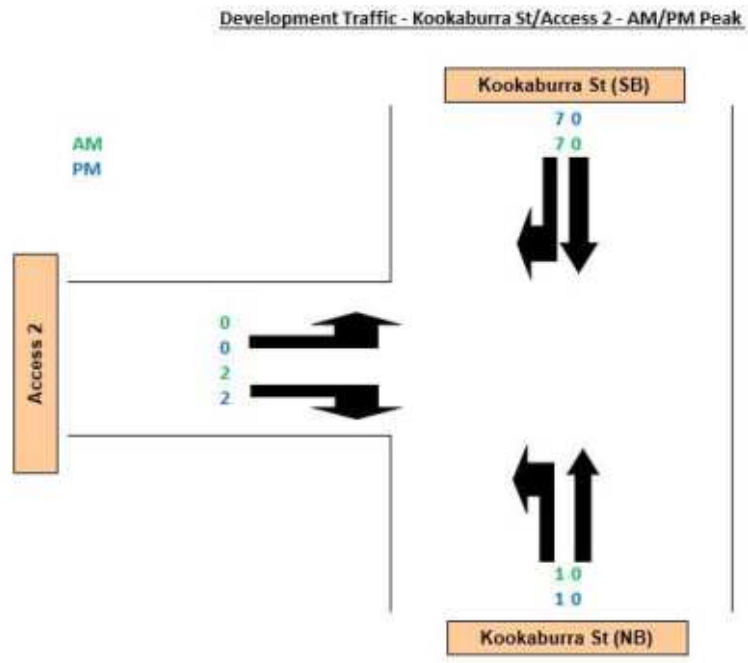


***Figure 11.*** *Total Development Traffic AM and PM Peak Hour Trip Distribution for Access 2*

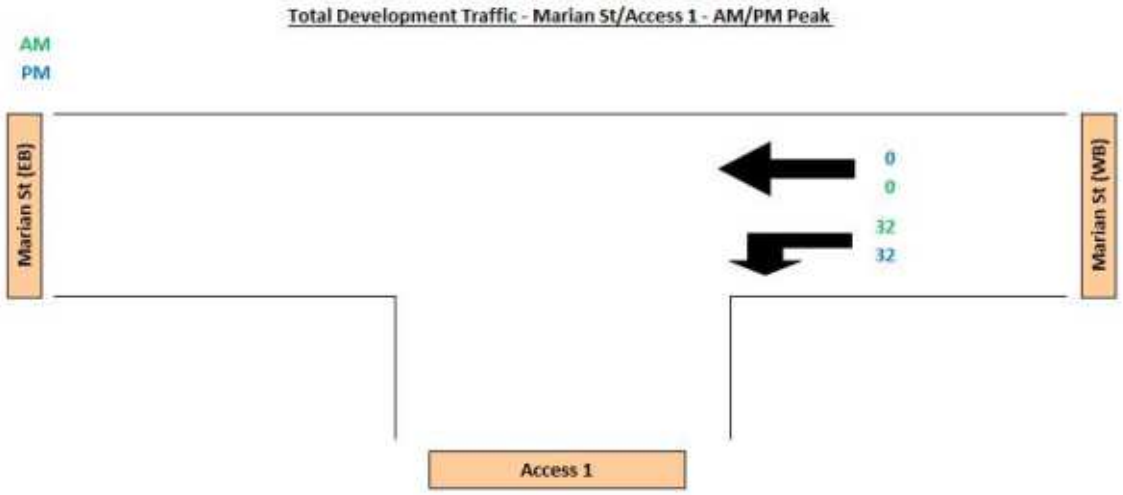


***Figure 12.*** *Total Development Traffic AM and PM Peak Hour Trip Distribution for Access 1*

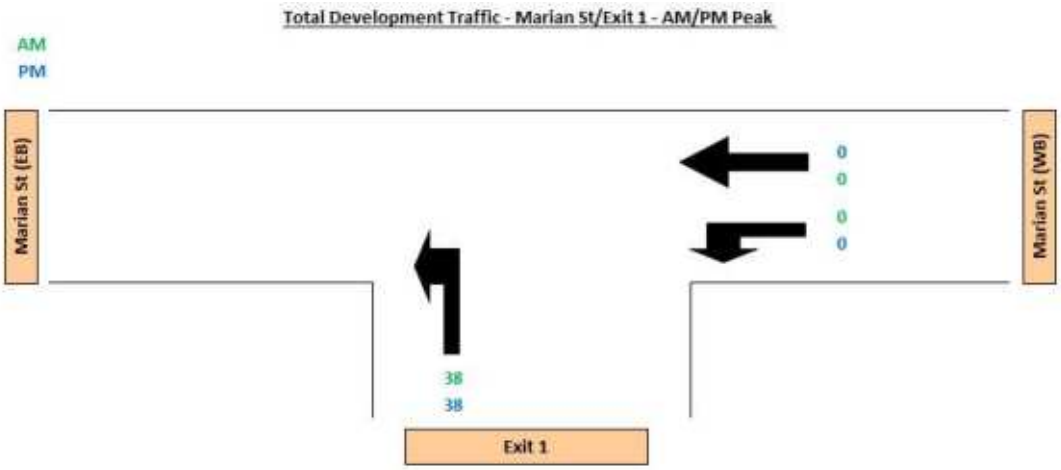


***Figure 13.*** *Total Development Traffic Ama and PM Peak Hour Trip Distribution for Exit 1*

## 5.5 TOTAL POST-DEVELOPMENT TRAFFIC

The 2023 and 2033 AM/PM traffic distribution post-development (i.e. Background + Development) is summarised in Figure 14, Figure 15, Figure 16 and Figure 17. Please note that the Kookaburra Street and Access 2 intersection will remain the same for 2023 and 2033.

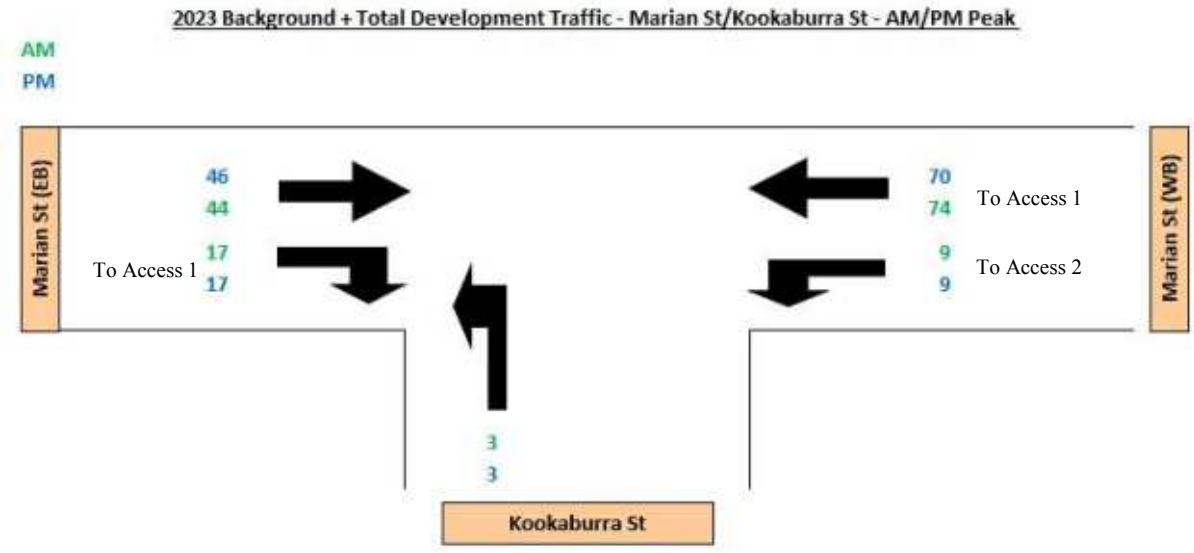


***Figure 14.*** *2023 AM/PM Background + Total Development Traffic for Marian St/Kookaburra St Intersection*

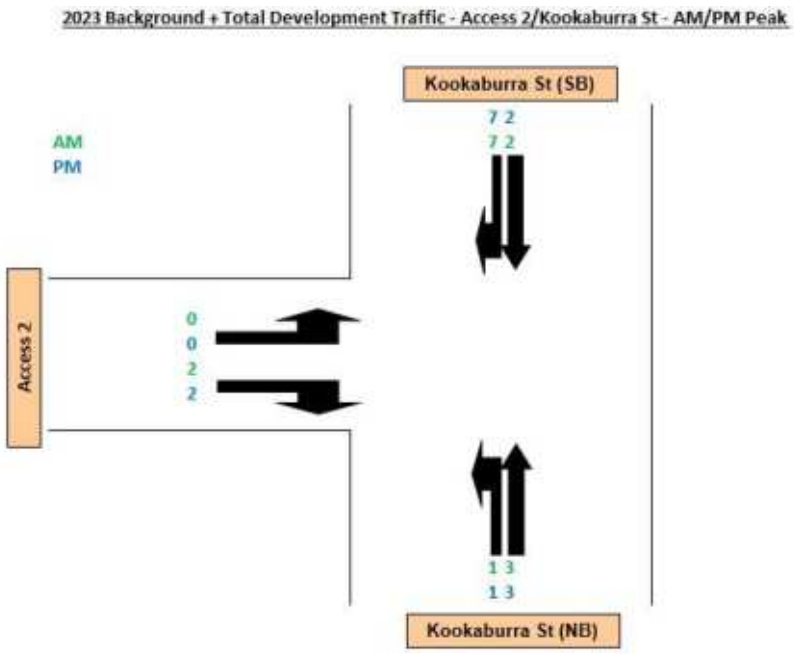


***Figure 15.*** *2033 AM/PM Background + Total Development Traffic for Access 2/Kookaburra St Intersection*

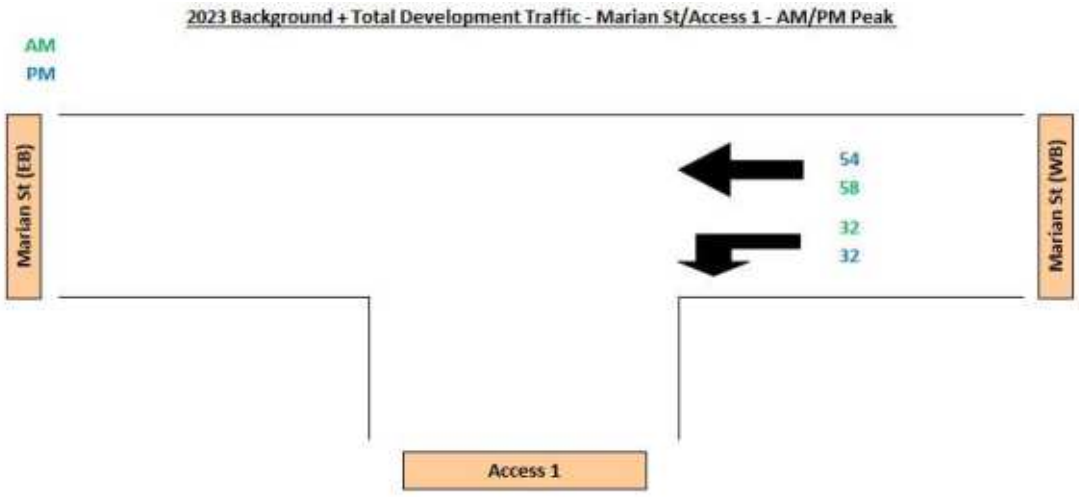


***Figure 16.*** *2023 AM/PM Background + Total Development Traffic for Marian St/Access 1 Intersection*

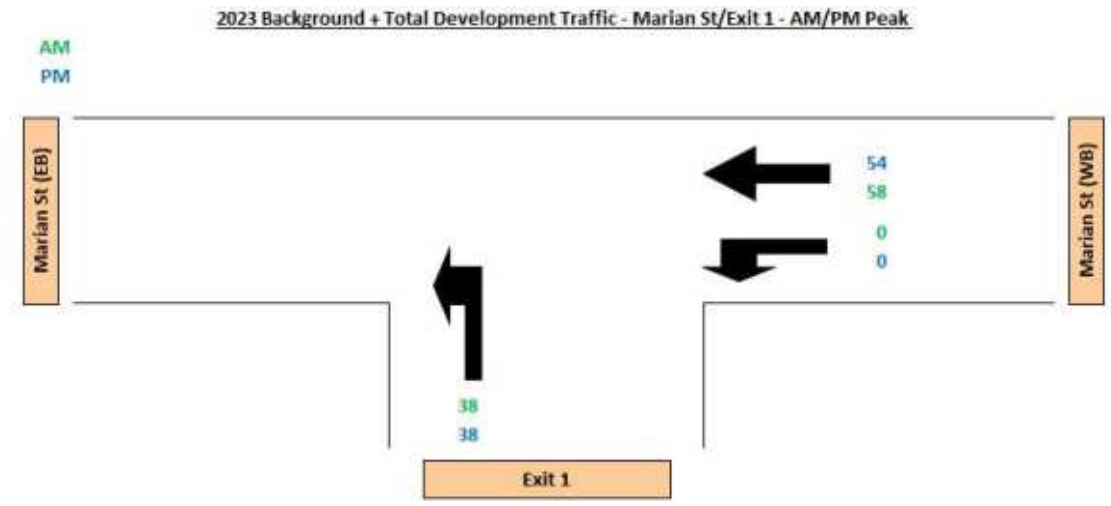


***Figure 17.*** *2023 AM/PM Background + Total Development Traffic for Marian St/Exit 1 Intersection*

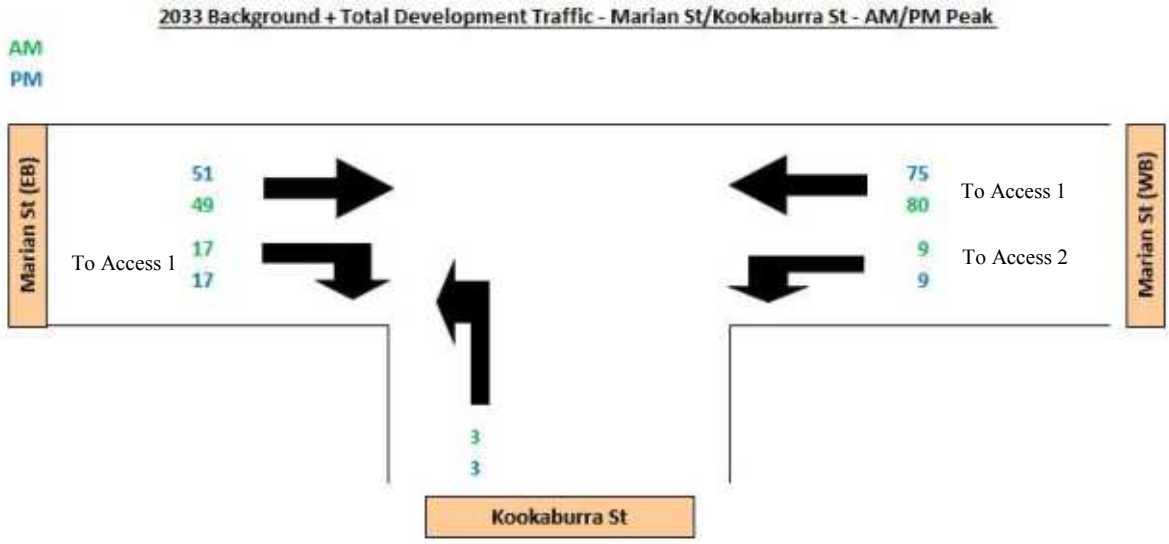


***Figure 18.*** *2033 AM/PM Background + Total Development Traffic for Marian St/Kookaburra St Intersection*

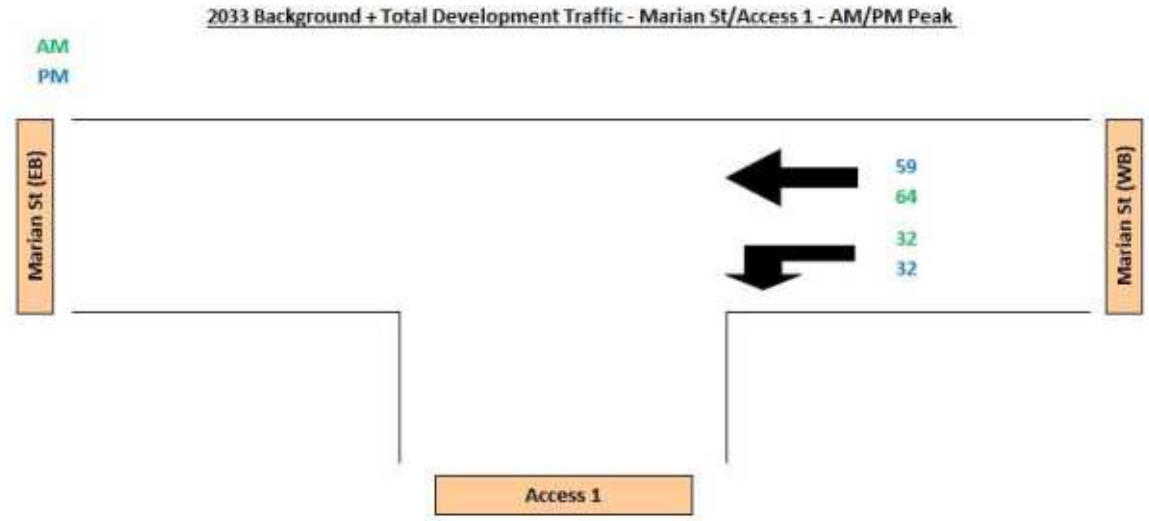


***Figure 19.*** *2033 AM/PM Background + Total Development Traffic for Marian St/Access 1 Intersection*

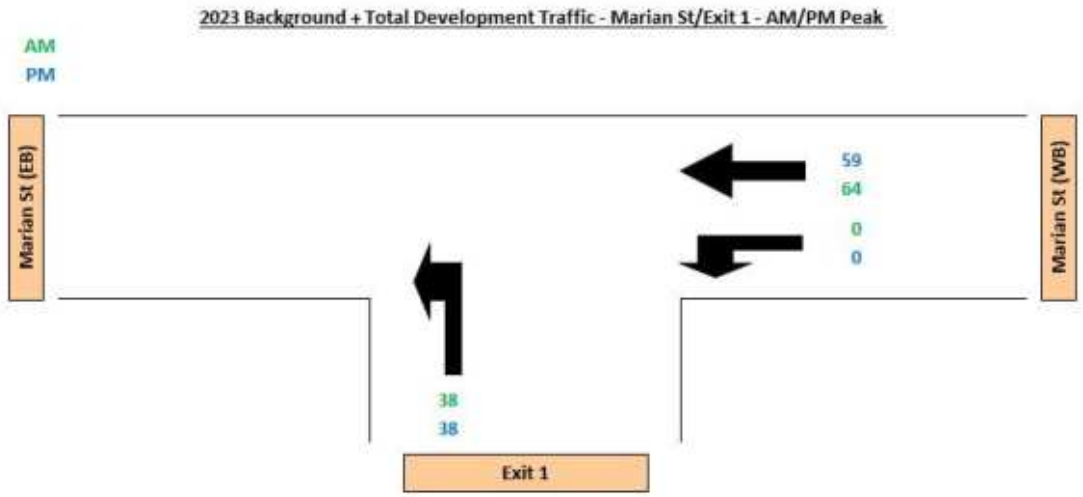


***Figure 20.*** *2033 AM/PM Background + Total Development Traffic for Marian St/Exit 1 Intersection*

# 6.0 **IMPACT** ASSESSMENT AND MITIGATION

## 6.1 SIDRA INTERSECTION ANALYSIS

It is proposed to measure the operational performance of the access "intersections" using SIDRA 7.0 software package. SIDRA is a computer package used to describe the capability and operational performance of an intersection in terms of the parameters as defined below:

- Degree of Saturation (DoS) – is the ratio of demand flow (or number of vehicles) to the physical capacity of the intersection or approach and is usually represented by a value that lies between zero and one. A DoS in excess of 1.0 indicates that the intersection will operate above capacity and that long delays and congestion will occur;
- Average Delay – is usually defined as the difference in time between interrupted and uninterrupted travel times through an intersection;
- Queue Length – is the 95th percentile back of queue length. This is the length to the back of the queue for a particular approach which 95% of all observed queue lengths fall below; and
- Level of Service (LOS) – an index of the operational performance of traffic on traffic lane, approach, intersection, route or network, based on measures such as delay, degree of saturation, density, speed, congestion coefficient, speed efficiency or travel time index during a given flow period. This provides a quantitative stratification of a performance measure or measures that represent the quality of service, measured on an A to F scale, with LOS A representing the best operating conditions from the traveller's perspective and LOS F the worst.

### *6.1.1 Intersection Performance Assessment Criteria*

The two key performance measurements adopted to assess the intersection operational conditions were Degree of Saturation (DoS) and Level of Service (LOS).

In general, the intersection capacity DoS, where it is considered that the operation of the intersection is constrained, are:

- 0.80 (80%) for un-signalised intersections;
- 0.85 (85%) for roundabouts; and
- 0.90 (90%) for signalised intersections.

The typical LOS, its characteristics and rating are defined in ***Table 9***.

*Table 9. Summary of traffic movements*

| LOS | Description | Rating |
|---|---|---|
| A | Free, unrestrictive flow | Very good |
| B | Mostly free flow, few disruptions | Very good |
| C | Stable flow | Good |
| D | Mostly stable flow, some delays | Acceptable |
| E | Congested | Bad |
| F | Forced flow | Bad |

## 6.2 INTERSECTION LAYOUT

The intersection layout used for the SIDRA analysis is shown in **Figure 21**. Please note that it doesn't accurately reflect actual intersection layout. With SIDRA this was the most accurate representation that was possible. SIDRA does not allow a left only out of Kookaburra Street and for all movements SIDRA requires a minimum of one (1) vehicle movement. As such one (1) movement was added to Kookaburra Street right out. This did not affect the overall outcome of the SIDRA analysis.

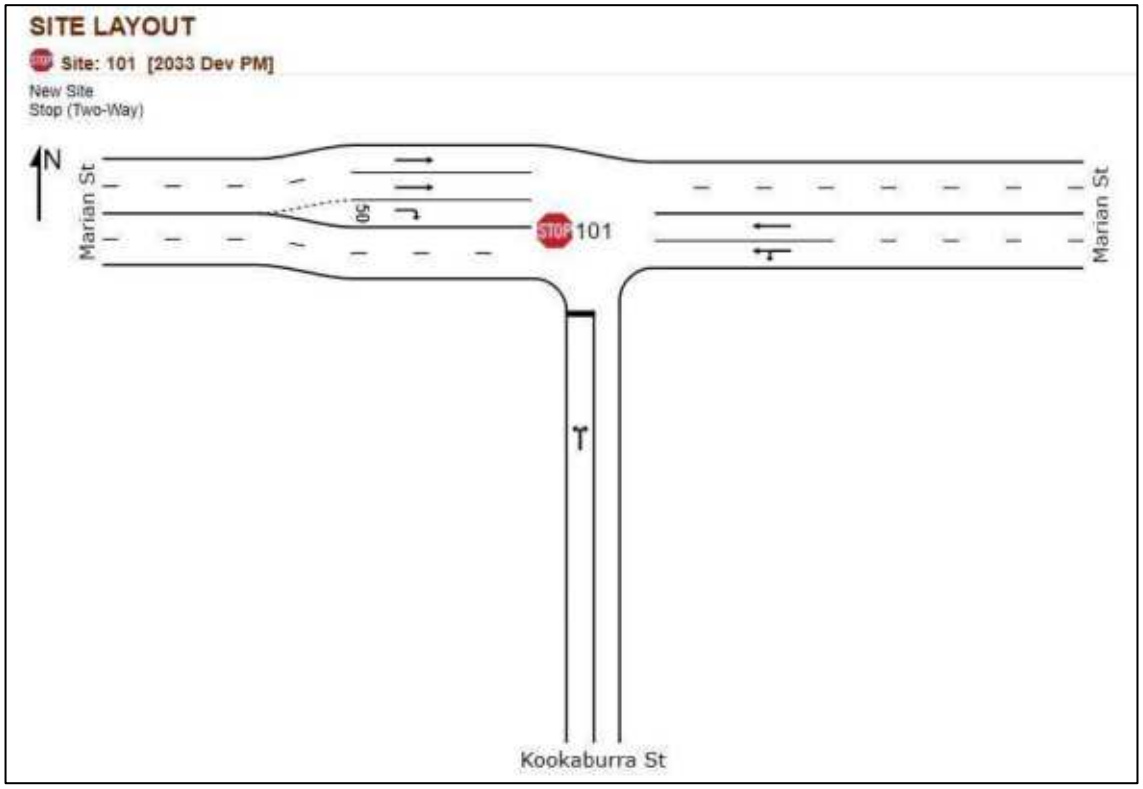


***Figure 21:** Intersection Layout SIDRA Diagram*

## 6.3 INTERSECTION PERFORMANCE

The SIDRA movement Summary assessment results for 2023 and 2033 AM and PM peaks for Marian Street/Kookaburra Street intersection are summarised in ***Table 10*** below. Refer to Appendix C for the SIDRA outputs.

***Table 10.*** *SIDRA Movement Summary Results*

| Year | Intersection Type | Description | Approach | Movement | OVERALL | | |
|---|---|---|---|---|---|---|---|
| | | | | | DoS | Delay (s) | LOS |
| 2023 | 2-way unsignalised | AM Peak (Background) | Marian St (E) | Left Turn | 0.018 | 5.5 | A |
| | | | | Through | 0.018 | 0.0 | A |
| | | | Marian St (W) | Right Turn | 0.001 | 5.7 | A |
| | | | | Through | 0.016 | 0.0 | A |
| | | | Kookaburra St (S) | Left Turn | 0.004 | 7.6 | A |
| | | | **Overall** | | **0.018** | **0.4** | **A** |
| | | AM Peak (Background + Development) | Marian St (E) | Left Turn | 0.025 | 5.5 | A |
| | | | | Through | 0.025 | 0.0 | A |
| | | | Marian St (W) | Right Turn | 0.014 | 5.8 | A |
| | | | | Through | 0.016 | 0.0 | A |
| | | | Kookaburra St (S) | Left Turn | 0.004 | 7.6 | A |
| | | | **Overall** | | **0.025** | **1.2** | **A** |
| | | PM Peak (Background) | Marian St (E) | Left Turn | 0.017 | 5.5 | A |
| | | | | Through | 0.017 | 0.0 | A |
| | | | Marian St (W) | Right Turn | 0.001 | 5.7 | A |
| | | | | Through | 0.017 | 0.0 | A |
| | | | Kookaburra St (S) | Left Turn | 0.004 | 7.6 | A |
| | | | **Overall** | | **0.017** | **0.4** | **A** |
| | | PM Peak (Background + Development) | Marian St (E) | Left Turn | 0.024 | 5.5 | A |
| | | | | Through | 0.024 | 0.0 | A |
| | | | Marian St (W) | Right Turn | 0.014 | 5.8 | A |
| | | | | Through | 0.017 | 0.0 | A |
| | | | Kookaburra St (S) | Left Turn | 0.004 | 7.6 | A |
| | | | **Overall** | | **0.024** | **1.2** | **A** |
| 2033 | 2-way unsignalised | AM Peak (Background + Development) | Marian St (E) | Left Turn | 0.027 | 5.5 | A |
| | | | | Through | 0.027 | 0.0 | A |
| | | | Marian St (W) | Right Turn | 0.014 | 5.9 | A |
| | | | | Through | 0.018 | 0.0 | A |
| | | | Kookaburra St (S) | Left Turn | 0.004 | 7.6 | A |
| | | | **Overall** | | **0.027** | **1.1** | **A** |
| | | PM Peak (Background + Development) | Marian St (E) | Left Turn | 0.028 | 5.5 | A |
| | | | | Through | 0.028 | 0.0 | A |
| | | | Marian St (W) | Right Turn | 0.014 | 5.9 | A |
| | | | | Through | 0.018 | 0.0 | A |
| | | | Kookaburra St (S) | Left Turn | 0.004 | 7.6 | A |
| | | | **Overall** | | **0.028** | **1.4** | **A** |

As seen in ***Table 10***, the intersection currently performs at a LOS A on all legs. The LOS remains unchanged for all 2023 approaches. The DoS has slightly increased however the approach is still deemed unconstrained. The delay has only increased by a maximum of 0.1 seconds which is an insignificant increase. Therefore, the intersection will continue to be able to operate efficiently.

The LOS also remains unchanged for all 2033 approaches. The maximum delay and DoS has slightly increased however not enough to trigger any improvements. Therefore, the intersection will still function at a free and unrestrictive flow in 2033.

## 6.4 TURN WARRANT ASSESSMENT

A turn warrant check was conducted on the intersection to determine if any specific turn treatment might be recommended. The turn warrant check has been completed in accordance with Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings.

***Table 11.*** *Warrant Check Data for Marian St/Kookaburra St Intersection*

| Scenario | Right Turn In | | Left Turn In | | Warrants (Right in / Left in) |
|---|---|---|---|---|---|
| | QR | QM | QL | QM | |
| 2023 AM | 17 | 44 | 9 | 74 | BAR/BAL |
| 2023 PM | 17 | 46 | 9 | 70 | BAR/BAL |
| 2033 AM | 17 | 49 | 9 | 80 | BAR/BAL |
| 2033 PM | 17 | 51 | 9 | 75 | BAR/BAL |

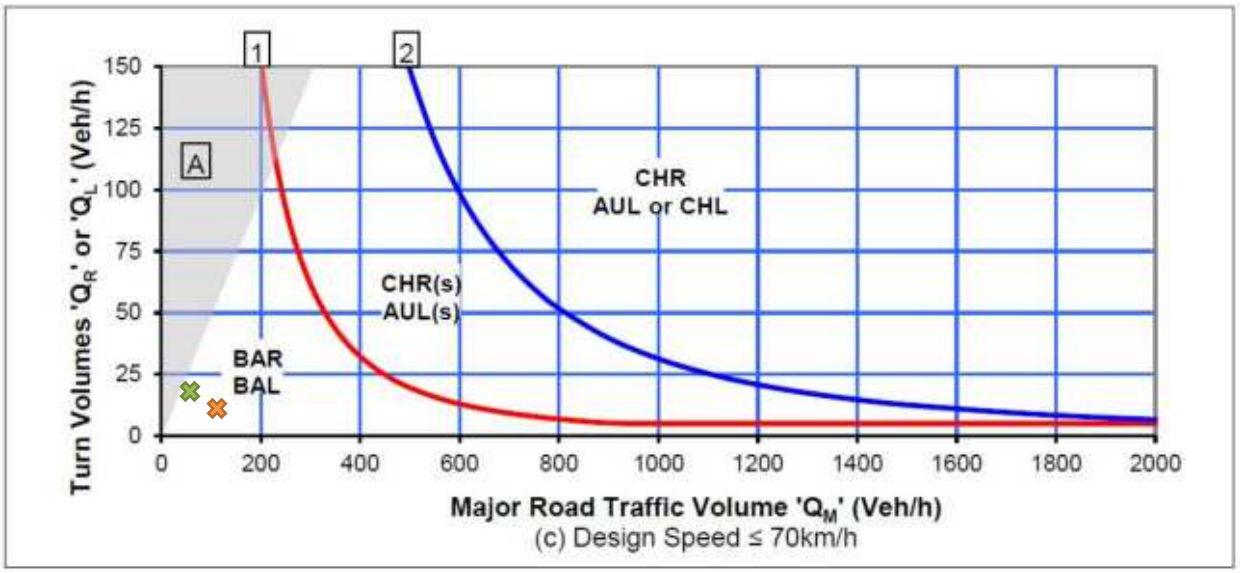


***Figure 22.*** *Warrant Check for Marian Street/Kookaburra Street Intersection*

As seen in Table 11 and Figure 22, the development traffic does not warrant an intersection upgrade. The right turn into Kookaburra Street from the Barkly Highway currently consists of a CHR(s) which is the minimum required right turn treatment for a multilane road as outlined in Austroads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings. Therefore, the intersection meets the turn warrant requirements.

## 7.0 PARKING ASSESSMENT

Based on the MICC Planning Scheme Table 9.4.6.3(b), the site is classified as a service station use. This has the following parking allowances:

- 1 space per fuel pump plus 1 space per 2 equivalent employees.

The site has twelve (12) light vehicle fuel pumps which indicates that a minimum of thirteen (13) including one (1) for the employees is required for the site. As seen in the layout plan the site has a total of nineteen (19) car parks which exceeds the minimum requirement.

## 8.0 SIGHT DISTANCE CHECKS

### *8.1.1 Safe Intersection Sight Distance (SISD)*

A sight intersection sight distance (SISD) check was conducted in accordance with *Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections*.

The equation below was used to calculate the SISD:

$$SISD = \frac{D_T \times V}{3.6} + \frac{V^2}{254 \times (d + 0.01 \times a)}$$

| | | |
|---|---|---|
| SISD | = | safe intersection sight distance (m) |
| $D_T$ | = | decision time (sec) = observation time (sec) + reaction time (sec) |
| V | = | operating ($85^{th}$ percentile) speed (km/h) |
| d | = | coefficient of deceleration |
| a | = | longitudinal grade in % (in direction of travel: positive for uphill grade, negative for downhill grade) |

The base cases of car-day and truck-day were checked along with the other relevant check cases below. The minimum required SISD is different for north and south of the access as the road grade is different. The minimum required SISD will be checked against the available SISD for north and south of the site access.

***Table 12:*** *Safe Intersection Site Distance (SISD) Calculations for Exit 1*

| Case | Vehicle type | Time of day | Design Speed (km/h) | $R_t$ (sec) | $O_t$ (sec) | $D_t$ (sec) | a (%) | d | Min Required SISD (m) | North of Access Available SISD |
|---|---|---|---|---|---|---|---|---|---|---|
| Base | Car | Day | 70 | 2.0 | 3 | 5.0 | 0 | 0.36 | 151 | 180 |
| Base | Truck | Day | 70 | 2.0 | 3 | 50 | 0 | 0.24 | 174 | |
| Check | Car | Night | 70 | 2.0 | 2.6 | 4.6 | 0 | 0.46 | 131 | |
| Check | Truck | Night | 70 | 2.0 | 1.8 | 3.8 | 0 | 0.29 | 140 | |


***Figure 23:*** *Exit 1 sight distance check*

As seen in Figure 23, the site has at least 180m of sight distance which is greater than the minimum required SISD as shown in Table 12. Kookaburra Street is approximately 90m from Exit 1 of the site which is under the minimum sight distance required. As Kookaburra Street has a stop sign and the existing car parks along Marian Street are to be removed a clear line of sight is available between the Kookaburra Street and Marian Street intersection and Exit 1. Therefore, sight distance will not be an issue.

## 9.0 SWEPT PATH CHECK

The vehicle swept paths for entering and exiting the site have been checked for a B99 passenger vehicle and a prime mover and semi-trailer. Refer to Figure 24 for the B99 passenger vehicle and Figure 25 and Figure 26 for the B-double and B-triple design vehicles.

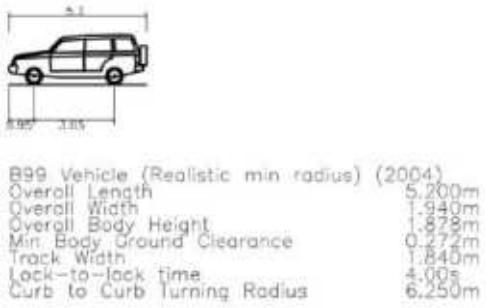


***Figure 24.*** *B99 Vehicle used for swept path checks*

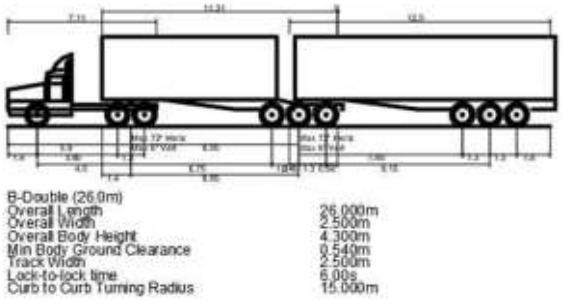


***Figure 25.*** *B-Double design vehicle*

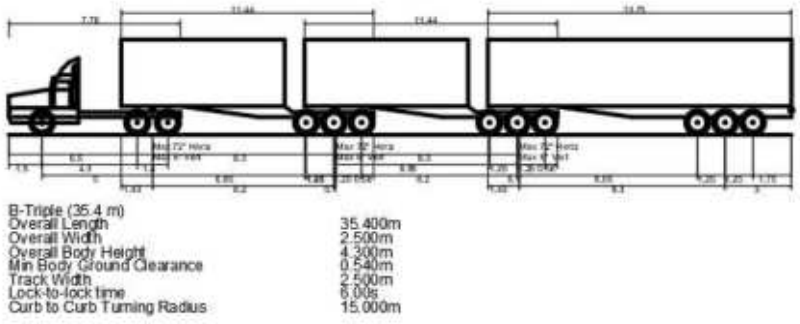


***Figure 26.*** *B-triple design vehicle*

Refer to Appendix D for swept path diagrams.

Drawing number 0943-SK01 shows one (1) B-triple enters on the first bowser and two (2) B-doubles enter on the second and third bowsers. As seen these vehicles can enter each bowser without interfering with vehicles at the other bowsers. Drawing SK02 shows B-triple exiting the site from the

first bowser. As seen the B-triple can exit the site without any issues. As seen in drawings SK03 and SK04 the B-doubles can exit the site from the second and third bowser without any issues. Drawing SK05 shows light vehicles (cars) entering and exiting the site from both Marian Street and Kookaburra Street and as seen they can do so without any issues.

## 10.0 SAFETY ASSESSMENT

In accordance with the TMR Guide to Impact Assessment (GTIA), Table 9.3.3(a) and Table 9.3.3(b), (shown as Table 13 and Table 14 below) the Road environment safety rating matrix (level of risk) for Key Intersection 1 is Medium and the type of assessment required is a road safety assessment.

***Table 13:*** *Road environment safety rating matrix (level of risk) (Source: TMR GTIA, 2018, Table 9.3.3(a))*

| Traffic volume (AADT) | Speed (km/h) | | |
|---|---|---|---|
| | Up to 50 km/h | 60 km/h to 70 km/h | 80 km/h+ |
| ≤ 8000 | Low | Medium | Medium |
| > 8000 | Medium | Medium | High |

***Table 14:*** *Type of road safety assessment based on road environment safety rating (Source: TMR GTIA, 2018, Table 9.3.3(b))*

| Development type | Road environment safety rating | | |
|---|---|---|---|
| | Low | Medium | High |
| Major Development | road safety assessment | road safety audit | road safety audit |
| Planning Act Development | road safety assessment | road safety assessment | road safety audit |

## 10.1 ROAD SAFETY ASSESSMENT

A road safety risk assessment has been performed in accordance with the Safety Risk Score Matrix in accordance with Table 15 below.

***Table 15:*** *Safety risk score matrix (Source: TMR GTIA, 2018, Table 9.3.2(a))*

| | | Potential consequence | | | | |
|---|---|---|---|---|---|---|
| | | Property only (1) | Minor injury (2) | Medical treatment (3) | Hospitalisation (4) | Fatality (5) |
| Potential likelihood | Almost certain (5) | M | M | H | H | H |
| | Likely (4) | M | M | M | H | H |
| | Moderate (3) | L | M | M | M | H |
| | Unlikely (2) | L | L | M | M | M |
| | Rare (1) | L | L | L | M | M |

L: Low risk
M: Medium risk
H: High risk

Safety risks identified for the development have been summarised in Table 16.

***Table 16:*** *Safety risk assessment*

| | Without Development | | | With Development | | | | With Development and mitigation | | |
|---|---|---|---|---|---|---|---|---|---|---|
| **Risk Item** | **Likelihood** | **Consequence** | **Risk Score** | **Likelihood** | **Consequence** | **Risk Score** | **Mitigation Measure** | **Likelihood** | **Consequence** | **Risk Score** |
| Trucks queueing when all heavy vehicle bowsers are occupied | - | - | - | 4 | 2 | M | No Action | 4 | 2 | M |
| Vehicles turning left from Kookaburra Street while heavy vehicles are entering the site | - | - | - | 3 | 2 | M | No Action | 3 | 2 | M |
| Vehicles being obstructed by pedestrians and cyclists when entering and exiting the site | 1 | 3 | L | 2 | 3 | M | No Action | 2 | 3 | M |
| Heavy vehicles entering wrong bowser | - | - | - | 3 | 2 | M | Signs are to be placed above each bowser indicating the maximum number of trailers that will fit for each bowser | 2 | 2 | L |

### *10.1.1 Trucks queueing when all heavy vehicle bowsers are occupied*

Based on the assessment there is a moderate risk for trucks queueing on the on the road when all the heavy vehicle bowsers are occupied. There is adequate sight distance for heavy vehicles to see if all bowsers are occupied. If all bowsers are occupied the heavy vehicles will continue driving along Marian Street. Please note that low level decorative planting is proposed which will be below the sight lines for all vehicles.

### *10.1.2 Vehicles turning left from Kookaburra Street while heavy vehicles are entering the site*

Vehicles turning left from Kookaburra Street will have to wait for heavy vehicles entering the site before turning. The intersection has sufficient sight distance as identified in Section 8.0 and also a stop sign is present. The stop sign and suitable sight distance gives vehicles exiting Kookaburra Street sufficient time to identify any possible hazards.

### *10.1.3 Vehicles being obstructed by pedestrians and cyclist when entering and exiting the site*

There are currently property accesses at the site location which have minimal pedestrian and cyclists' safety issues as sight lines are sufficient. With heavy vehicles entering the site there is sufficient sight

distance for them to see pedestrian and also for pedestrians to see heavy vehicles when crossing the access. Heavy vehicles won't be turning down Kookaburra Street so it will be obvious for pedestrians to know the heavy vehicles are turning into the site. With the removed carparking along Marian Street there will be addition room for cyclists to use if required.

### *10.1.4 Heavy vehicles entering wrong bowser*

There is a possibility for heavy vehicles to enter the wrong bowser as indicated by the swept paths (e.g. B-triple entering middle bowser). As such suitable signs are to be placed to minimise this issue. Sign locations to be confirmed.

## 11.0 CONSTRUCTION TRAFFIC

The development is proposed to begin construction as soon as possible after all applications have been approved. As such construction is expected to begin by the end of this year (2023) or the beginning of 2024.

Construction traffic will operate under their own traffic management plan which will be in place for the entire construction phase. This traffic management plan will be completed before construction commences.

## 12.0 CONCLUSION

This report has assessed the impact of the traffic generated by the proposed development on the existing road network at the site's accesses. Consideration has been given to operational performance and road safety.

The impact of the proposed development on the road network has been analysed using procedures set out in Austroads, Australian Standard AS2890, Parking facilities and in TMR's Guide to Traffic Impact Assessment. Results from the SIDRA assessment has indicated that the development has an insignificant impact on the Marian Street and Kookaburra Street intersection.

Sight distances and swept paths have been checked and no issues were observed.

In conclusion, the proposed development accesses have been found to be adequate and no significant adverse impact on the operational performance or safety of the surrounding road network has been identified. No mitigation measures have been deemed necessary.

The proposed parking provision for the site exceeds the requirements of the MICC Planning Scheme. Based on findings of this TIA, the proposed development inclusive of access arrangements complies with the State Code 1.

## 13.0 TRAFFIC IMPACT ASSESSMENT CERTIFICATION

This report has been prepared under the direction of Brett Langtree (RPEQ No 11932), a civil engineer with over 24 years' experience in the planning, design and implementation of urban residential, industrial and commercial land development and the provision of infrastructure services to urban communities and the preparation of traffic impact assessments for developments.

……

Brett Langtree – Principal Civil Engineer (RPEQ No 11932), Langtree Consulting

Date: 30 August 2023

# APPENDIX A

## DEVELOPMENT PLAN


## SITE DETAILS

| | |
|---|---|
| LOT 21 ON MPH21999 | 857m² |
| LOT 22 ON MPH21999 | 809m² |
| LOT 23 ON MPH21999 | 809m² |
| LOT 24 ON MPH21999 | 809m² |
| LOT 38 ON MPH21999 | 1298m² |
| TOTAL SITE AREA | 4582m² |

## PROPOSED BUILDINGS

| | |
|---|---|
| SERVICE STATION GFA | 312m² |
| SERVICE AREA | 64m² |
| LIGHT VEHICLE CANOPY | 276m² |
| HEAVY VEHICLE CANOPY | 170m² |
| TOTAL PROPOSED SITE COVER | 822m² |

## CARPARKING

19

# SITE PLAN

**SCALE 1 : 200 @ A1**



DATUM

DRAWING ISSUE

| ISSUE | DATE | DETAILS | INITIALS |
|---|---|---|---|
| P1 | 17.04.23 | PRELIMINARY | |
| P2 | 11.05.23 | AMENDED AS NOTED | |

0 2m 4m 6m 8m 10m

SCALE 1:200 @ A1
SCALE 1:400 @ A3

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE 11/05/2023 2:15:17 PM


Kehoe Myers
CONSULTING ENGINEERS
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CIVIL | STRUCTURAL | HYDRAULIC


CLIENT
JAKLEX INVESTMENTS PTY LTD

PROJECT
PROPOSED SERVICE STATION
TOWNVIEW,
Mt ISA QLD

DRAWING TITLE
SITE PLAN

| | | | |
|---|---|---|---|
| DESIGN | | ORIGINAL SIZE | A1 |
| DRAWN | BJF | PROJECT NUMBER | S2223315 |
| CHECKED | | | |
| APPROVED | | DRAWING NUMBER | DA01 |
| DATE | | ISSUE | P2 |

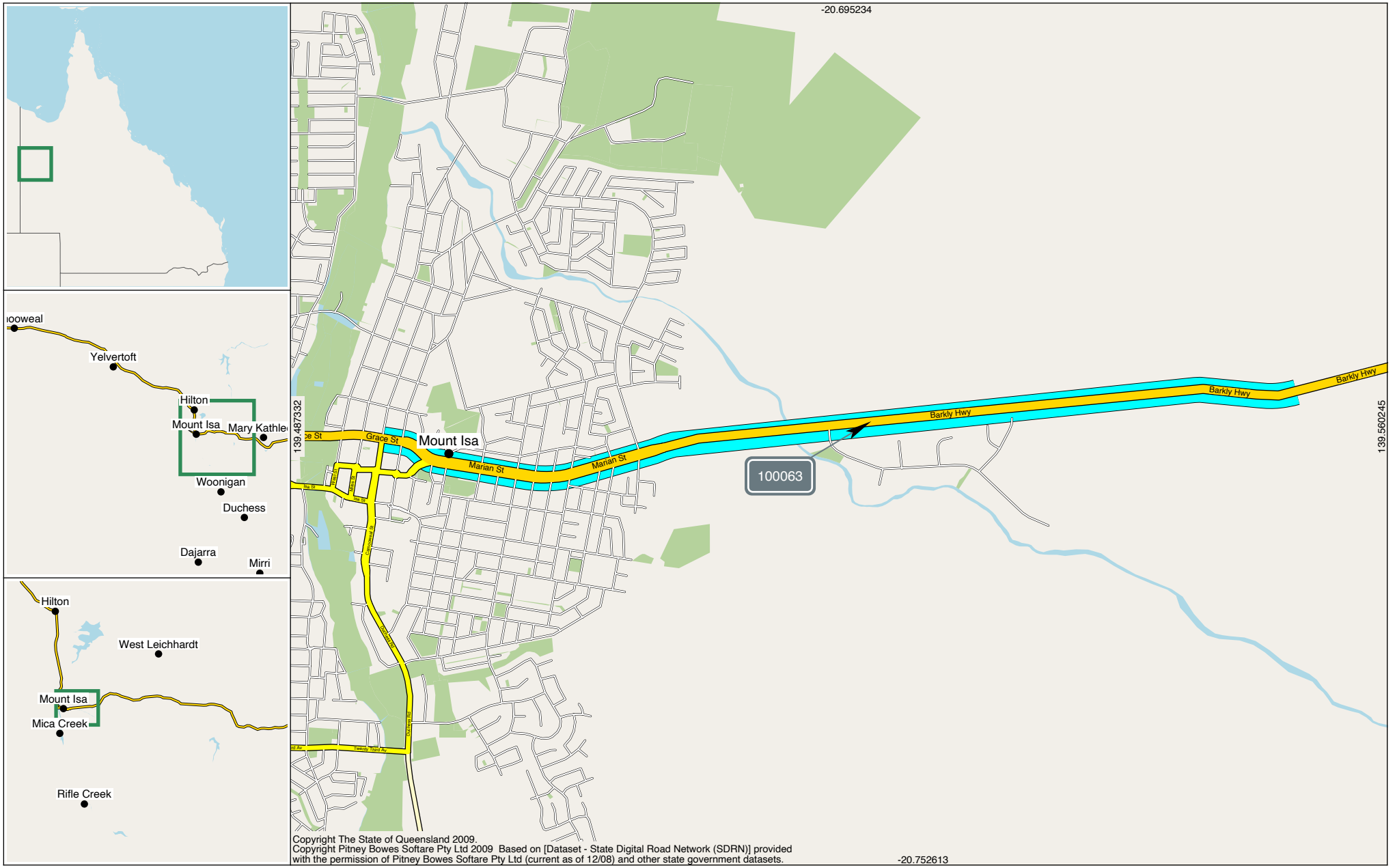
# APPENDIX B

## MARIAN STREET BACKGROUND TRAFFIC

# AADT Segment Report

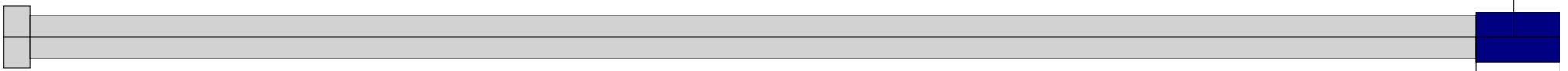
Area 409 - North West District
Road Segment from 114.050km to 120.550km

Road Section 15A - BARKLY HIGHWAY (CLONCURRY - MT ISA)
Segment Site 100063 Traffic Year 2019 Data Collection Year 2019



Site 100063. Point 300019676. Mt Isa east of urban area.
117.00 km

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



114.05 km
Start Point 300019702. Telstra Tower T/O.

120.55 km
End Point 300000112. Intersection of Mairan Street and Camooweal Street.

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 | 596 | 100% |
| A | 495 | 100% |
| B | 1,091 | 100% |

| Light Vehicles (0A) | | |
|---|---|---|
| G | 441 | 73.99% |
| A | 325 | 65.66% |
| B | 766 | 70.21% |

| Heavy Vehicles (0B) | | |
|---|---|---|
| G | 154 | 25.84% |
| A | 171 | 34.55% |
| B | 325 | 29.79% |

| Short Vehicles (1A) | | |
|---|---|---|
| G | 441 | 73.99% |
| A | 325 | 65.66% |
| B | 766 | 70.21% |

| Trucks and Buses (1B) | | |
|---|---|---|
| G | 53 | 8.89% |
| A | 85 | 17.17% |
| B | 138 | 12.65% |

| Articulated Vehicles (1C) | | |
|---|---|---|
| G | 21 | 3.52% |
| A | 24 | 4.85% |
| B | 45 | 4.12% |

| Road Trains (1D) | | |
|---|---|---|
| G | 80 | 13.42% |
| A | 62 | 12.53% |
| B | 142 | 13.02% |

| Short 2-Axle Vehicles (2A) | | |
|---|---|---|
| G | 393 | 65.94% |
| A | 285 | 57.58% |
| B | 678 | 62.14% |

| Short Vehicles Towing (2B) | | |
|---|---|---|
| G | 48 | 8.05% |
| A | 40 | 8.08% |
| B | 88 | 8.07% |

| 2-Axle Trucks and Buses (2C) | | |
|---|---|---|
| G | 44 | 7.38% |
| A | 78 | 15.76% |
| B | 122 | 11.18% |

| 3-Axle Trucks and Buses (2D) | | |
|---|---|---|
| G | 7 | 1.17% |
| A | 5 | 1.01% |
| B | 12 | 1.10% |

| 4-Axle Trucks (2E) | | |
|---|---|---|
| G | 2 | 0.34% |
| A | 2 | 0.40% |
| B | 4 | 0.37% |

| 3-Axle Articulated (2F) | | |
|---|---|---|
| G | 2 | 0.34% |
| A | 4 | 0.81% |
| B | 6 | 0.55% |

| 4-Axle Articulated (2G) | | |
|---|---|---|
| G | 6 | 1.01% |
| A | 9 | 1.82% |
| B | 15 | 1.37% |

| 5-Axle Articulated (2H) | | |
|---|---|---|
| G | 2 | 0.34% |
| A | 2 | 0.40% |
| B | 4 | 0.37% |

| 6-Axle Articulated (2I) | | |
|---|---|---|
| G | 11 | 1.85% |
| A | 9 | 1.82% |
| B | 20 | 1.83% |

| B Double (2J) | | |
|---|---|---|
| G | 6 | 1.01% |
| A | 5 | 1.01% |
| B | 11 | 1.01% |

| Double Road Trains (2K) | | |
|---|---|---|
| G | 13 | 2.18% |
| A | 11 | 2.22% |
| B | 24 | 2.20% |

| Triple Road Trains (2L) | | |
|---|---|---|
| G | 61 | 10.23% |
| A | 46 | 9.29% |
| B | 107 | 9.81% |

## AADT Segment Annual Volume Report
Provides summary data for the selected AADT Segment of a Road Section. Summary data is presented as both directional information and a combined bi-directional figure. The data is then broken down by Traffic Class, when available. The report also includes maps displaying the location of both the AADT Segment and the traffic count site.

## Annual Average Daily Traffic (AADT)
Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

## AADT Segments
The State declared road network is broken into Road Sections and then further broken down into AADT Segments. An AADT Segment is a sub-section of the declared road network where traffic volume is similar along the entire AADT Segment.

## Area
For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

| District Name | District |
|---|---|
| Central West District | 401 |
| Darling Downs District | 402 |
| Far North District | 403 |
| Fitzroy District | 404 |
| Mackay/Whitsunday District | 405 |
| Metropolitian District | 406 |
| North Coast District | 407 |
| North West District | 409 |
| Northern District | 408 |
| South Coast District | 410 |
| South West District | 411 |
| Wide Bay/Burnett District | 412 |

## AADT Values
AADT values are displayed by direction of travel as:

- G Traffic flow in gazettal direction
- A Traffic flow against gazettal direction
- B Traffic flow in both directions

## Data Collection Year
Is the most recent year that data was collected at the data collection site.

**Please Note:**
Due to location and/or departmental policy, some sites are not counted every year.

## Gazettal Direction
Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

## Maps
Display the selected location from a range of viewing levels, the start and end position details for the AADT Segment and the location of the traffic count site.

## Road Section
Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

## Segment Site
Is the unique identifier for the traffic count site representing the traffic flow within the AADT Segment.

## Site
The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

## Site Description
The description of the physical location of the traffic counting device.

## Start and End Point
The unique identifier for the Through Distance along a Road Section.

## Vehicle Class
Traffic is categorised as per the Austroads Vehicle Classification scheme. Traffic classes are in the following hierarchical format:

### Volume or All Vehicles
00 = 0A + 0B

### Light Vehicles
0A = 1A
1A = 2A + 2B

### Heavy Vehicles
0B = 1B + 1C + 1D
1B = 2C + 2D + 2E
1C = 2F + 2G + 2H + 2I
1D = 2J + 2K + 2L

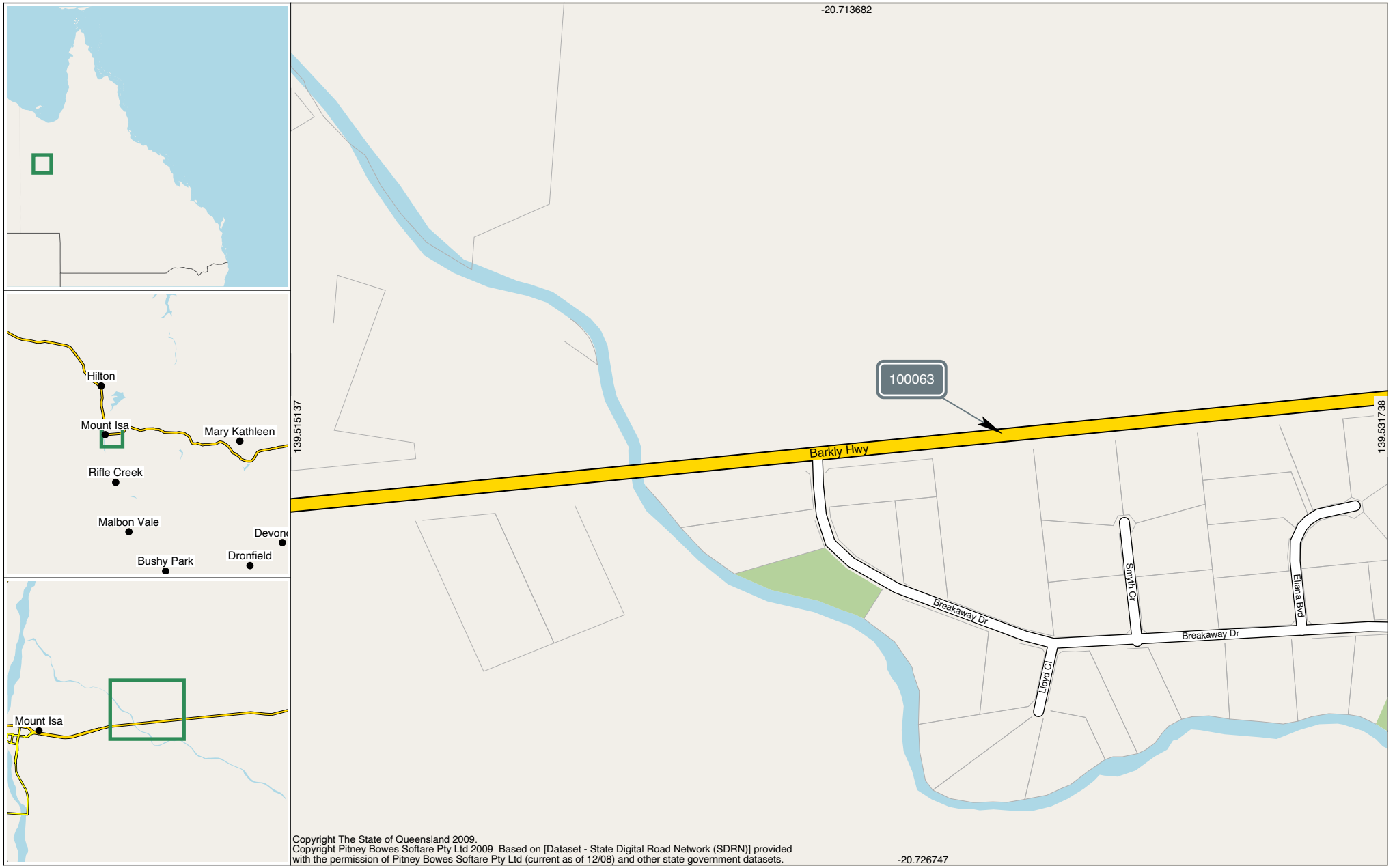
The following classes are the categories for which data can be captured:

### Volume
00 All vehicles

### 2-Bin
0A Light vehicles
0B Heavy vehicles

### 4-Bin
1A Short vehicles
1B Truck or bus
1C Articulated vehicles
1D Road train

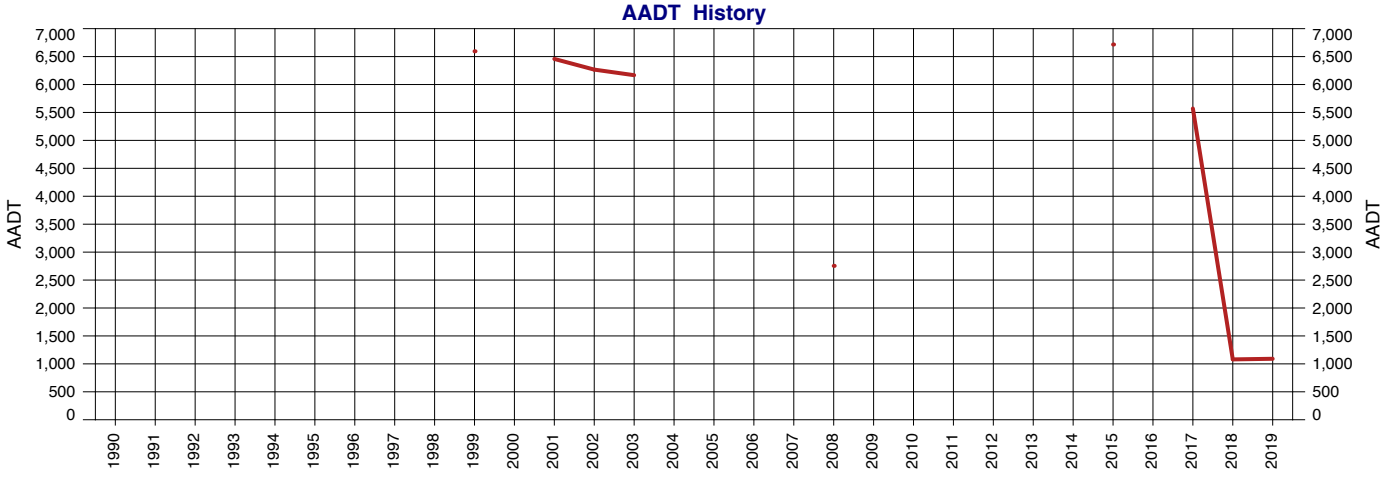
### 12-Bin
2A Short 2 axle vehicles
2B Short vehicles towing
2C 2 axle truck or bus
2D 3 axle truck or bus
2E 4 axle truck
2F 3 axle articulated vehicle
2G 4 axle articulated vehicle
2H 5 axle articulated vehicle
2I 6 axle articulated vehicle
2J B double
2K Double road train
2L Triple road train



| | |
|---|---|
| Area | 409 - North West District |
| Road Section | 15A - BARKLY HIGHWAY (CLONCURRY - MT ISA) |
| Site | 100063 - 15A Ch 117 - 0.5km East Breakaway dr T/O |
| Thru Dist | 117.0 |
| Type | C - Coverage |
| Stream | TB - Bi-directional traffic flow |

| | | | |
|---|---|---|---|
| Year | 2019 | Growth last Year | 1.02% |
| AADT | 1,091 | Growth last 5 Yrs | |
| Avg Week Day | 1,080 | Growth last 10 Yrs | |
| Avg Weekend Day | 1,047 | | |

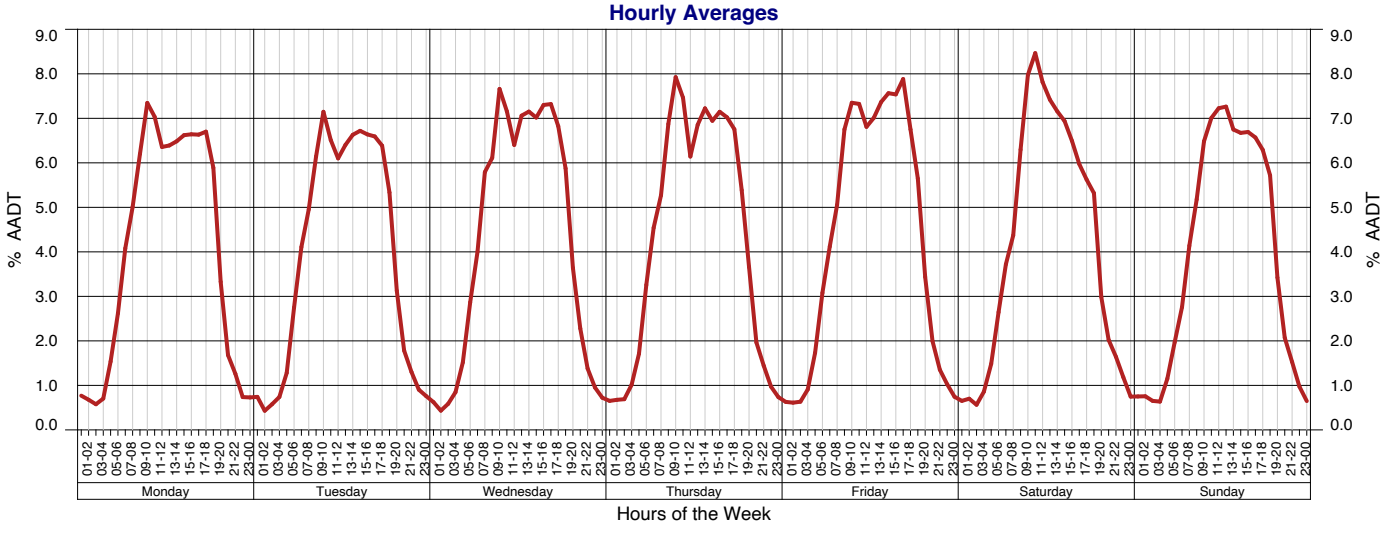
## AADT History



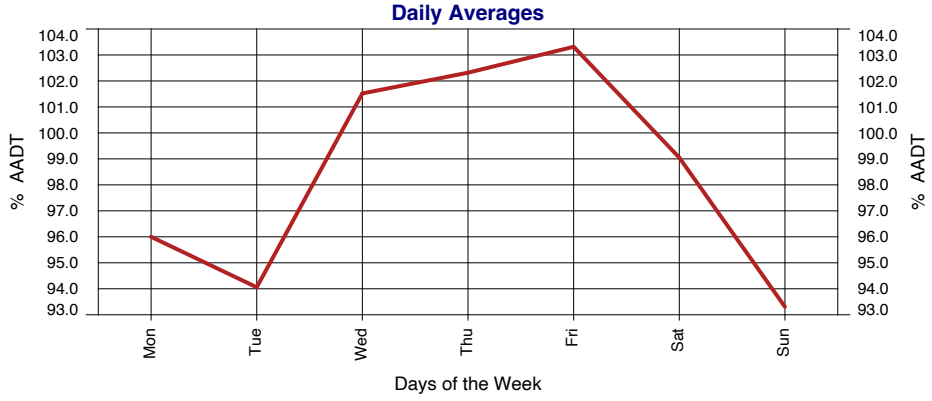

| Year | AADT | 1-Year Growth | 5-Year Growth | 10-Year Growth |
|---|---|---|---|---|
| 2019 | 1,091 | 1.02% | | |
| 2018 | 1,080 | -80.61% | | -13.92% |
| 2017 | 5,571 | | | |
| 2016 | | | | |
| 2015 | 6,716 | | | |
| 2014 | | | | |
| 2013 | | | | |
| 2012 | | | | |
| 2011 | | | | |
| 2010 | | | | |
| 2009 | | | | |
| 2008 | 2,754 | | -14.89% | |
| 2007 | | | | |
| 2006 | | | | |
| 2005 | | | | |

| Year | AADT | 1-Year Growth | 5-Year Growth | 10-Year Growth |
|---|---|---|---|---|
| 2004 | | | | |
| 2003 | 6,167 | -1.60% | | |
| 2002 | 6,267 | -2.96% | | |
| 2001 | 6,458 | | | |
| 2000 | | | | |
| 1999 | 6,595 | | | |
| 1998 | | | | |
| 1997 | | | | |
| 1996 | | | | |
| 1995 | | | | |
| 1994 | | | | |
| 1993 | | | | |
| 1992 | | | | |
| 1991 | | | | |
| 1990 | | | | |

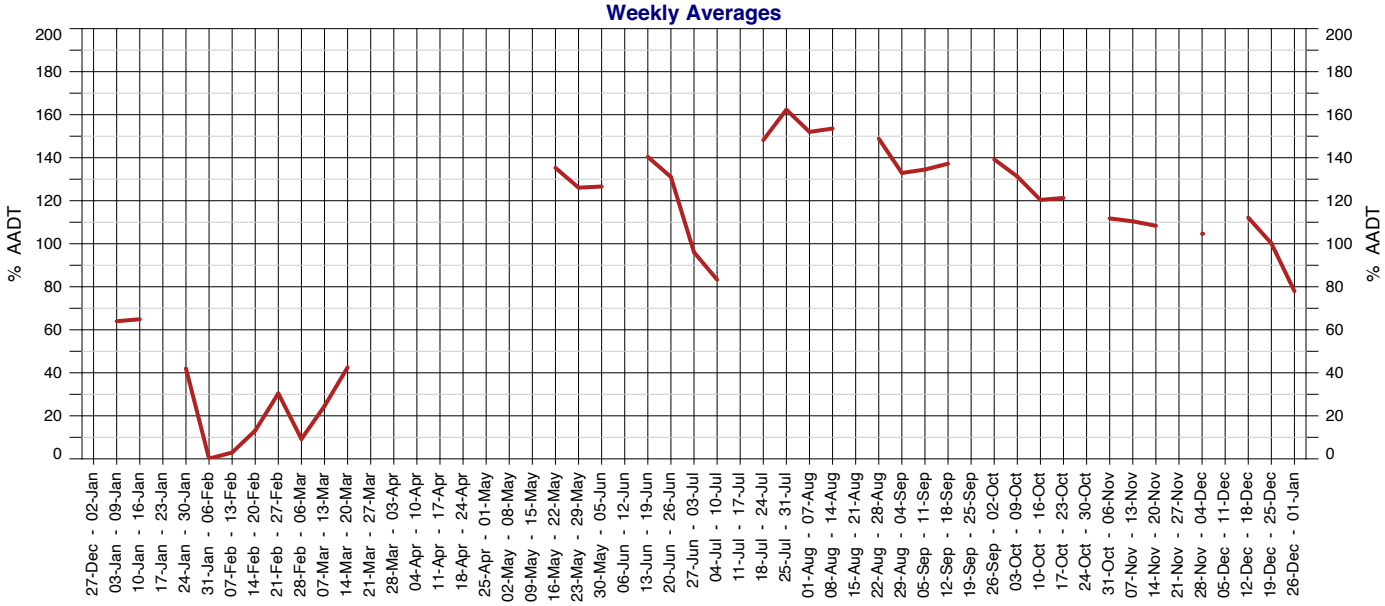
## Hourly Averages



## Daily Averages




## Weekly Averages




## 2019 Calendar

### January

| M | T | W | T | F | S | S |
|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |

### February

| M | T | W | T | F | S | S |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | | | |

### March

| M | T | W | T | F | S | S |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

### April

| M | T | W | T | F | S | S |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |

### May

| M | T | W | T | F | S | S |
|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

### June

| M | T | W | T | F | S | S |
|---|---|---|---|---|---|---|
| | | | | | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |

### July

| M | T | W | T | F | S | S |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | 31 | | | | |

### August

| M | T | W | T | F | S | S |
|---|---|---|---|---|---|---|
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

### September

| M | T | W | T | F | S | S |
|---|---|---|---|---|---|---|
| 30 | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |

### October

| M | T | W | T | F | S | S |
|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |

### November

| M | T | W | T | F | S | S |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | |

### December

| M | T | W | T | F | S | S |
|---|---|---|---|---|---|---|
| 30 | 31 | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |

Days on which traffic data was collected.

## Annual Volume Report
Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

## Annual Average Daily Traffic (AADT)
Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

## AADT History
Displays the years when traffic data was collected at this count site.

## Area
For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

| District Name | District |
|---|---|
| Central West District | 401 |
| Darling Downs District | 402 |
| Far North District | 403 |
| Fitzroy District | 404 |
| Mackay/Whitsunday District | 405 |
| Metropolitian District | 406 |
| North Coast District | 407 |
| North West District | 409 |
| Northern District | 408 |
| South Coast District | 410 |
| South West District | 411 |
| Wide Bay/Burnett District | 412 |

## Avg Week Day
Average daily traffic volume during the week days, Monday to Friday.

## Avg Weekend Day
Average daily traffic volume during the weekend, Saturday and Sunday.

## Calendar
Days on which traffic data was collected are highlighted in green.

## Gazettal Direction
The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

## Growth Percentage
Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

## Hour, Day & Week Averages
The amount of traffic on the road network will vary depending on the time of day, the day of the week and the week of the year. The ebb and flow of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are then used in the calculation of AADT.

## Road Section
Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

## Site
The unique identifier and description of the physical location of a traffic counting device. Sites are located at a Through Distance along a Road Section.

## Stream
The lane in which the traffic is travelling in. This report provides data for the combined flow of traffic in both directions.

## Thru Dist or TDist
The distance from the beginning of the Road Section, in kilometres.

## Type
There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

## Year
Is the current year for the report. Where an AADT Year record is missing a traffic count has not been conducted, for that year.

Queensland Government

**Disclaimer:**



# AADT Site Profiles Report

## Filters

15A Ch 117 - 0.5km East Breakaway dr T/O | Against Gazettal Direction | 2019

| AADT | Growth last Year | % of year with data |
|---|---|---|
| 495 | -4.99% ▼ | 87% |
| **Week day % of AADT** | **Growth last 5 years** | |
| 102.1% | N/A | |
| **Weekend day % of AADT** | **Growth last 10 years** | |
| 94.76% | N/A | |

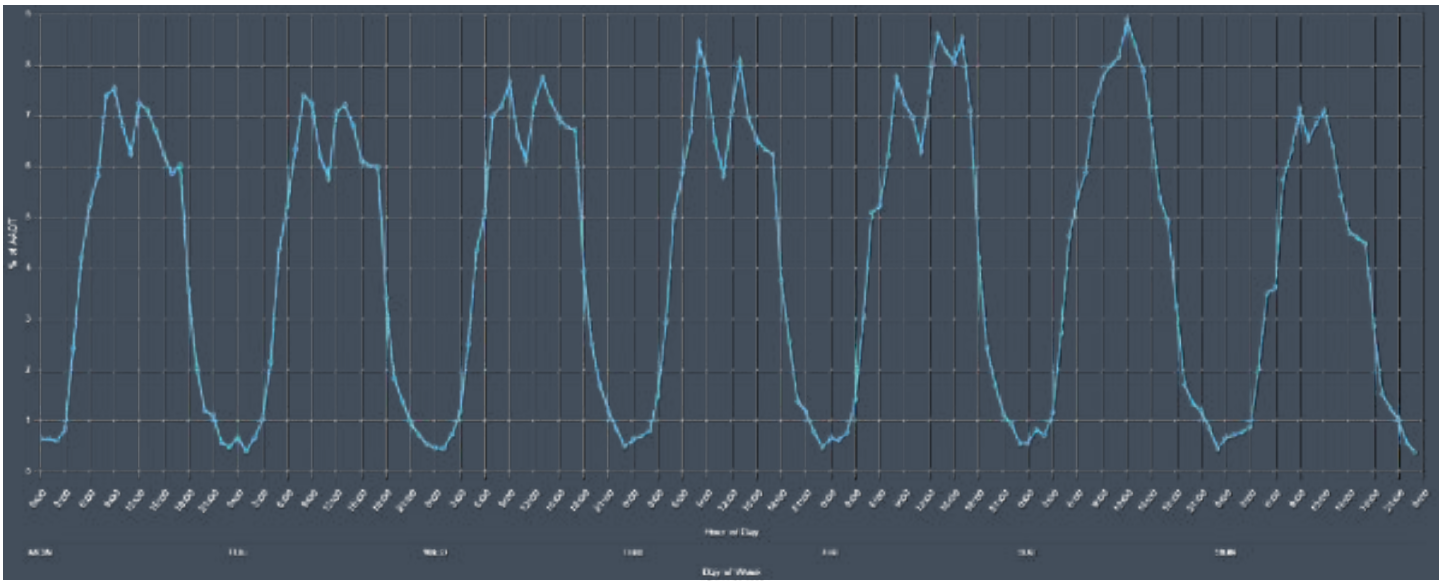
## Annual Site Profile

Average Hourly Profile

Year: 2019

Road Section: 15A, BARKLY HIGHWAY (CLONCURRY - MOUNT ISA)

Site: 100063, 15A Ch 117 - 0.5km East Breakaway dr T/O, 117



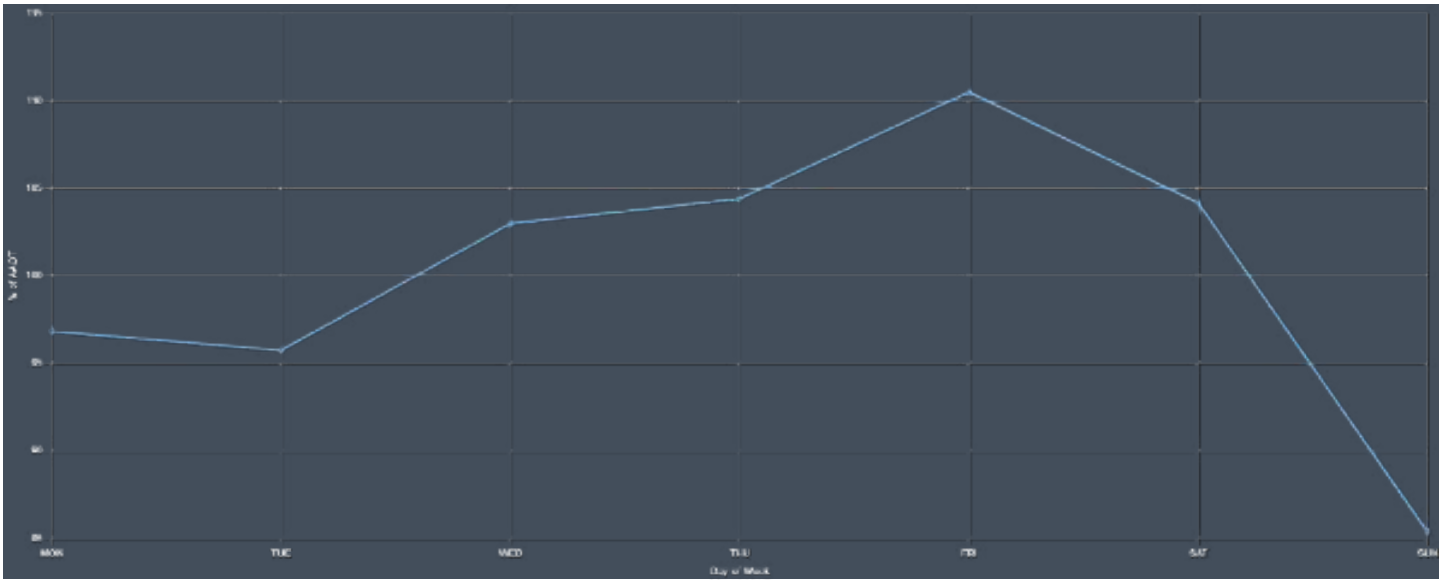
# Annual Site Profile

Average Daily Profile

Year: 2019

Road Section: 15A, BARKLY HIGHWAY (CLONCURRY - MOUNT ISA)

Site: 100063, 15A Ch 117 - 0.5km East Breakaway dr T/O, 117



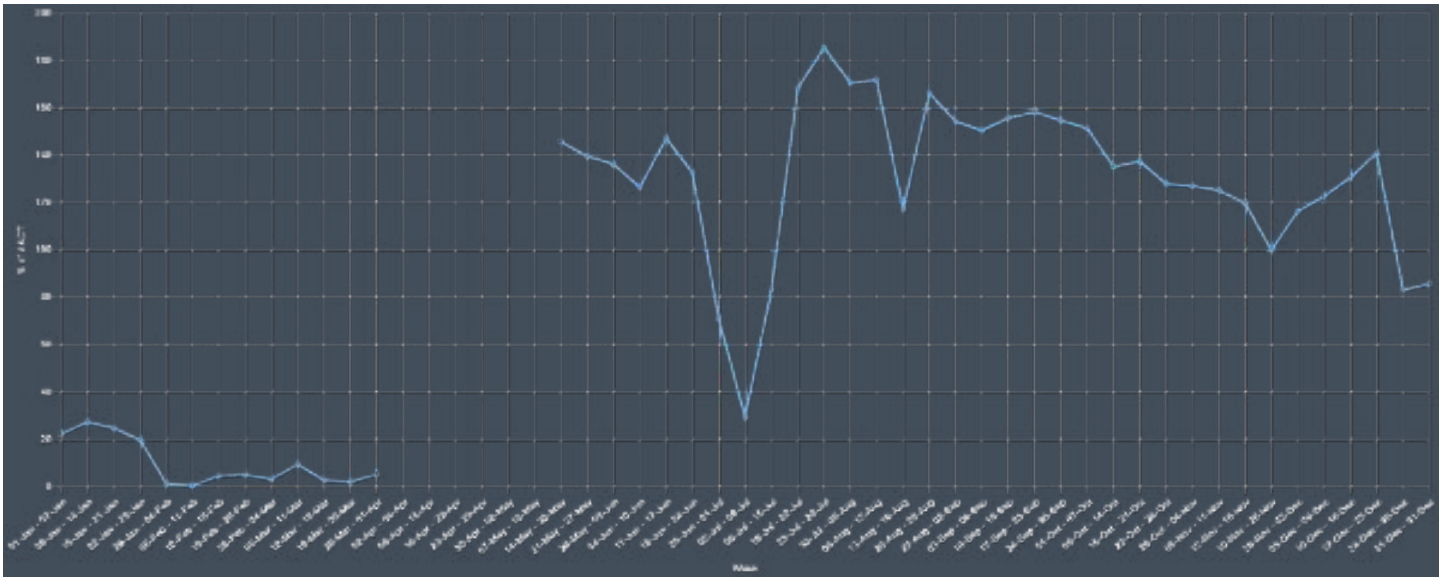
# Annual Site Profile

Annual Weekly Profile

Year: 2019

Road Section: 15A, BARKLY HIGHWAY (CLONCURRY - MOUNT ISA)

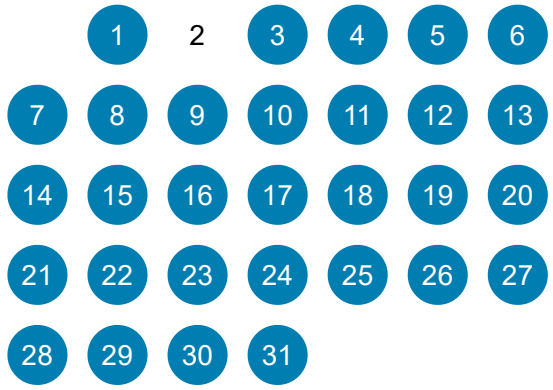
Site: 100063, 15A Ch 117 - 0.5km East Breakaway dr T/O, 117



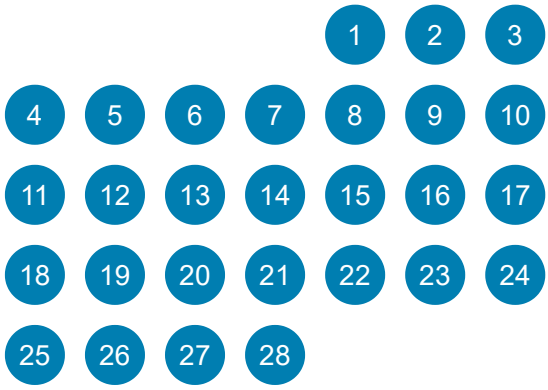
# Annual Site Profile

## Data Availability

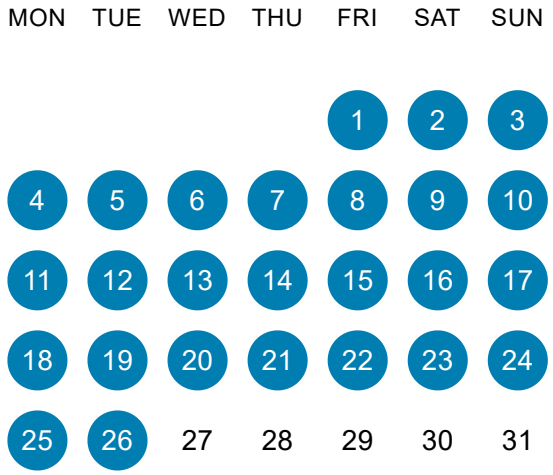
### January, 2019




### February, 2019

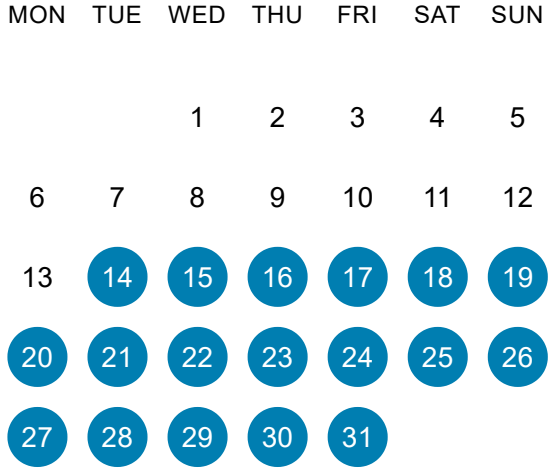



### March, 2019

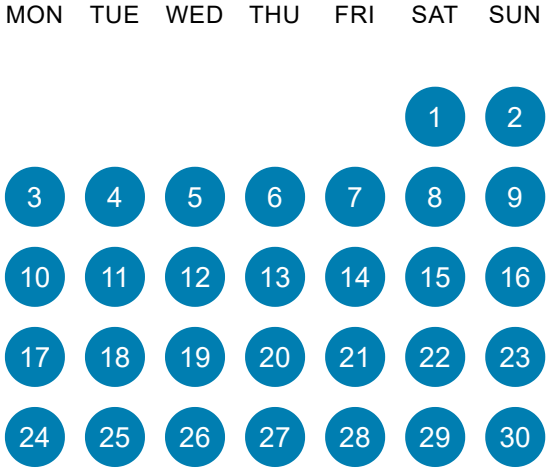


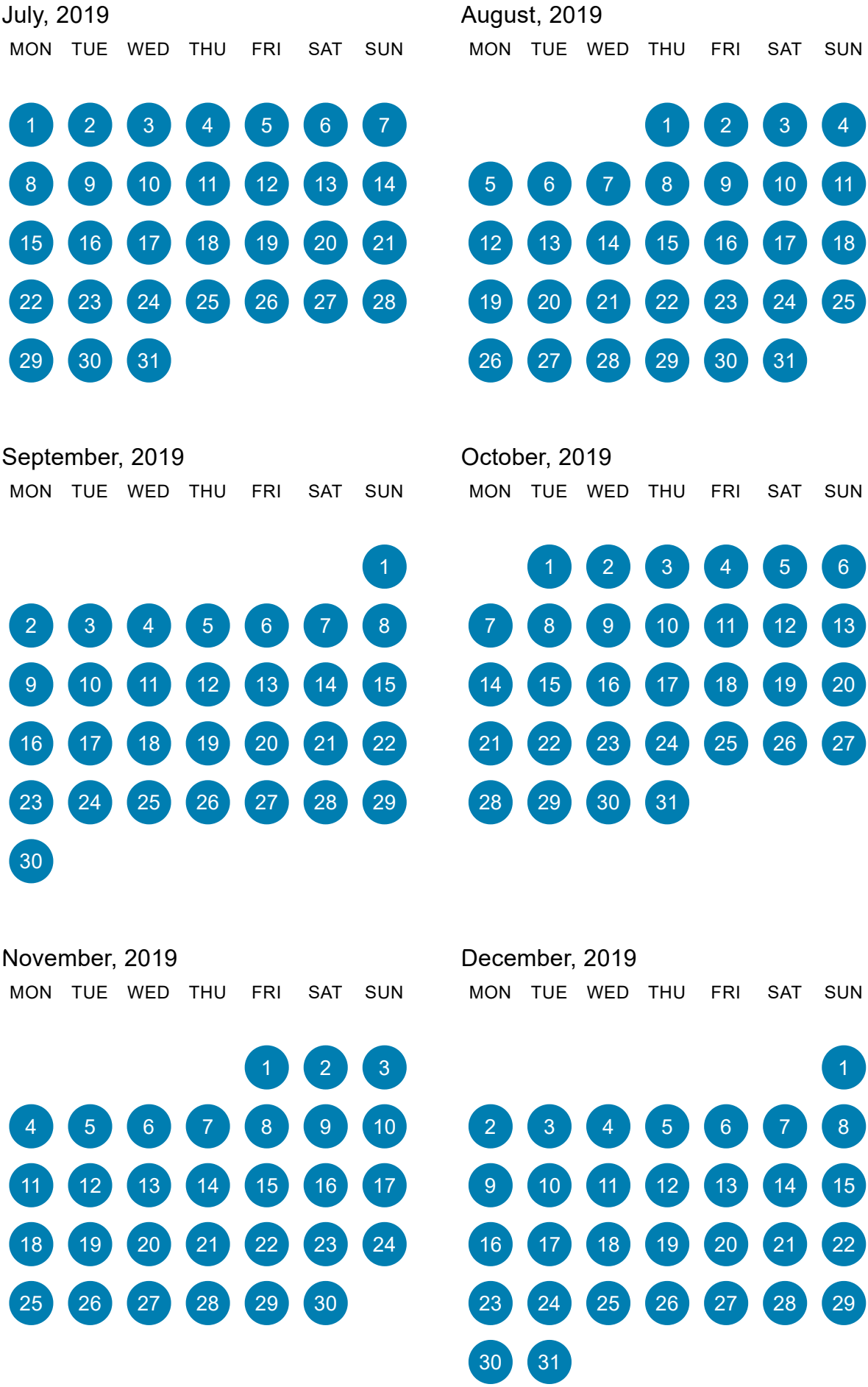

### April, 2019


### May, 2019




### June, 2019




July, 2019
MON TUE WED THU FRI SAT SUN
1 2 3 4 5 6 7
8 9 10 11 12 13 14
15 16 17 18 19 20 21
22 23 24 25 26 27 28
29 30 31
August, 2019
MON TUE WED THU FRI SAT SUN
1 2 3 4
5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30 31
September, 2019
MON TUE WED THU FRI SAT SUN
1
2 3 4 5 6 7 8
9 10 11 12 13 14 15
16 17 18 19 20 21 22
23 24 25 26 27 28 29
30
October, 2019
MON TUE WED THU FRI SAT SUN
1 2 3 4 5 6
7 8 9 10 11 12 13
14 15 16 17 18 19 20
21 22 23 24 25 26 27
28 29 30 31
November, 2019
MON TUE WED THU FRI SAT SUN
1 2 3
4 5 6 7 8 9 10
11 12 13 14 15 16 17
18 19 20 21 22 23 24
25 26 27 28 29 30
December, 2019
MON TUE WED THU FRI SAT SUN
1
2 3 4 5 6 7 8
9 10 11 12 13 14 15
16 17 18 19 20 21 22
23 24 25 26 27 28 29
30 31

Queensland Government

**Disclaimer:**



# AADT Site Profiles Report

## Filters

15A Ch 117 - 0.5km East Breakaway dr T/O | Gazettal Direction | 2019

| AADT | Growth last Year | % of year with data |
|---|---|---|
| 596 | 6.62% ▲ | 87% |
| **Week day % of AADT** | **Growth last 5 years** | |
| 99.95% | N/A | |
| **Weekend day % of AADT** | **Growth last 10 years** | |
| 100.12% | N/A | |

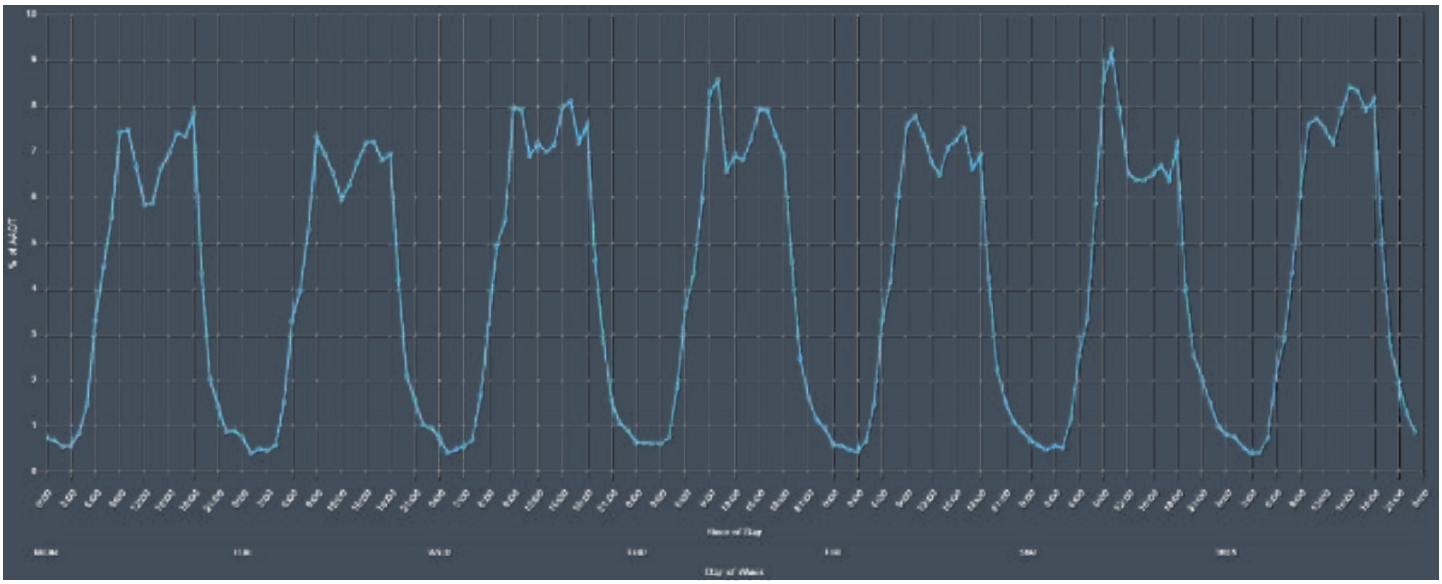
## Annual Site Profile

Average Hourly Profile

Year: 2019

Road Section: 15A, BARKLY HIGHWAY (CLONCURRY - MOUNT ISA)

Site: 100063, 15A Ch 117 - 0.5km East Breakaway dr T/O, 117



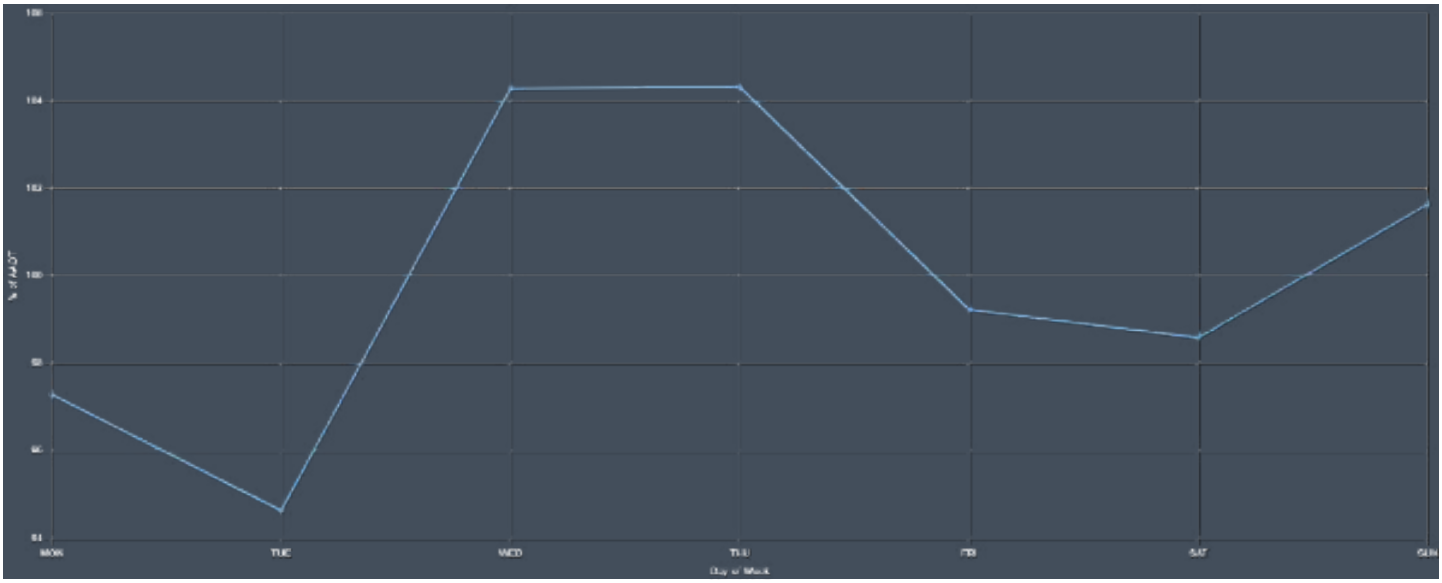
# Annual Site Profile

Average Daily Profile

Year: 2019

Road Section: 15A, BARKLY HIGHWAY (CLONCURRY - MOUNT ISA)

Site: 100063, 15A Ch 117 - 0.5km East Breakaway dr T/O, 117



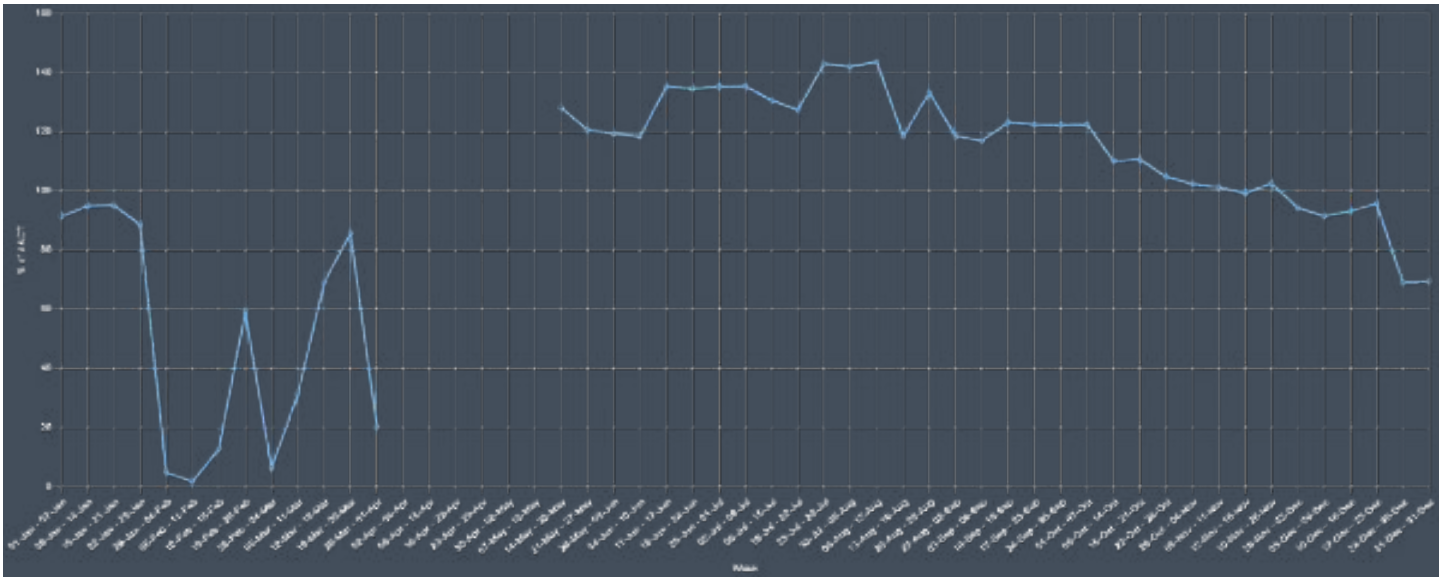
# Annual Site Profile

Annual Weekly Profile

Year: 2019

Road Section: 15A, BARKLY HIGHWAY (CLONCURRY - MOUNT ISA)

Site: 100063, 15A Ch 117 - 0.5km East Breakaway dr T/O, 117



# Annual Site Profile

## Data Availability

### January, 2019

| MON | TUE | WED | THU | FRI | SAT | SUN |
|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |

### February, 2019

| MON | TUE | WED | THU | FRI | SAT | SUN |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | | | |

### March, 2019

| MON | TUE | WED | THU | FRI | SAT | SUN |
|---|---|---|---|---|---|---|
| | | | | 1 | 2 | 3 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

### April, 2019

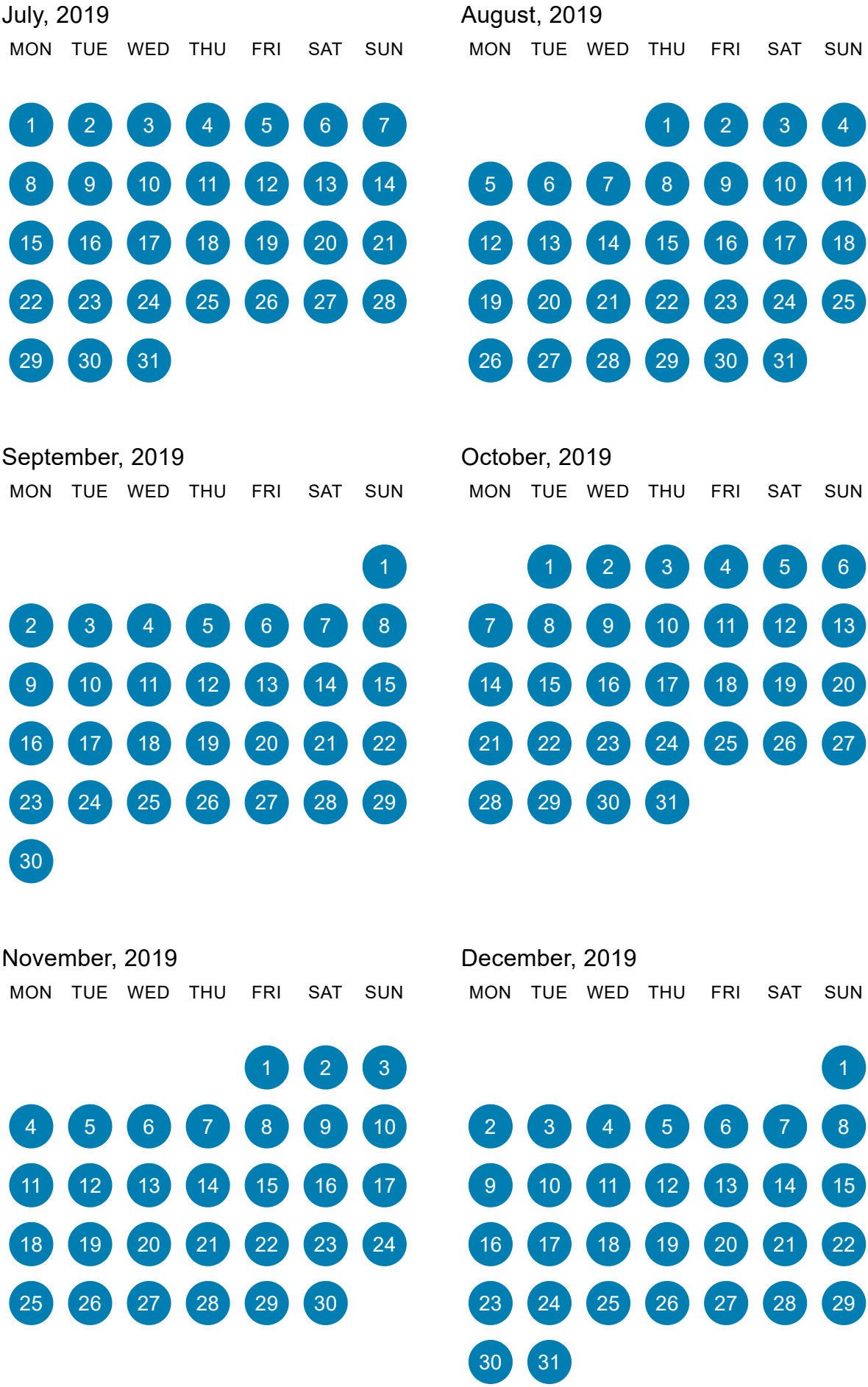
| MON | TUE | WED | THU | FRI | SAT | SUN |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |

### May, 2019

| MON | TUE | WED | THU | FRI | SAT | SUN |
|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

### June, 2019

| MON | TUE | WED | THU | FRI | SAT | SUN |
|---|---|---|---|---|---|---|
| | | | | | 1 | 2 |
| 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 24 | 25 | 26 | 27 | 28 | 29 | 30 |


July, 2019
MON TUE WED THU FRI SAT SUN
1 2 3 4 5 6 7
8 9 10 11 12 13 14
15 16 17 18 19 20 21
22 23 24 25 26 27 28
29 30 31
August, 2019
MON TUE WED THU FRI SAT SUN
1 2 3 4
5 6 7 8 9 10 11
12 13 14 15 16 17 18
19 20 21 22 23 24 25
26 27 28 29 30 31
September, 2019
MON TUE WED THU FRI SAT SUN
1
2 3 4 5 6 7 8
9 10 11 12 13 14 15
16 17 18 19 20 21 22
23 24 25 26 27 28 29
30
October, 2019
MON TUE WED THU FRI SAT SUN
1 2 3 4 5 6
7 8 9 10 11 12 13
14 15 16 17 18 19 20
21 22 23 24 25 26 27
28 29 30 31
November, 2019
MON TUE WED THU FRI SAT SUN
1 2 3
4 5 6 7 8 9 10
11 12 13 14 15 16 17
18 19 20 21 22 23 24
25 26 27 28 29 30
December, 2019
MON TUE WED THU FRI SAT SUN
1
2 3 4 5 6 7 8
9 10 11 12 13 14 15
16 17 18 19 20 21 22
23 24 25 26 27 28 29
30 31

# APPENDIX C

## SIDRA ANALYSIS

# MOVEMENT SUMMARY

## Site: 101 [2023 Back AM]

New Site
Stop (Two-Way)

| Movement Performance - Vehicles | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Kookaburra St | | | | | | | | | | | |
| 1 | L2 | 3 | 0.0 | 0.004 | 7.6 | LOS A | 0.0 | 0.1 | 0.11 | 0.92 | 47.9 |
| 3 | R2 | 1 | 0.0 | 0.004 | 8.3 | LOS A | 0.0 | 0.1 | 0.11 | 0.92 | 47.7 |
| Approach | | 4 | 0.0 | 0.004 | 7.7 | LOS A | 0.0 | 0.1 | 0.11 | 0.92 | 47.8 |
| East: Marian St | | | | | | | | | | | |
| 4 | L2 | 2 | 0.0 | 0.018 | 5.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.04 | 57.9 |
| 5 | T1 | 61 | 23.8 | 0.018 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.02 | 59.8 |
| Approach | | 63 | 23.0 | 0.018 | 0.2 | NA | 0.0 | 0.0 | 0.00 | 0.02 | 59.7 |
| West: Marian St | | | | | | | | | | | |
| 11 | T1 | 46 | 54.7 | 0.016 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 60.0 |
| 12 | R2 | 1 | 0.0 | 0.001 | 5.7 | LOS A | 0.0 | 0.0 | 0.16 | 0.53 | 49.3 |
| Approach | | 47 | 53.5 | 0.016 | 0.1 | NA | 0.0 | 0.0 | 0.00 | 0.01 | 59.7 |
| All Vehicles | | 115 | 34.7 | 0.018 | 0.4 | NA | 0.0 | 0.1 | 0.01 | 0.05 | 59.2 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2023 Back PM]

New Site
Stop (Two-Way)

| Movement Performance - Vehicles | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Kookaburra St | | | | | | | | | | | |
| 1 | L2 | 3 | 0.0 | 0.004 | 7.6 | LOS A | 0.0 | 0.1 | 0.10 | 0.93 | 47.9 |
| 3 | R2 | 1 | 0.0 | 0.004 | 8.3 | LOS A | 0.0 | 0.1 | 0.10 | 0.93 | 47.7 |
| Approach | | 4 | 0.0 | 0.004 | 7.7 | LOS A | 0.0 | 0.1 | 0.10 | 0.93 | 47.8 |
| East: Marian St | | | | | | | | | | | |
| 4 | L2 | 2 | 0.0 | 0.017 | 5.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.04 | 57.9 |
| 5 | T1 | 57 | 23.8 | 0.017 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.02 | 59.8 |
| Approach | | 59 | 23.0 | 0.017 | 0.2 | NA | 0.0 | 0.0 | 0.00 | 0.02 | 59.7 |
| West: Marian St | | | | | | | | | | | |
| 11 | T1 | 48 | 54.7 | 0.017 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 60.0 |
| 12 | R2 | 1 | 0.0 | 0.001 | 5.7 | LOS A | 0.0 | 0.0 | 0.15 | 0.53 | 49.3 |
| Approach | | 49 | 53.5 | 0.017 | 0.1 | NA | 0.0 | 0.0 | 0.00 | 0.01 | 59.7 |
| All Vehicles | | 113 | 35.5 | 0.017 | 0.4 | NA | 0.0 | 0.1 | 0.01 | 0.05 | 59.2 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2023 Dev AM]

New Site
Stop (Two-Way)

| Movement Performance - Vehicles | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Kookaburra St | | | | | | | | | | | |
| 1 | L2 | 3 | 0.0 | 0.004 | 7.6 | LOS A | 0.0 | 0.1 | 0.12 | 0.92 | 47.8 |
| 3 | R2 | 1 | 0.0 | 0.004 | 8.6 | LOS A | 0.0 | 0.1 | 0.12 | 0.92 | 47.7 |
| Approach | | 4 | 0.0 | 0.004 | 7.8 | LOS A | 0.0 | 0.1 | 0.12 | 0.92 | 47.8 |
| East: Marian St | | | | | | | | | | | |
| 4 | L2 | 9 | 0.0 | 0.025 | 5.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.13 | 57.0 |
| 5 | T1 | 78 | 23.8 | 0.025 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.06 | 59.4 |
| Approach | | 87 | 21.2 | 0.025 | 0.6 | NA | 0.0 | 0.0 | 0.00 | 0.06 | 59.1 |
| West: Marian St | | | | | | | | | | | |
| 11 | T1 | 46 | 54.7 | 0.016 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 60.0 |
| 12 | R2 | 18 | 0.0 | 0.014 | 5.8 | LOS A | 0.1 | 0.4 | 0.19 | 0.54 | 49.2 |
| Approach | | 64 | 39.5 | 0.016 | 1.6 | NA | 0.1 | 0.4 | 0.05 | 0.15 | 56.5 |
| All Vehicles | | 156 | 28.2 | 0.025 | 1.2 | NA | 0.1 | 0.4 | 0.03 | 0.12 | 57.7 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2023 Dev PM]

New Site
Stop (Two-Way)

| Movement Performance - Vehicles | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Kookaburra St | | | | | | | | | | | |
| 1 | L2 | 3 | 0.0 | 0.004 | 7.6 | LOS A | 0.0 | 0.1 | 0.11 | 0.92 | 47.8 |
| 3 | R2 | 1 | 0.0 | 0.004 | 8.6 | LOS A | 0.0 | 0.1 | 0.11 | 0.92 | 47.7 |
| Approach | | 4 | 0.0 | 0.004 | 7.8 | LOS A | 0.0 | 0.1 | 0.11 | 0.92 | 47.8 |
| East: Marian St | | | | | | | | | | | |
| 4 | L2 | 9 | 0.0 | 0.024 | 5.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.13 | 57.0 |
| 5 | T1 | 74 | 23.8 | 0.024 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.06 | 59.3 |
| Approach | | 83 | 21.1 | 0.024 | 0.6 | NA | 0.0 | 0.0 | 0.00 | 0.07 | 59.1 |
| West: Marian St | | | | | | | | | | | |
| 11 | T1 | 48 | 54.7 | 0.017 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 60.0 |
| 12 | R2 | 18 | 0.0 | 0.014 | 5.8 | LOS A | 0.1 | 0.4 | 0.19 | 0.54 | 49.3 |
| Approach | | 66 | 39.9 | 0.017 | 1.6 | NA | 0.1 | 0.4 | 0.05 | 0.15 | 56.7 |
| All Vehicles | | 154 | 28.6 | 0.024 | 1.2 | NA | 0.1 | 0.4 | 0.02 | 0.13 | 57.6 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2033 Dev AM ]

New Site
Stop (Two-Way)

| Movement Performance - Vehicles | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Kookaburra St | | | | | | | | | | | |
| 1 | L2 | 3 | 0.0 | 0.004 | 7.6 | LOS A | 0.0 | 0.1 | 0.12 | 0.92 | 47.8 |
| 3 | R2 | 1 | 0.0 | 0.004 | 8.8 | LOS A | 0.0 | 0.1 | 0.12 | 0.92 | 47.7 |
| Approach | | 4 | 0.0 | 0.004 | 7.9 | LOS A | 0.0 | 0.1 | 0.12 | 0.92 | 47.8 |
| East: Marian St | | | | | | | | | | | |
| 4 | L2 | 9 | 0.0 | 0.027 | 5.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.12 | 57.1 |
| 5 | T1 | 84 | 23.8 | 0.027 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.05 | 59.4 |
| Approach | | 94 | 21.4 | 0.027 | 0.6 | NA | 0.0 | 0.0 | 0.00 | 0.06 | 59.2 |
| West: Marian St | | | | | | | | | | | |
| 11 | T1 | 52 | 54.7 | 0.018 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 60.0 |
| 12 | R2 | 18 | 0.0 | 0.014 | 5.9 | LOS A | 0.1 | 0.4 | 0.20 | 0.54 | 49.2 |
| Approach | | 69 | 40.6 | 0.018 | 1.5 | NA | 0.1 | 0.4 | 0.05 | 0.14 | 56.8 |
| All Vehicles | | 167 | 28.8 | 0.027 | 1.1 | NA | 0.1 | 0.4 | 0.02 | 0.11 | 57.8 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

## Site: 101 [2033 Dev PM]

New Site
Stop (Two-Way)

| Movement Performance - Vehicles | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mov ID | OD Mov | Demand Flows Total veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance m | Prop. Queued | Effective Stop Rate per veh | Average Speed km/h |
| South: Kookaburra St | | | | | | | | | | | |
| 1 | L2 | 3 | 0.0 | 0.004 | 7.6 | LOS A | 0.0 | 0.1 | 0.11 | 0.93 | 47.8 |
| 3 | R2 | 1 | 0.0 | 0.004 | 8.8 | LOS A | 0.0 | 0.1 | 0.11 | 0.93 | 47.6 |
| Approach | | 4 | 0.0 | 0.004 | 7.9 | LOS A | 0.0 | 0.1 | 0.11 | 0.93 | 47.8 |
| East: Marian St | | | | | | | | | | | |
| 4 | L2 | 18 | 0.0 | 0.028 | 5.5 | LOS A | 0.0 | 0.0 | 0.00 | 0.22 | 56.2 |
| 5 | T1 | 79 | 23.8 | 0.028 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.09 | 59.1 |
| Approach | | 97 | 19.4 | 0.028 | 1.0 | NA | 0.0 | 0.0 | 0.00 | 0.11 | 58.5 |
| West: Marian St | | | | | | | | | | | |
| 11 | T1 | 54 | 54.7 | 0.018 | 0.0 | LOS A | 0.0 | 0.0 | 0.00 | 0.00 | 60.0 |
| 12 | R2 | 18 | 0.0 | 0.014 | 5.9 | LOS A | 0.1 | 0.4 | 0.20 | 0.54 | 49.2 |
| Approach | | 72 | 41.0 | 0.018 | 1.5 | NA | 0.1 | 0.4 | 0.05 | 0.14 | 56.9 |
| All Vehicles | | 173 | 27.9 | 0.028 | 1.4 | NA | 0.1 | 0.4 | 0.02 | 0.14 | 57.5 |

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# APPENDIX D

## SWEPT PATH CHECKS


| REVISIONS | | | | |
|---|---|---|---|---|
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| A | A.R | 23/02/23 | FOR INFORMATION | |
| No. | BY | DATE | DESCRIPTION | |

| | | |
|---|---|---|
| HORIZ. DATUM | MGA | |
| VERT. DATUM | AHD | |
| DRG. FILE | | DATE |
| DESIGN | A.R | 23/02/23 |
| DRAWN | A.R | 23/02/23 |

CERTIFICATION



Langtree Consulting

# JAKLEX INVESTMENTS PTY LTD

95–101 MARIAN STREET & 113 KOOKABURRA STREET, MT ISA QLD
PROPOSED SERVICE STATION SWEPT PATHS
HEAVY VEHICLES ENTERING INTO SITE

| | |
|---|---|
| SCALE | AS SHOWN |
| SHEET | SHEET 2 OF 3 |
| REVISION | A |
| DRG No. | 0943–SK01 |


5 0 5 10 15 20 25m

SCALE 1:250 @ A1 SCALE 1:500 @ A3

REVISIONS

| No. | BY | DATE | DESCRIPTION |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| A | A.R | 23/02/23 | FOR INFORMATION |

| | | |
|---|---|---|
| HORIZ. DATUM | MGA | |
| VERT. DATUM | AHD | |
| DRG. FILE | | DATE |
| DESIGN | A.R | 23/02/23 |
| DRAWN | A.R | 23/02/23 |

CERTIFICATION



Langtree Consulting

# JAKLEX INVESTMENTS PTY LTD

95–101 MARIAN STREET & 113 KOOKABURRA STREET, MT ISA QLD
PROPOSED SERVICE STATION SWEPT PATHS
B–TRIPLE EXITING THE SITE

| | |
|---|---|
| SCALE | AS SHOWN |
| SHEET | SHEET 2 OF 3 |
| REVISION | A |
| DRG No. | 0943–SK02 |


REVISIONS

| No. | BY | DATE | DESCRIPTION |
|---|---|---|---|
| A | A.R | 23/02/23 | FOR INFORMATION |

| | | |
|---|---|---|
| HORIZ. DATUM | MGA | |
| VERT. DATUM | AHD | |
| DRG. FILE | | DATE |
| DESIGN | A.R | 23/02/23 |
| DRAWN | A.R | 23/02/23 |

CERTIFICATION



Langtree Consulting

# JAKLEX INVESTMENTS PTY LTD

95–101 MARIAN STREET & 113 KOOKABURRA STREET, MT ISA QLD
PROPOSED SERVICE STATION SWEPT PATHS
B–DOUBLE EXITING THE SITE FROM MIDDLE BOWSER

| | |
|---|---|
| SCALE | AS SHOWN |
| SHEET | SHEET 2 OF 3 |
| REVISION | A |
| DRG No. | 0943–SK03 |


5 0 5 10 15 20 25m

SCALE 1:250 @ A1 SCALE 1:500 @ A3

REVISIONS

| No. | BY | DATE | DESCRIPTION |
|---|---|---|---|
| A | A.R | 23/02/23 | FOR INFORMATION |

| | | |
|---|---|---|
| HORIZ. DATUM | MGA | |
| VERT. DATUM | AHD | |
| DRG. FILE | | DATE |
| DESIGN | A.R | 23/02/23 |
| DRAWN | A.R | 23/02/23 |

CERTIFICATION



Langtree Consulting

# JAKLEX INVESTMENTS PTY LTD

95–101 MARIAN STREET & 113 KOOKABURRA STREET, MT ISA QLD
PROPOSED SERVICE STATION SWEPT PATHS
B–DOUBLE EXITING THE SITE FROM LAST BOWSER

| | |
|---|---|
| SCALE | AS SHOWN |
| SHEET | SHEET 2 OF 3 |
| REVISION | A |
| DRG No. | 0943–SK04 |


5 0 5 10 15 20 25m

SCALE 1:250 @ A1 SCALE 1:500 @ A3

REVISIONS

| No. | BY | DATE | DESCRIPTION |
|---|---|---|---|
| A | A.R | 23/02/23 | FOR INFORMATION |

| | | |
|---|---|---|
| HORIZ. DATUM | MGA | |
| VERT. DATUM | AHD | |
| DRG. FILE | | DATE |
| DESIGN | A.R | 23/02/23 |
| DRAWN | A.R | 23/02/23 |

CERTIFICATION



Langtree Consulting

# JAKLEX INVESTMENTS PTY LTD

95–101 MARIAN STREET & 113 KOOKABURRA STREET, MT ISA QLD
PROPOSED SERVICE STATION SWEPT PATHS
LIGHT VEHILCES ENTERING/EXTING SITE

| | |
|---|---|
| SCALE | AS SHOWN |
| SHEET | SHEET 2 OF 3 |
| REVISION | A |
| DRG No. | 0943–SK05 |

# CONCEPTUAL STORMWATER MANAGEMENT PLAN

JAKLEX INVESTMENTS - TOWNVIEW SERVICE STATION MT ISA

MOUNT ISA CITY COUNCIL
DEVELOPMENT APPROVAL

Permit No: 735427
Type of Development: Material Change of Use & Operational Work for Advertising Devices
Approved Use: Service Station and 2 x Digital Signs
Approved By: Martin Rose
Title: Acting Chief Executive Officer
Date: 05/12/2023

ISSUE 3 | THURSDAY, AUGUST 17, 2023 | PROJECT NO. S2223315

| Document Control Page | | | | | |
|---|---|---|---|---|---|
| Issue | Date | Status | Author | Review | Approver |
| 1 | 07/06/2023 | For Review | DJG | GRP | GRP |
| 2 | 08/06/2023 | For Approval | DJG | GRP | GRP |
| 3 | 17/08/2023 | For Approval | DBP | GRP | GRP |
| | | | | | |

| Certification | | | | | | |
|---|---|---|---|---|---|---|
| Author/s: | David Gegg | | | | | |
| Approver: | Grant Pendlebury | RPEQ: 05356 | Signature: |  | Date: | 17/08/2023 |

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## LIST OF APPENDICES

# 1 INTRODUCTION

Kehoe Myers Consulting Engineers has been engaged by to prepare a Conceptual Stormwater Management Plan (CSWMP) as part of the design documentation in support of the Development Application with the Mt Isa City Council (MICC) at the corner of Barkly Highway (Marian Street) and Kookaburra Street, described as Lots 21 to 24 and 38 on MPH21999 in Townview, Queensland.

The proposed development consists of a service station on an existing site that has multiple dwellings and a motel on the corner of Marian Street and Kookaburra Street, Townview Mt Isa. Works will include construction of a new service station shop, car and truck canopies and three access driveways to adjoining streets. Earthworks to provide a level building pad, car and truck canopies, stormwater, sewerage, water reticulation, power and telecommunications services to the site will also be constructed.

This report seeks to address onsite stormwater management for the proposed development. The following items will be addressed in this report:

- Hydraulic analysis to assess the required mitigation to ensure a case of 'non-worsening' or not incurring an actionable nuisance is achieved.
- Compliance with MICC's pollutant reduction policy and the State Planning Policy (SPP).

From the below analysis it was determined that stormwater discharge conditions from the site have only slightly increased, however the stormwater is directly discharged into a stormwater network instead of to the kerb as per current conditions. As such it is seen that the proposed development can achieve a case of 'non-worsening' or no 'actionable nuisance' at the lawful points of discharge.

As a result of this analysis, it is then shown that the proposed development complies with the guidelines set by both the MICC, DTMR and Queensland Urban Drainage Manual (QUDM). The report below details the achievement of these lawful points of discharge requirements.

## 2 SITE DESCRIPTION

The proposed development is located on a combined 4,587m$^2$ site located at the corner of Barkly Highway (Marian Street) and Kookaburra Street, Townview Mt Isa. The real property description is Lots 21 to 24 and 38 on MPH21999. A Locality Plan highlighting the proposed development site is shown below.

Refer to **FIGURE 1** below for site location with respect to adjoining roads and lots.


**FIGURE 1** AERIAL PHOTOGRAPH OF THE PROPOSED DEVELOPMENT SITE (*QUEENSLAND GLOBE* 2023)

## 2.1 EXISTING SITE CONDITIONS

From the detailed survey of the subject allotment by *M.H. Lodewyk* Surveyor dated 23-02-2023, attached in **APPENDIX A**, the site is currently seen to have multiple dwellings and a swimming pool.

The development of this allotment also features road frontages to the Barkly Highway (Marin Street) to the north and Kookaburra Street to the east.

The site is seen to fall from the south-west boundary corner to the north-west boundary corner. The average gradient of the subject site is approximately 1%.

A detailed survey of the subject allotment is shown below in **FIGURE 2**.


**FIGURE 2** DETAILED SITE SURVEY (*M.H. LODEWYK* SURVEYOR 23-02-2023)

## 2.2 PROPOSED DEVELOPMENT

The proposed development layout has been developed in association with the Client, the Design team and Architect. From this liaison, the proposed site layout was created, and conceptual engineering design was undertaken to provide access and a stormwater network for the proposed development.

A snapshot of the approved Site Layout of the development is shown below in **FIGURE 3** and a full plan of the proposed site is attached in **APPENDIX B**.


**FIGURE 3** SITE PLAN (*KEHOE MYERS DRAWING:* C2223315-DA01-P4)

# 3 HYDROLOGY

To enable the detailed hydraulic analysis of the stormwater management system, the development site has been assessed for both the pre-developed and post-development cases. This analysis has been undertaken to check that the development achieves a case of 'non-worsening' or not incurring an actionable nuisance at the lawful point of discharge.

## 3.1 EXISTING SITE INFRASTRUCTURE

From the detailed survey of the subject allotment the development site is currently seen to be generally open and gently graded allotment with scattered trees throughout the development site.

As shown below in FIGURE 4, the road network adjacent the development site contains a pit and pipe network. The drainage infrastructure network within Kookaburra Street and Marian Street to the north drains north from Marian Street.

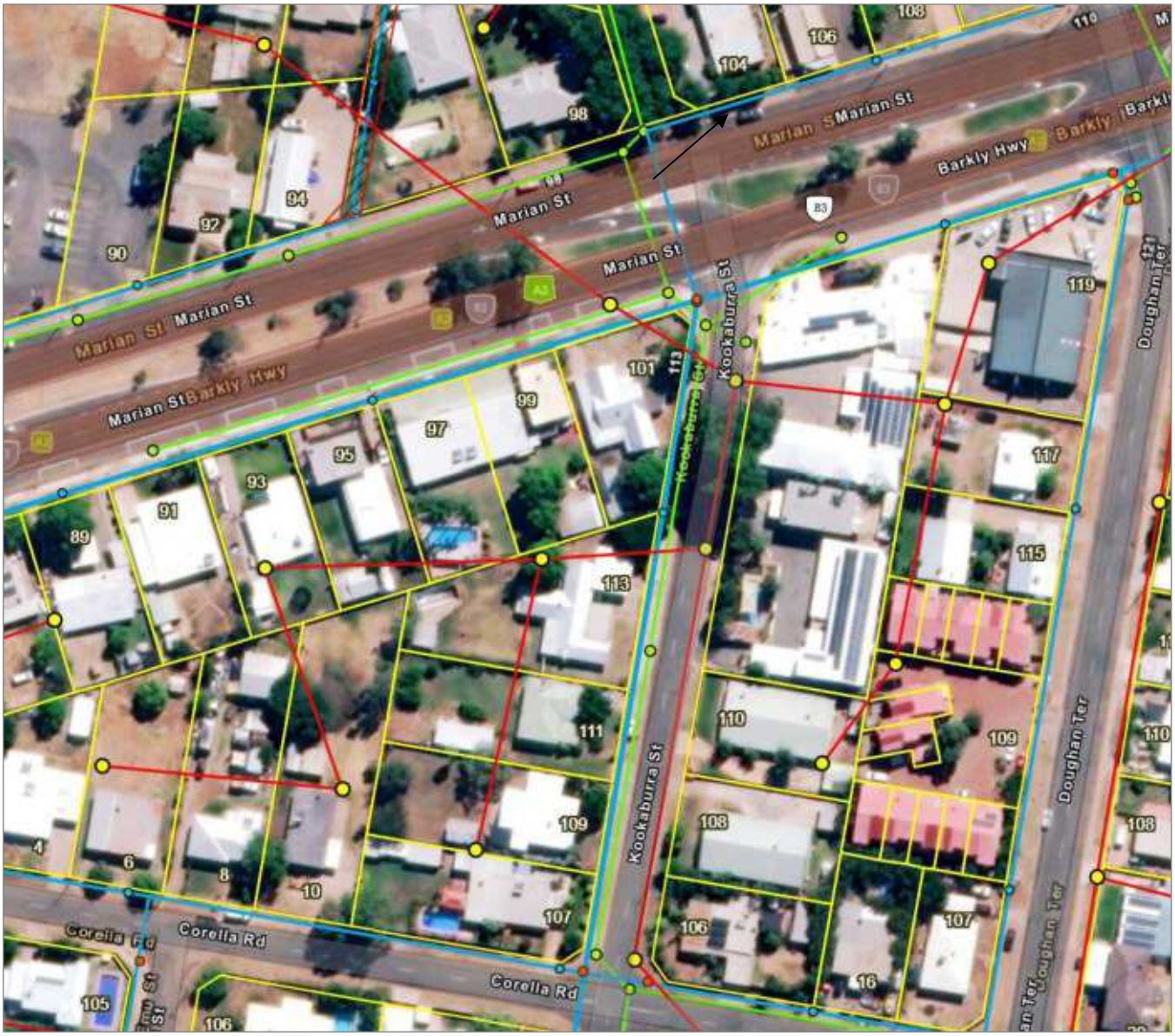


FIGURE 4 EXISTING STORMWATER NETWORK (*MICC* INFRASTRUCTURE MAPS 2023)

## 3.2 PRE-DEVELOPMENT CATCHMENTS

From an assessment of the existing site conditions and existing infrastructure, pre-developed catchments were derived for the subject site. The road reserves of Marian Street and Kookaburra Street adjacent the subject site along the northern and eastern frontages (respectively) contain any upstream overland flows and prevent them from entering the subject site, instead directing flows around the site within the road reserves.

There are therefore no external upstream catchments contributing stormwater runoff to the subject site.

Internally, the majority of the development site currently discharges as overland flow across the northern eastern boundary and into Barkly Highway (Marian Street) and Kookaburra Street. These flows are captured by two gully pits on the corner of Kookaburra Street and Barkly Highway.

There is a large external catchment that reaches existing gully pits via road and underground stormwater network. The characteristics of this upstream network have not been modelled as there is no changes to external infrastructure proposed. For the purpose of modelling, it has been assumed that the existing pipe network is flowing full. For this a approximated continuous base flow of 400L/s was inserted inside of each of the two gullies.

From this analysis, pre-developed catchments were calculated for the development site. A snapshot of these determined pre-developments catchments is included in FIGURE 5 below.

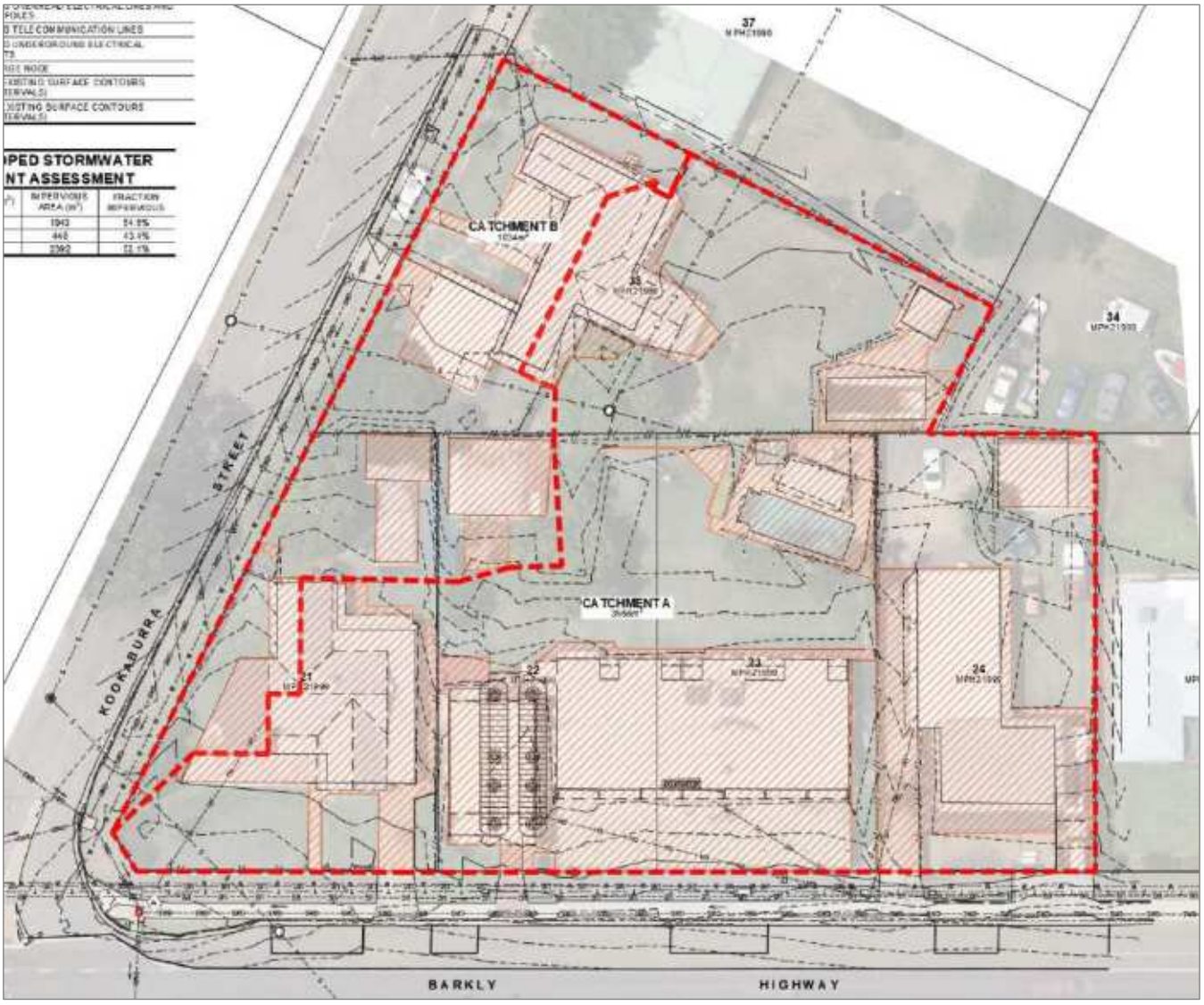


FIGURE 5 PRE-DEVELOPED STORMWATER CATCHMENT PLAN

From the detailed assessment of the existing stormwater catchments, the design attributes have been determined and are presented in **Table 1** below.

**TABLE 1** PRE-DEVELOPED SUB-CATCHMENT PROPERTIES

| CATCHMENT NAME | AREA ($m^2$) | IMPERVIOUS TC (MIN) | PERVIOUS TC (MIN) | FRACTION IMPERVIOUS (%) |
|---|---|---|---|---|
| A | 3556 | 5 | 7 | 54.6 |
| | 1034 | 5 | 7 | 43.4 |
| TOTAL | 4590 | | | 52.1 |

### 3.3 POST-DEVELOPMENT CATCHMENTS

It is anticipated that some minor earthworks will be required to create a level building platform, car parking, canopy structures and achieve compliant surface drainage grades for the proposed development.

The proposed stormwater system consists of overland flows as well as an underground pit and pipe network. These details are documented in a conceptual site layout plan attached as **APPENDIX B**. The internal piped network is intended to reduce the kerb flows to the Barkly highway by directly discharging into the existing Council stormwater network.

From the proposed site plan the conceptual stormwater catchments have been determined and are presented in **Figure 6** below.

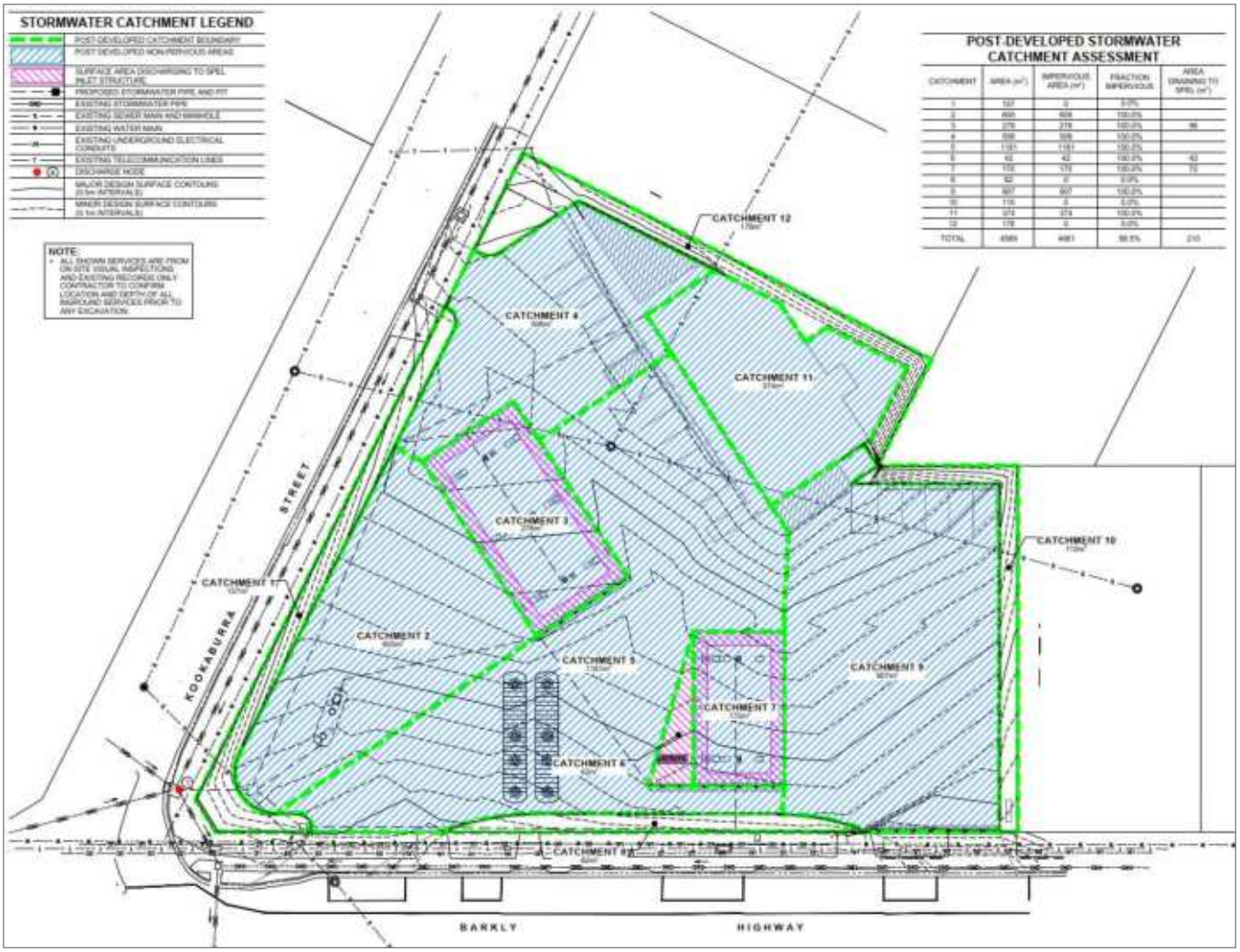


**FIGURE 6** POST-DEVELOPED STORMWATER CATCHMENT PLAN

From the detailed assessment of the post-development catchments, the design attributes have been determined and are presented in **Table 2** below.

**TABLE 2** POST-DEVELOPED SUB-CATCHMENT PROPERTIES

| CATCHMENT NAME | AREA ($m^2$) | IMPERVIOUS TC (MIN) | PERVIOUS TC (MIN) | FRACTION IMPERVIOUS |
|---|---|---|---|---|
| 1 | 157 | 5 | 5 | 0 |
| 2 | 605 | 5 | 5 | 100 |
| 3 | 276 | 5 | 5 | 100 |
| 4 | 506 | 5 | 5 | 100 |
| 5 | 1181 | 5 | 5 | 100 |
| 6 | 42 | 5 | 5 | 100 |
| 7 | 170 | 5 | 5 | 100 |
| 8 | 82 | 5 | 5 | 0 |
| 9 | 907 | 5 | 5 | 100 |
| 10 | 110 | 5 | 5 | 0 |
| 11 | 374 | 5 | 5 | 100 |
| 12 | 178 | 5 | 5 | 0 |
| TOTAL | 4589 | | | 88.5 |

### 3.4 DISCHARGE REPORTING LOCATIONS

From the site assessment of all stormwater flows, one discharge node has been identified and are reported on further within this report. This location has been selected in order to assess pre-development against post-development flows. This discharge node is shown in **Figure 5** and **Figure 6** and listed below:

A. Existing stormwater network, 1050 dia pipe under Barkly Highway from existing gully pit.

From the analysis of the above catchments, it is seen that the overall area draining to the stormwater discharge node has remained the same.

# 4 PEAK FLOW COMPARISONS

Stormwater analysis for this report has been undertaken using *DRAINS*. *DRAINS* is an engineering software package for designing urban stormwater drainage systems. To enable modelling of the proposed 'stormwater detention basin', we have used the "Extended Rational Method" hydrology loss model to convert Australian Rainfall and Runoff (AR&R) Temporal Patterns and rainfall data into runoff Hydrographs.

A range of rainfall event durations were analysed from the 5 to 120 minute storm duration. Analyses have been conducted within the catchments to determine Pre and Post development flows for the 39% AEP (0.5EY) to the 1% AEP rainfall events. The detention system has been modelled for each storm event scenario to assist in establishing maximum 39% AEP to 1% AEP discharge. Full unsteady hydraulic model was used for analysis. Pre and post development median peak flow results are provided in TABLE 3 below.

TABLE 3 MEDIAN PEAK STORMWATER FLOWS ($m^3/s$) – DISCHARGE NODE A

| DEVELOPMENT STAGE | 39% AEP (0.5EY) ($m^3/s$) | 18% AEP (0.2EY) ($m^3/s$) | 10% AEP ($m^3/s$) | 5% AEP ($m^3/s$) | 2% AEP ($m^3/s$) | 1% AEP ($m^3/s$) |
|---|---|---|---|---|---|---|
| Pre-developed | 0.878 | 0.914 | 0.937 | 0.968 | 1.013 | 1.045 |
| Post-developed | 0.883 | 0.917 | 0.937 | 0.970 | 1.024 | 1.046 |
| Increase | 0.005 | 0.003 | 0.000 | 0.002 | 0.011 | 0.001 |

As per Table 3 above, the peak discharge to Node A does slightly increase post-development, however it is noted that the stormwater is directly discharged into a piped stormwater network instead of to the kerb as per current conditions. The comparison of kerb flows at the gully pit on Barkly Highway a presented in TABLE 4.

TABLE 4 MEDIAN PEAK STORMWATER FLOWS ($m^3/s$) – KERB PRIOR TO DISCHARGE NODE A (BARKLY HIGHWAY)

| DEVELOPMENT STAGE | 39% AEP (0.5EY) ($m^3/s$) | 18% AEP (0.2EY) ($m^3/s$) | 10% AEP ($m^3/s$) | 5% AEP ($m^3/s$) | 2% AEP ($m^3/s$) | 1% AEP ($m^3/s$) |
|---|---|---|---|---|---|---|
| Pre-developed | 0.062 | 0.091 | 0.112 | 0.137 | 0.172 | 0.195 |
| Post-developed | 0.002 | 0.003 | 0.026 | 0.048 | 0.096 | 0.117 |
| Increase | -0.060 | -0.088 | -0.087 | -0.089 | -0.077 | -0.079 |

From this it can be seen there is a significant reduction in the road kerb flows because of the development and no worsening of the existing condition meeting the requirements of DTMR.

## 4.1 DRAINS MODEL VALIDATION

From the QUDM guidelines, it is recommended that computer models are calibrated to flow data or "be 'compared' with the peak discharge derived for the same catchment using the Rational Method" (QUDM 2013).

As this report utilises the "Extended Rational Method" hydrology loss model, all 'peak discharge' catchment flows are derived directly from the Rational Method and as such, a direct 'comparison' back to the 'Rational Method' can be assumed.

# 5 STORMWATER QUALITY MANAGEMENT

## 5.1 STORMWATER QUALITY LEGISLATION

The State Planning Policy (SPP) released in July 2017 provides guidelines on the requirement for stormwater quality treatment. Further advice on stormwater quality is provided in Mount Isa Council's Planning Scheme Policy.

SPP states that the pollutant reduction design objectives for the Western Queensland climatic region are applicable for:

- a material change of use for an urban purpose that involves premises 2,500m$^2$ or greater in size and
  - will result in six or more dwellings; or
  - an impervious area greater than 25% of the net developable area; or
- reconfiguring a lot for an urban purpose that involves premises 2,500m$^2$ or greater in size and will result in six or more lots; or
- operational works for an urban purpose that involves disturbing a land area 2,500m$^2$ or greater in size.

The development site is located within the Western Queensland climatic region. In addition to the above, Appendix B Note 14 indicates that for areas within Western Queensland, the pollutant reduction design objectives only apply for population centres greater than 25,000 persons.

The population of Mt Isa at the 2021 census was 18,727 and therefore this development does not trigger water quality requirements listed in Table B of Appendix 2 of the SPP.

### 5.1.1 STORMWATER TREATMENT DEVICES

A *SPEL 'Puraceptor P040'* will be used to treat any stormwater from fuel refuelling areas under each canopy and fill point (on fuel farm). *SPEL* has confirmed that a *Puraceptor* can treat stormwater to the following criteria:

i. < 5ppm (mg/L) Total Petroleum Hydrocarbons (TPH),
ii. ≥ 80% reduction in Total Suspended Solids (TSS), and
iii. ≥ 90% reduction in gross pollutants.

The *SPEL* device can contain up to 9,000 Litres in the event of a fuel spill and has an alarm when the tank is nearly full. When the alarm is activated, the operator will organise for a licenced contractor to dispose of any waste and hydrocarbons to an approved disposal facility.

This strategy of dealing with refuelling areas is in accordance with *ACAPMA 'Best Practise Guidelines'* and is general industry practise throughout Australia in how hydrocarbons are dealt with at new service stations.

## 5.2 CONSTRUCTION PHASE STORMWATER QUALITY MANAGEMENT

While the development will ultimately comply with objectives of State Planning Policy - July 2017, Water Quality, Section 1, it is also required to comply with the requirements of Appendix 2 Table A: Construction Phase – Stormwater Management Design Objectives during the construction works.

Pollutants typically generated during the construction phase include:

- Litter
- Sediment
- Hydrocarbons
- Toxic Materials
- pH Altering Substances

During the detailed design and construction phase, an erosion and sediment control plan will be prepared for the site. The erosion and sediment control plan will be based on the ICEA document *'Best Practice Erosion and Sediment Control',* International Erosional Control Association (Australasia) to achieve compliance under the *Environmental Protection Act 1994.*

The erosion and sediment control plan shall address the following:

- Use and location of sediment control devices including sediment fencing and sediment traps for stormwater entry pits.
- Erosion control measures during earthworks, including any staging or sequencing of the works.

# 6 CONCLUSION

This report summarises the stormwater management practices proposed to manage the stormwater quantity and quality generated by the proposed development.

The development results in a slight increase in flows generated from the site, however the stormwater is directly discharged into a piped stormwater network instead of to the kerb, as it is in the existing condition. As such, the proposed development is not expected to be incurring actionable nuisance flows to downstream properties.

The development does not trigger the stormwater pollutant reduction requirements of the SPP July 2017.

As such it is therefore seen that the proposed Service Station development on the at the corner of Barkly Highway (Marian Street) and Kookaburra Street will meet both the stormwater Quantity and Quality objectives as detailed within the Queensland State Planning Policy and the Mount Isa City Council's Planning Scheme.

# 7 REFERENCES

## Text References

Toowoomba Regional Council, Toowoomba Regional Planning Scheme
https://www.tr.qld.gov.au/planning-building/planning-scheme-strategies-tools/planning-scheme-new/13289-access-the-toowoomba-regional-planning-scheme-9

Ball J, Babister M, Nathan R, Wees W, Weinmann E, Retallick M, Testoni I, (Editors) 2019, Australian Rainfall & Runoff: A Guide to Flood Estimation, © Commonwealth of Australia (Geoscience Australia)

Institute of Public Works Engineering Australasia, Queensland 2017, Queensland Urban Drainage Manual –Fourth Edition, 2016, Institute of Public Works Engineering Australasia, Queensland

Queensland Government 2017, State Planning Policy, July 2017, Department of Infrastructure, Local Government Planning, Brisbane, Australia

Water by Design 2010, MUSIC Modelling Guidelines, SEQ Healthy Waterways Partnership, Brisbane Qld, ISBN 978-0-9806278-4-8

## Software Used

*12d Model*

*DRAINS* by Watercom Pty Ltd

# 8 APPENDICES

## APPENDIX A. DETAILED SITE SURVEY (*M.H. LODEWYK* SURVEYOR DATED 23-02-2023)


REFERENCE MARKS PROJECT COORDINATE SYSTEM (PLANE GRID)

| Point ID | Easting | Northing | Elevation (AHD der) | Description |
|---|---|---|---|---|
| 23-020-A | 4368.47 | 7219.45 | 361.64 | BOLT IN CONC |
| 23-020-B | 4411.06 | 7231.62 | 361.70 | BOLT IN CONC |
| 23-020-C | 4505.01 | 7264.64 | 361.92 | BOLT IN CONC |
| 23-020-D | 4492.26 | 7182.07 | 363.32 | BOLT IN CONC |

Legend

| | |
|---|---|
| Tree | Telstra (T) |
| Hydrant (H) | Sewer Pipe (S) |
| Water Stop Valve (V) | Overhead Power (E) |
| Control | Underground Drainage (D) |
| Sewer Manhole Surveyed (S) | Major Contour (1m) |
| Sewer Manhole Records | Minor Contour (0.1m) |
| | Building |
| | Boundary |
| | Water Main (W) |

Services shown herein have been located where possible by field survey. If not able to be located services have been plotted from relevant authority records and have been noted accordingly on this plan.

Prior to any demolition, excavation or construction on this site the relevant authority should be contacted for possible location of further underground services and detailed location of all services.

Contour interval 0.1m
Boundaries shown are compiled from MPH21999.

M.H. LODEWYK
CONSULTING SURVEYOR
MOUNT ISA
PH-07 47434155
6 SECOND AVENUE
EMAIL survey@lodewyk.com.au

| | |
|---|---|
| LEVEL DATUM | A.H.D. |
| REF. B.M. | 179252 |
| AZIMUTH | MGA z54 (GDA94) |
| DATE SURVEYED | 23/02/2023 |
| SURVEYOR | JPS |
| SCALE | 1:200 (A1) |

CLIENT Jaklex

Detail Survey of Lots 21-24 & 38 on MPH21999, being 95-101 Marian St & 113 Kookaburra Street, Mt Isa

PASSED DATE 23-020-01

# APPENDIX B. PROPOSED SITE LAYOUT PLAN (*KEHOE MYERS* DRAWING: S2223315-DA01-P4)


**SITE DETAILS**

| | |
|---|---|
| LOT 21 ON MPH21999 | 857m² |
| LOT 22 ON MPH21999 | 809m² |
| LOT 23 ON MPH21999 | 809m² |
| LOT 24 ON MPH21999 | 809m² |
| LOT 38 ON MPH21999 | 1298m² |
| TOTAL SITE AREA | 4582m² |

**PROPOSED BUILDINGS**

| | |
|---|---|
| SERVICE STATION GFA | 312m² |
| SERVICE AREA | 64m² |
| LIGHT VEHICLE CANOPY | 276m² |
| HEAVY VEHICLE CANOPY | 170m² |
| TOTAL PROPOSED SITE COVER | 822m² |

**CARPARKING** 19

## SITE PLAN
**SCALE 1 : 200 @ A1**



DATUM

DRAWING ISSUE

| ISSUE | DATE | DETAILS | INITIALS |
|---|---|---|---|
| P1 | 17.04.23 | PRELIMINARY | |
| P2 | 11.05.23 | AMENDED AS NOTED | |
| P3 | 08.06.23 | PRELIMINARY | |
| P4 | 19.06.23 | PRELIMINARY | |

0 2m 4m 6m 8m 10m

SCALE 1:200 @ A1
SCALE 1:400 @ A3

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE 19/06/2023 12:35:52 PM


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CIVIL | STRUCTURAL | HYDRAULIC


CLIENT
JAKLEX INVESTMENTS PTY LTD

PROJECT
PROPOSED SERVICE STATION
TOWNVIEW,
Mt ISA QLD

DRAWING TITLE
SITE PLAN

| | | | |
|---|---|---|---|
| DESIGN | | ORIGINAL SIZE | A1 |
| DRAWN | BJF | PROJECT NUMBER | S2223315 |
| CHECKED | | | |
| APPROVED | | DRAWING NUMBER | DA01 |
| DATE | | ISSUE | P4 |

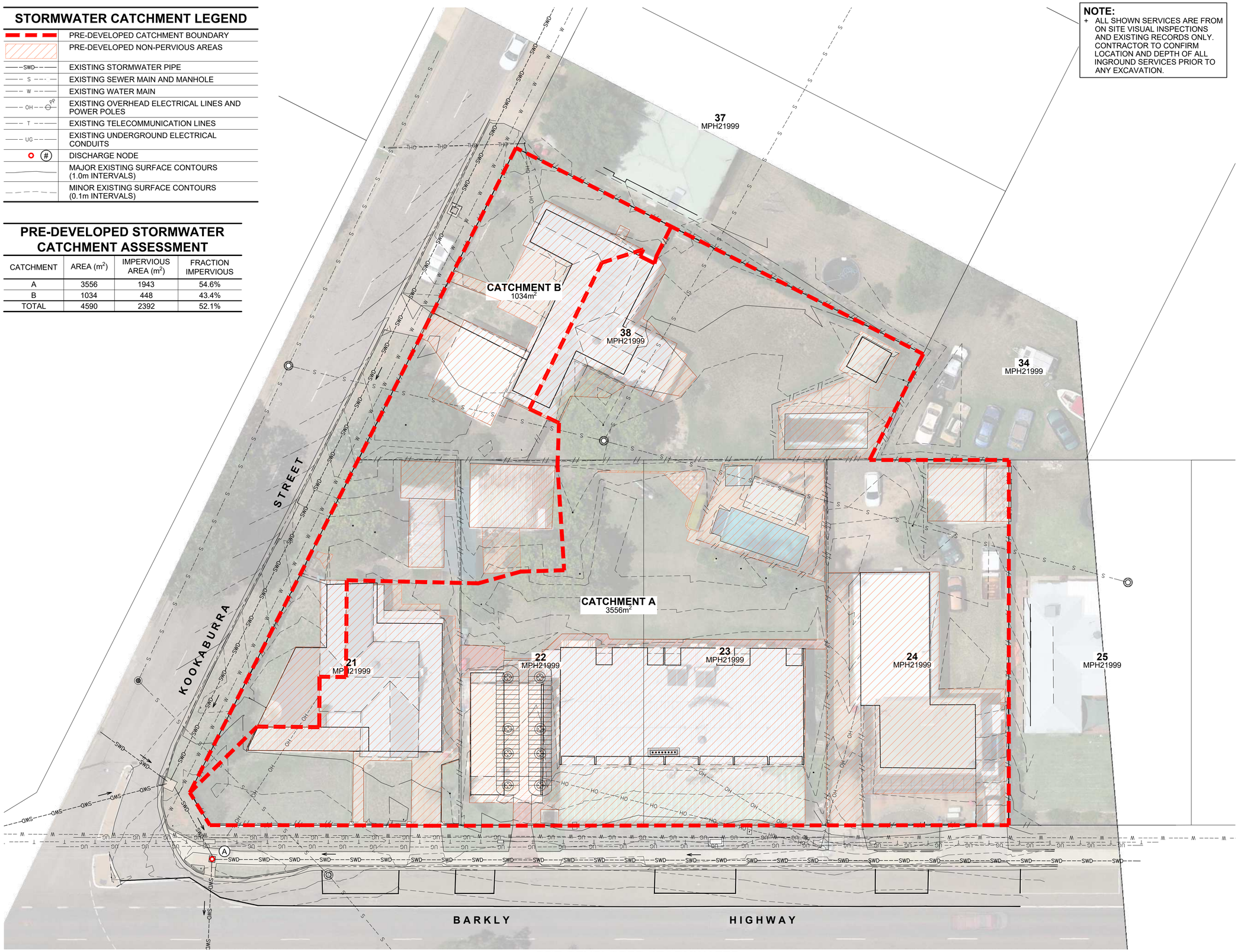
## APPENDIX C. STORMWATER CATCHMENT PLANS (*KEHOE MYERS* DRAWINGS: S2223315-SWM01-P2 & SWM02-P2)

## STORMWATER CATCHMENT LEGEND

| | |
|---|---|
| | PRE-DEVELOPED CATCHMENT BOUNDARY |
| | PRE-DEVELOPED NON-PERVIOUS AREAS |
| —SWD— | EXISTING STORMWATER PIPE |
| S | EXISTING SEWER MAIN AND MANHOLE |
| W | EXISTING WATER MAIN |
| OH — PP | EXISTING OVERHEAD ELECTRICAL LINES AND POWER POLES |
| T | EXISTING TELECOMMUNICATION LINES |
| UG | EXISTING UNDERGROUND ELECTRICAL CONDUITS |
| # | DISCHARGE NODE |
| | MAJOR EXISTING SURFACE CONTOURS (1.0m INTERVALS) |
| | MINOR EXISTING SURFACE CONTOURS (0.1m INTERVALS) |

## PRE-DEVELOPED STORMWATER CATCHMENT ASSESSMENT

| CATCHMENT | AREA ($m^2$) | IMPERVIOUS AREA ($m^2$) | FRACTION IMPERVIOUS |
|---|---|---|---|
| A | 3556 | 1943 | 54.6% |
| B | 1034 | 448 | 43.4% |
| TOTAL | 4590 | 2392 | 52.1% |




**PRE-DEVELOPED STORMWATER CATCHMENT LAYOUT**
SCALE:- 1:200 @ A1, 1:400 @ A3

**NOTE:**
+ ALL SHOWN SERVICES ARE FROM ON SITE VISUAL INSPECTIONS AND EXISTING RECORDS ONLY. CONTRACTOR TO CONFIRM LOCATION AND DEPTH OF ALL INGROUND SERVICES PRIOR TO ANY EXCAVATION.



DATUM
PSM
SURVEYOR_INFORMATION

DRAWING ISSUE

| ISSUE | DATE | DETAILS | INITIAL |
|---|---|---|---|
| P1 | 07.06.23 | FOR APPROVAL | GRP |
| P2 | 17.08.23 | RFI RESPONSE | GRP |
| | | | |
| | | | |

0 2m 4m 6m 8m 10m

SCALE 1:200 @ A1
SCALE 1:400 @ A3

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE 17.08.23 02:32 PM

**PRINT IN COLOUR**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CLIENT
JAKLEX INVESTMENTS PTY LTD

PROJECT
PROPOSED SERVICE STATION
TOWNVIEW
MT ISA QLD

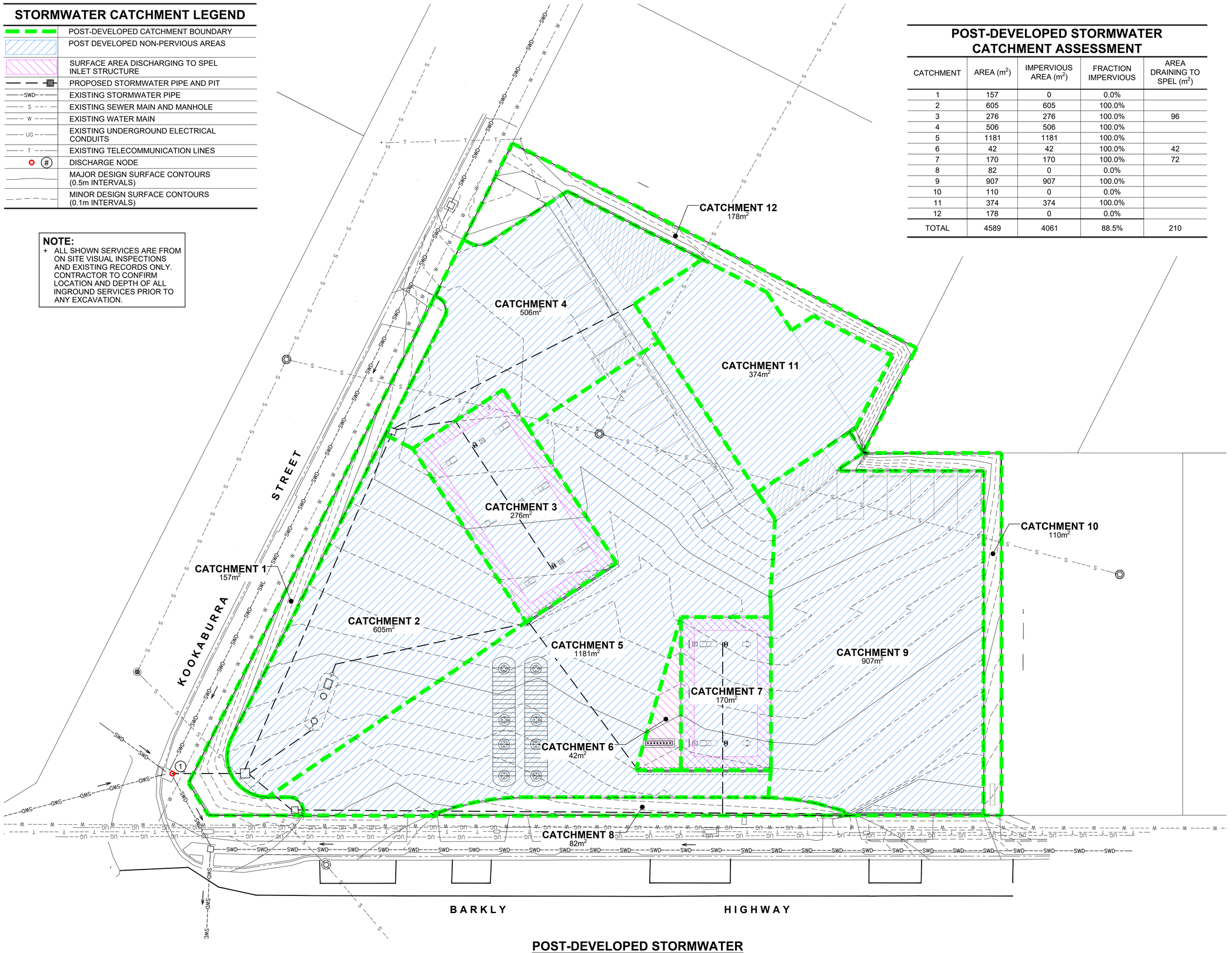
DRAWING TITLE
PRE-DEVELOPED STORMWATER CATCHMENT LAYOUT

| | | | |
|---|---|---|---|
| DESIGN | DG/DP | ORIGINAL SIZE | A1 |
| DRAWN | MC | PROJECT NUMBER | S2223315 |
| CHECKED | GRP | | |
| APPROVED | RPEQ # 05356 | DRAWING NUMBER | SWM01 |
| DATE | 17.08.23 | ISSUE | P2 |

## STORMWATER CATCHMENT LEGEND

| | |
|---|---|
| | POST-DEVELOPED CATCHMENT BOUNDARY |
| | POST DEVELOPED NON-PERVIOUS AREAS |
| | SURFACE AREA DISCHARGING TO SPEL INLET STRUCTURE |
| | PROPOSED STORMWATER PIPE AND PIT |
| SWD | EXISTING STORMWATER PIPE |
| S | EXISTING SEWER MAIN AND MANHOLE |
| W | EXISTING WATER MAIN |
| UG | EXISTING UNDERGROUND ELECTRICAL CONDUITS |
| T | EXISTING TELECOMMUNICATION LINES |
| # | DISCHARGE NODE |
| | MAJOR DESIGN SURFACE CONTOURS (0.5m INTERVALS) |
| | MINOR DESIGN SURFACE CONTOURS (0.1m INTERVALS) |

**NOTE:**
+ ALL SHOWN SERVICES ARE FROM ON SITE VISUAL INSPECTIONS AND EXISTING RECORDS ONLY. CONTRACTOR TO CONFIRM LOCATION AND DEPTH OF ALL INGROUND SERVICES PRIOR TO ANY EXCAVATION.




## POST-DEVELOPED STORMWATER CATCHMENT ASSESSMENT

| CATCHMENT | AREA ($m^2$) | IMPERVIOUS AREA ($m^2$) | FRACTION IMPERVIOUS | AREA DRAINING TO SPEL ($m^2$) |
|---|---|---|---|---|
| 1 | 157 | 0 | 0.0% | |
| 2 | 605 | 605 | 100.0% | |
| 3 | 276 | 276 | 100.0% | 96 |
| 4 | 506 | 506 | 100.0% | |
| 5 | 1181 | 1181 | 100.0% | |
| 6 | 42 | 42 | 100.0% | 42 |
| 7 | 170 | 170 | 100.0% | 72 |
| 8 | 82 | 0 | 0.0% | |
| 9 | 907 | 907 | 100.0% | |
| 10 | 110 | 0 | 0.0% | |
| 11 | 374 | 374 | 100.0% | |
| 12 | 178 | 0 | 0.0% | |
| TOTAL | 4589 | 4061 | 88.5% | 210 |

## POST-DEVELOPED STORMWATER CATCHMENT LAYOUT

SCALE:- 1:200 @ A1, 1:400 @ A3



DATUM
PSM
SURVEYOR_INFORMATION

DRAWING ISSUE

| ISSUE | DATE | DETAILS | INITIAL |
|---|---|---|---|
| P1 | 07.06.23 | FOR APPROVAL | GRP |
| P2 | 08.06.23 | FOR APPROVAL | GRP |
| | | | |
| | | | |

0 2m 4m 6m 8m 10m

SCALE 1:200 @ A1
SCALE 1:400 @ A3

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE 08.06.23 11:01 AM

**PRINT IN COLOUR**


Kehoe Myers
CONSULTING ENGINEERS
KEHOEMYERS.COM.AU
PH +617 4632 8100

CIVIL | STRUCTURAL | HYDRAULIC


CLIENT
JAKLEX INVESTMENTS PTY LTD

PROJECT
PROPOSED SERVICE STATION
TOWNVIEW
MT ISA QLD

DRAWING TITLE
POST-DEVELOPED STORMWATER CATCHMENT LAYOUT

| | | | |
|---|---|---|---|
| DESIGN | DG/DP | ORIGINAL SIZE | A1 |
| DRAWN | MG | PROJECT NUMBER | S2223315 |
| CHECKED | GRP | | |
| APPROVED | RPEQ # 05356 | DRAWING NUMBER | SWM02 |
| DATE | 08.06.23 | ISSUE | P2 |

## APPENDIX D. *DRAINS* MODEL RESULTS

| ARI (AEP %) | TEMPORAL PATTERN (minute) | Pre-developed ($m^3/s$) | Post-developed ($m^3/s$) | Difference ($m^3/s$) |
|---|---|---|---|---|
| 2 (39%) | 5 | 0.876 | 0.877 | 0.001 |
| | 10 | 0.878 | 0.883 | 0.005 |
| | 15 | 0.875 | 0.881 | 0.006 |
| | 20 | 0.870 | 0.876 | 0.005 |
| | 25 | 0.865 | 0.871 | 0.006 |
| | 30 | 0.864 | 0.870 | 0.006 |
| | 45 | 0.856 | 0.861 | 0.006 |
| | 60 | 0.848 | 0.853 | 0.005 |
| | 90 | 0.847 | 0.851 | 0.004 |
| | 120 | 0.838 | 0.842 | 0.004 |
| 5 (18%) | 5 | 0.912 | 0.913 | 0.001 |
| | 10 | 0.914 | 0.917 | 0.003 |
| | 15 | 0.910 | 0.915 | 0.005 |
| | 20 | 0.903 | 0.913 | 0.010 |
| | 25 | 0.895 | 0.909 | 0.015 |
| | 30 | 0.893 | 0.904 | 0.011 |
| | 45 | 0.882 | 0.891 | 0.009 |
| | 60 | 0.869 | 0.879 | 0.010 |
| | 90 | 0.868 | 0.876 | 0.007 |
| | 120 | 0.855 | 0.862 | 0.007 |
| 10 (10%) | 5 | 0.937 | 0.923 | -0.014 |
| | 10 | 0.935 | 0.937 | 0.002 |
| | 15 | 0.928 | 0.930 | 0.003 |
| | 20 | 0.923 | 0.929 | 0.006 |
| | 25 | 0.914 | 0.918 | 0.004 |
| | 30 | 0.914 | 0.919 | 0.006 |
| | 45 | 0.898 | 0.910 | 0.013 |
| | 60 | 0.888 | 0.904 | 0.016 |
| | 90 | 0.874 | 0.881 | 0.007 |
| | 120 | 0.868 | 0.879 | 0.011 |

Continued below

From above

| ARI (AEP %) | TEMPORAL PATTERN (minute) | Pre-developed ($m^3/s$) | Post-developed ($m^3/s$) | Difference ($m^3/s$) |
|---|---|---|---|---|
| 20 (5%) | 5 | 0.968 | 0.937 | -0.031 |
| | 10 | 0.965 | 0.970 | 0.005 |
| | 15 | 0.956 | 0.960 | 0.004 |
| | 20 | 0.950 | 0.957 | 0.006 |
| | 25 | 0.939 | 0.946 | 0.007 |
| | 30 | 0.938 | 0.944 | 0.006 |
| | 45 | 0.919 | 0.928 | 0.009 |
| | 60 | 0.907 | 0.918 | 0.011 |
| | 90 | 0.889 | 0.907 | 0.018 |
| | 120 | 0.883 | 0.896 | 0.013 |
| 50 (2%) | 5 | 1.012 | 0.973 | -0.039 |
| | 10 | 1.013 | 1.024 | 0.011 |
| | 15 | 0.995 | 1.012 | 0.017 |
| | 20 | 0.984 | 1.000 | 0.016 |
| | 25 | 0.976 | 0.989 | 0.013 |
| | 30 | 0.963 | 0.974 | 0.011 |
| | 45 | 0.953 | 0.954 | 0.001 |
| | 60 | 0.922 | 0.936 | 0.014 |
| | 90 | 0.904 | 0.917 | 0.013 |
| | 120 | 0.907 | 0.919 | 0.012 |
| 100 (1%) | 5 | 1.043 | 1.001 | -0.042 |
| | 10 | 1.045 | 1.046 | 0.001 |
| | 15 | 1.024 | 1.037 | 0.013 |
| | 20 | 1.012 | 1.027 | 0.015 |
| | 25 | 1.003 | 1.018 | 0.015 |
| | 30 | 0.987 | 0.998 | 0.011 |
| | 45 | 0.974 | 0.973 | -0.001 |
| | 60 | 0.940 | 0.952 | 0.012 |
| | 90 | 0.919 | 0.928 | 0.008 |
| | 120 | 0.924 | 0.935 | 0.012 |

MOUNT ISA CITY COUNCIL
DEVELOPMENT APPROVAL

Permit No.: P25-22
Type of Development: Material Change of Use & Operational Works for Advertising Devices
Approved Use: Service Station and 2 x Shop Tenancies
Approved By: Mr Ian Dare
Title: Acting Chief Executive Officer
Date: 05/07/2023

# PROPOSED SERVICE STATION DEVELOPMENT

## 95-101 Marian St (Barkly Highway) & 113 Kookaburra St, Mt Isa
## Material Change of Use Noise Impact Assessment

Prepared for:

Jaklex Investment Pty Ltd c/- Milford Planning
15 Allen Street
South Townsville QLD 4810

SLR Ref: 620.31407.00000-R01
Version No: -v1.0
June 2023

# PREPARED BY

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# BASIS OF REPORT

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Jaklex Investment Pty Ltd c/- Milford Planning (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.

# DOCUMENT CONTROL

| Reference | Date | Prepared | Checked | Authorised |
|---|---|---|---|---|
| 620.31407.00100-R01-v0.1 | 22 June 2023 | Caleb Parker | Steve Henry | Brendan Hansen |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

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# DOCUMENT REFERENCES

## TABLES



## FIGURES

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## APPENDICES

# 1 Introduction

SLR Consulting Australia Pty Ltd (SLR) has been engaged by Milford Planning Pty Ltd (Milford Planning) on behalf of Jaklex Investment Pty Ltd to undertake a noise impact assessment for a proposed service station development to be located at 95-101 Marian Street (Barkly Hwy) & 113 Kookaburra Street, Mount Isa in Queensland.

The purpose of this report is to present an assessment of noise emissions potentially resulting from the operation of the development onto the closest noise sensitive receptors and assess these against the requirements contained within the Mount Isa City Council's *City of Mount Isa Planning Scheme 2020* (Planning Scheme 2020) and other relevant policies.

The noise impact assessment detailed in this report comprises:

- the quantification of the pre-development noise environment via unattended noise monitoring at a location representative of the noise environment at the closest sensitive receptors
- noise level predictions at the closest noise sensitive receptors via computational acoustic modelling
- assessment of the predictions against the applicable noise criterion levels derived from the unattended noise measurements and relevant policies.

# 2 Development Description and Siting

## 2.1 Development Description

The development includes separate diesel and unleaded pump stations, each with a canopy as well as a small shop space consisting of approximately 285 m$^2$ of floor area set out over a single storey. Additionally, provision for 19 on-site car parking spaces, a loading bay and access for vehicles up to an articulated truck (B-Double) size has been incorporated into the design.

The proposed development will operate 24 hours a day, seven days a week. The development site plan is shown in Figure 1.

Figure 1 Proposed Service Station Development Site Plan

## 2.2 Development Location and Noise Sensitive Receptors

The nearest sensitive receptors (NSR's) are residential buildings NSR1-4, each located between 6 to 40 m from the proposed development site boundary. These receptors represent the closest sensitive receptors in each direction; and by control of emissions to NSR1-4, noise criterion levels at other sensitive receptors located at a greater distance are expected to be achieved.

Details of each of the NSR's are provided in Table 1, whilst their position with respect to the site boundaries is shown in Figure 2.

Figure 2 Development Site Position Relative to NSR's


Image Source: Nearmap

Table 1 Details of Identified Nearest Sensitive Receptors

| NSR No. | Address | Lot Plan | Number of Storeys | Approximate Distance from the Proposed Site Boundary |
|---|---|---|---|---|
| NSR1 | 93 Marian Street | 25/MPH21999 | 1 | 2 m |
| NSR2 | 98 Marian Street | 9/MPH30185 | 1 | 45 m |
| NSR3 | 111 Kookaburra Street | 37/MPH21999 | 1 | 2 m |
| NSR4 | 112-116 Kookaburra Street | 1/SP125090 | 2 | 20 m |

## 2.3 Existing Acoustic Environment

Unattended noise monitoring was undertaken between 14 and 17 March 2023. The objective of the noise monitoring was to quantify the existing noise environment in the area surrounding the receptors closest to the subject site and to inform the noise assessment criterion where relevant. The location of the unattended noise monitoring is shown in Figure 2, which was considered representative of the ambient environment at sensitive receptors due to sharing a similar offset from Marian Street.

Monitoring was undertaken using an ARL Ngara environmental noise logger, configured to record a range of A-weighted Fast-response statistical noise levels, including the $L_{Amax}$, $L_{A10}$, $L_{A90}$, $L_{Aeq}$ and $L_{Amax}$ noise levels at 15 minute intervals. The instrument calibration was checked before and after the monitoring, using a Svan SV30A Sound Level Calibrator. The instrument exhibited a drift less than ±1.0 dB during the course of monitoring; therefore, measurements are considered valid according to Australian Standard 1055:2018 - *Acoustics - Description and measurement of environmental noise* (AS 1055). A summary of instrumentation utilised for noise monitoring is provided in Table 2.

Table 2 Summary of Instrumentation

| Location | Equipment Type | Manufacturer & Type | Serial Number | Pre-Calibration | Post-Calibration |
|---|---|---|---|---|---|
| Project Site | Noise Logger | ARL Ngara | 878202 | 93.6 dBA | 94.3 dBA |
| | Calibrator | Svan SV30A | 24573 | N/A | N/A |

The noise logger was placed in the free-field with a microphone height of 1.6 m above the existing ground level. A summary of the ambient noise levels is presented in Table 3. Detailed results including time traces of the relevant noise descriptors are provided in Appendix A.

Table 3 Summary of Measured Noise Levels

| Parameter | Period | Noise Level (dBA) |
|---|---|---|
| $L_{Aeq}$ | Logarithmic average daytime (7 am-6 pm) | 59 |
| | Logarithmic average evening (6 pm-10 pm) | 56 |
| | Logarithmic average night (10 pm-7 am) | 52 |
| | Logarithmic average "shoulder period" (5 am-7 am) | 56 |
| $L_{A90}$ | Daytime (7 am-6 pm) | 44 |
| | Evening (6 pm-10 pm) | 42 |
| | Night (10 pm-7 am) | 39 |
| | "Shoulder period" (5 am-7 am) | 43 |
| $L_{A1}$ | Daytime (7 am-6 pm) | 68 |
| | Evening (6 pm-10 pm) | 65 |
| | Night (10 pm-7 am) | 63 |
| | "Shoulder period" (5 am-7 am) | 66 |
| $L_{A10(18hour)}$ | $L_{A10(18hour)}$ | 60 |

Noise logging results for the Night/Day "shoulder period" between 5am – 7am have been presented and background are noise levels consistent with those experienced during the daytime and evening periods for both $L_{Aeq}$ and $L_{A90}$ descriptors as is anticipated for a township with an earlier AM peak hour period driven by the mining and heavy industry surrounding Mount Isa.

# 3 Noise Assessment Criteria

The Planning Scheme 2020 requires that development achieves the acoustic quality objectives for sensitive receptors set out in the Environmental Protection (Noise) Policy 2008 (EPP(Noise)).

## 3.1 Environmental Protection (Noise) Policy 2008 Acoustic Quality Objectives

The Acoustic Quality Objectives (AQO) listed in the EPP(Noise) are summarised in Table 4. SLR acknowledges that the EPP Noise 2008 has been superseded by the current EPP(Noise) 2019, however we note that the 2008 version is specifically referenced by the Planning Scheme 2020 and importantly the AQO's are unchanged from the 2008 to 2019 versions.

### Table 4 EPP(Noise) – Acoustic Quality Objectives

| Sensitive receptor | Time of day | Acoustic quality objectives (measured at the receptor) dB(A) | | | Environmental value |
|---|---|---|---|---|---|
| | | $L_{Aeq,adj,1hr}$ | $L_{A10,adj,1hr}$ | $L_{A1,adj,1hr}$ | |
| Dwelling (for outdoors) | daytime and evening | 50 | 55 | 65 | health and wellbeing |
| Dwelling (for indoors) | daytime and evening | 35 | 40 | 45 | health and wellbeing |
| | night-time | 30 | 35 | 40 | health and wellbeing, in relation to the ability to sleep |

The internal noise targets have been adjusted by a correction to allow for the direct assessment of external noise predictions in the vicinity of dwellings, which accounts for the reduction of noise achieved by the building facade (ie facade noise reduction). For this assessment, facade noise reduction guidance has been sought from the Queensland Department of Environment and Science's (DES) *Planning for Noise Control* Guideline (PNC) which is currently under review. Table 7 of the PNC recommends a typical facade noise reduction of 20 dBA for a façade with closed single glazing windows. SLR conducted a site inspection on 14 March 2023, where both NSR1 and NSR2 were observed to have closed windows and air conditioning fitted to multiple rooms within the house, indicating this to be a reasonable assumption for a northern Queensland residence.

Accordingly, applying the façade noise reduction to the night time AQO internal noise criteria, the outdoor project specific noise limits are presented in Table 5.

### Table 5 Project Specific Noise Limits

| Receptor | Day and evening (5:00 am – 10:00 pm) | Day and evening (5:00 am – 10:00 pm) | Night (10:00 pm – 5:00 am) | Night (10:00 pm – 5:00 am) |
|---|---|---|---|---|
| Dwelling (for outdoors) | 50 dBA $L_{Aeq(1hour)}$ [1] | 65 dBA $L_{A1(1hour)}$ [1] | 50 dBA $L_{Aeq(1hour)}$ [2] | 60 dBA $L_{A1(1hour)}$ [2] |

Note 1: As per the outdoors AQO from EPP(Noise).

Note 2: Based on the indoors AQO from EPP(Noise) plus 20 dB facade noise reduction to achieve external (outdoors) criteria.

# 4 Noise Assessment Methodology

## 4.1 Methodology Overview

To assess the operational noise impacts from the proposed development, a SoundPLAN (v9.0) computer noise model was developed to predict airborne noise levels at the identified NSRs. SoundPLAN is a software package which enables compilation of a sophisticated 3D computer model comprising a digitised ground map (containing ground contours), the location of critical noise sources on site and their acoustic sound power levels, ground cover, shielding by barriers and/or adjacent buildings, atmospheric information and the location of sensitive receptors for assessment purposes.

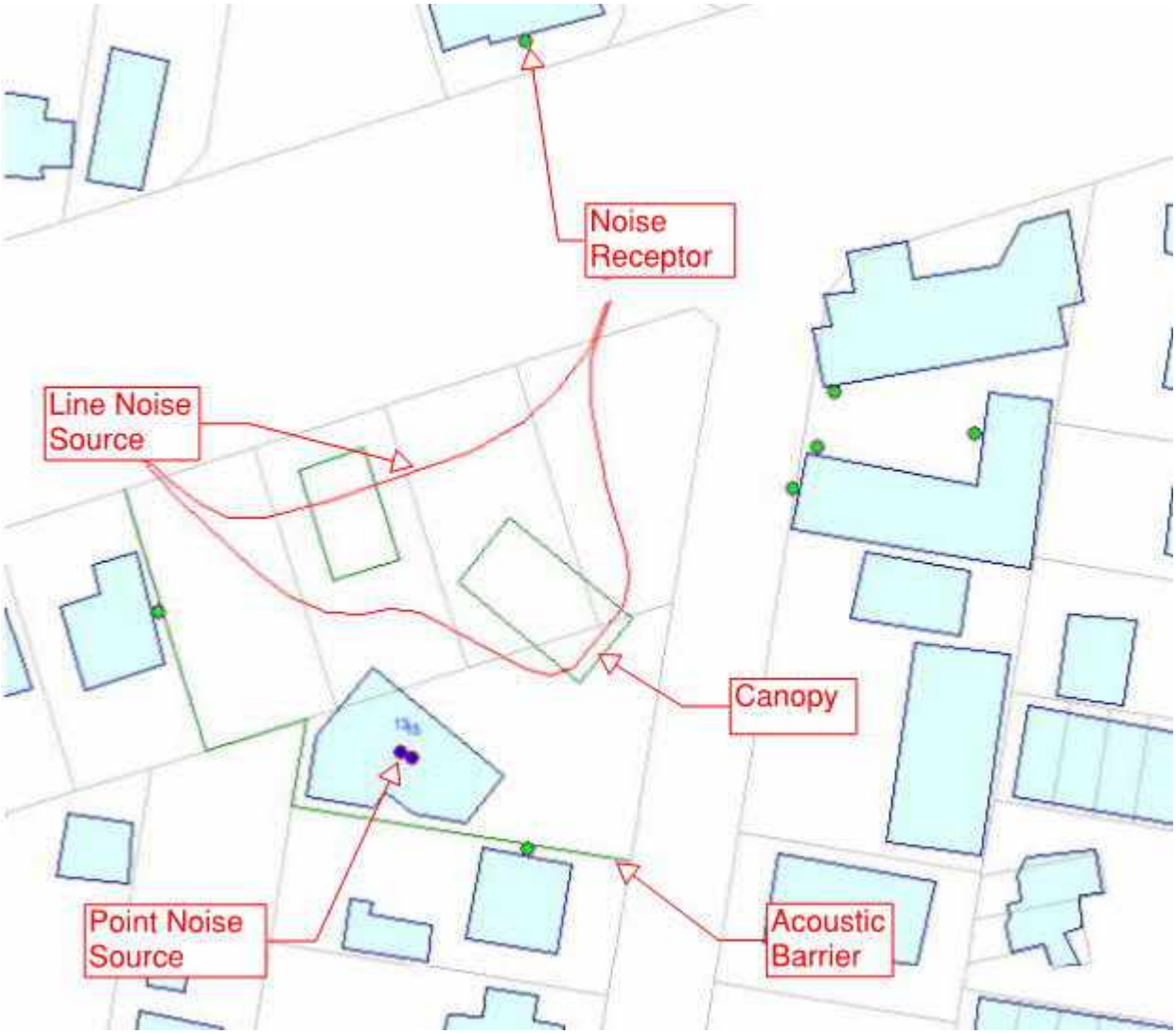
The model considers the spectral composition of the sound sources, distance attenuation, ground topography, ground absorption, air absorption, building/barrier screening, sound reflection effects and meteorological conditions. The noise propagation algorithm described in ISO 9613-2:1996 *Acoustics — Attenuation of sound during propagation outdoors — Part 2: General method of calculation* as implemented within SoundPLAN was selected. The noise modelling details are discussed in the following sections.

The SoundPLAN noise model for the proposed development includes an acoustic barrier around the boundary of the site. The acoustic barrier design is discussed in detail in Section 6.

## 4.2 Noise Source Emissions

Details of the noise emissions of the activities pertaining the development are presented in this section. The noise sources as digitised in the computer model are shown in Figure 3. The location of the modelled acoustic barrier is also shown in Figure 3.

Figure 3 Noise Sources and Acoustic Barrier as Digitised into the Computer Model




### 4.2.1 Car Parking, Operational Vehicular Movement and Loading Docks

The proposed development will include an on-site external car parking facility (19 spaces), with provision for heavy vehicle access through the diesel refuelling station. Vehicles up to an articulated truck size are anticipated to be operated on site.

Vehicle activity sound power levels, sourced from SLR's acoustic library and presented in Table 6, were used to assess potential noise emissions from the on-site car movement.

Based on peak hour trip generation predictions provided by the project's traffic consultant, assuming a worst-case scenario of noise emissions, operational activities within the development have been assumed to operate as follows during daytime, evening and night-time hours:

- Nine (9) standard vehicle (car movements) per hour during daytime and evening periods, reducing to five (5) movements per hour during night-time operation. Vehicles were assumed to follow movement paths from the petrol bowsers to the exits.

- Six (6) articulated truck movements per hour during daytime and evening periods, reducing to three (3) movements per hour during night-time operation, to account for heavy vehicle customers. Vehicles were assumed to follow movement paths from the diesel bowsers to the exits.
- Refuse collection is also anticipated to contribute to noise emissions from the proposed development. A point sourced was modelled at the location of the loading bay at the rear of the service station shop, as detailed within the Development Application drawing set provided to SLR. The point source was based on a short-term bin impact measurement. Refuse collection impact noise was assumed to occur for 10 seconds of any given hour between 5:00 am and 6:00 pm.
- Fuel station PA speaker system was assumed to operate for a total of 30 seconds in each hour during day and evening periods at a dominant 500 Hz frequency and sound power level of 80 dBA.

Time histograms were applied in the acoustic model to represent the above operation. The location of the noise sources digitised in the computer model are shown in Figure 3.

Table 6 Noise Source SWL and Spectra

| Noise source | A-weighted octave band frequency spectrum (Hz), dBA | | | | | | | | | Overall, SWL, dBA | Penalty adjustment | Lmax, dBA | Modelled speed km/h |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 32 | 63 | 125 | 250 | 500 | 1000 | 2000 | 4000 | 8000 | | | | |
| HC truck passby | 58 | 74 | 82 | 87 | 93 | 96 | 95 | 88 | 75 | 100 | +5 dBA, reverse beeper | 105 | 10 km/h |
| Car passby | - | 72 | 77 | 78 | 81 | 77 | 68 | 62 | 51 | 85 | +5 dBA, door closure | 90 | 10 km/h |

### 4.2.2 Mechanical Plant

Mechanical plant is anticipated to consist of commercial air conditioning external condenser units and refrigeration units for the shop located within the development.

At this stage, the noise emission of specific items of plant has not been defined; therefore, a preliminary calculation was conducted using the computer model to estimate the maximum Sound Power Level (SWL) for the abovementioned plant that is expected to meet the noise criterion at the closest sensitive receptor. For this purpose, two (2) point sources were digitised in the computer model at the location of the proposed plant, as shown in S2223315-DA04-P2-SERVICE STATION - FLOOR PLAN AND ELEVATIONS, as an unscreened noise source.

The mechanical plant was assumed to operate at a dominant 500 Hz frequency with a sound power level of 80 dBA. The sound power level was adjusted iteratively until a noise exceedance was found at the closest sensitive receptor. The resulting noise level was used to qualify the potential requirement for noise controls.

It has been further assumed that all the plant will run at capacity during the entire operating hours of the development, which is a conservative assumption as plant capacity is typically reduced during the cooler hours of the day.

# 5 Noise Assessment Results

## 5.1 Time Varying Noise Sources

Table 7 presents noise prediction results for assessment against the noise limits detailed in Table 5. It should be noted that for receptor buildings with multiple floors, the noise level on the floor with the highest predicted value is presented. Modelling was conducted assuming the acoustic treatment conditions detailed in Section 4. $L_{A1(1hour)}$ predictions are conservatively based on the $L_{Amax}$ of vehicle movements.

Table 7 Noise Modelling Predictions as NSR's

| Receptor | Day & Evening (5:00 am – 10:00 pm) 50 dBA $L_{Aeq,adj,(1hour)}$ criterion | Night (10:00 pm – 5:00 am) 50 dBA $L_{Aeq,adj,(1hour)}$ criterion | Day & Evening (5:00 am – 6:00 pm) 65 dBA $L_{A1,adj,(1\ hour)}$ criterion | Night (10:00 pm – 6:00 am) 60 dBA $L_{A1,adj,(1\ hour)}$ criterion |
|---|---|---|---|---|
| NSR1 | 50 | 48 | 58 | 58 |
| NSR2 | 47 | 45 | 54 | 54 |
| NSR3 | 43 | 42 | 47 | 47 |
| NSR4 | 50 | 47 | 55 | 55 |

From the predicted development noise levels at NSRs presented in Table 7, the following is noted:

- Predicted noise levels are in compliance with the AQO criteria during the daytime, evening and night-time periods.
- With reference to the existing ambient noise levels measured at the site (refer to Table 3), predicted noise levels at the worst affected receptor (NSR1) are 4 dBA or more below the measured existing ambient noise levels on site for both $L_{Aeq}$ and $L_{A1}$ descriptors. This indicates that noise from the proposed development would not be intrusive in the context of the existing ambient noise environment.

## 5.2 Mechanical Plant

To achieve the noise limits at the most exposed sensitive receptor, the maximum allowable SWL for the combined plant at the location defined in the Development Application drawing set is 80 dBA.

In the absence of detailed information, the above result is provided preliminary to show the feasibility of introducing typical mechanical (condenser) plant. The noise emission of the actual plant proposed for the development should be reviewed during the following design stages to confirm compliance with the noise criterion presented in Table 5. However, where the noise emission of the combined plant does not exceed the maximum allowable sound power level stated above, no further mitigation measures are considered warranted.

# 6 Noise Control Recommendations

Based on the findings of the noise assessment, the following measures are required in order to meet the noise criterion levels detailed in Section 3.

- A 10 km/h speed limit is set for vehicle movements.

- To minimise tyre squeal from on-site vehicle movements the trafficable surfaces are to be of a 'low-squeal' compound. Asphalt, plain concrete or textured surfaces are expected to satisfy this requirement. Polished concrete or high-gloss painted surfaces are not.
- Metal grates and man hole covers be well fixed to avoid rattling.
- Signage should be installed to assist with management of the following operational factors:
  - Truck movement paths are to prevent excessive reversing activities (which typically involve beepers and air brakes). For noise sources that require regular reversing activities, signage is to indicate audible reversing sensors must be disabled whilst on site.
  - Excessive idling of vehicles to be avoided. Signage to this effect should be installed.
- An acoustic barrier of height and extent specified in Figure 4 forms the basis of this assessment; therefore, it must be constructed on the specified site boundaries. Barrier height to be measured from the finished ground level of the development. It is required that the acoustic barrier be impervious from the ground to the recommended height and contain no gaps that would allow the passage of sound. Minimum surface density is 12.5 kg/$m^2$. Suitable materials include, but are not limited to, 25 mm lapped and capped pine palings, 9 mm fibrous cement sheeting, or 75 mm thick Hebel. Moreton Bay Regional Council standard drawings SF-1520 and Brisbane City Council standard drawings BSD-7021 are provided for reference.
- Mechanical plant located at the location shown in drawing S2223315-DA04-P2-SERVICE STATION - FLOOR PLAN AND ELEVATIONS should be acoustically treated if the combined SWL exceeds the 80 dBA level nominated in Section 5.2.
- 6am to 6pm for deliveries (fuel and shop supplies).
- Refuse collection to occur between 5am and 6pm.

All the above points formed the basis of this noise impact assessment.

## Figure 4 Acoustic Barrier Design

# 7 Conclusion

An operational noise assessment has been conducted for the proposed service station development to be located at 95-101 Marian Street (Barkly Highway) & 113 Kookaburra Street, Mount Isa. Unattended noise monitoring over a period of four (4) days was undertaken to establish a baseline acoustic environment.

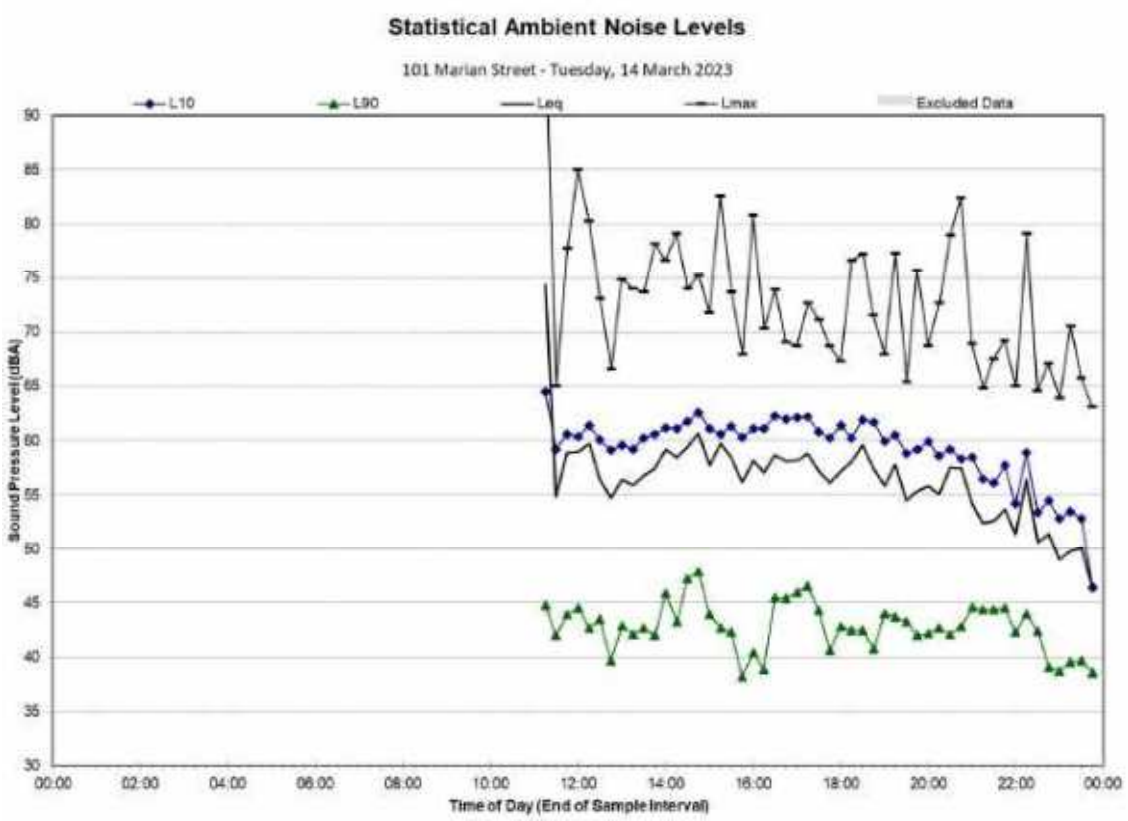
The development noise impact assessment comprised the prediction of noise from the car park, loading bay and fuel station activities (including heavy vehicle movement). The predicted noise levels were assessed against the AQO criteria defined in the EPP(Noise).

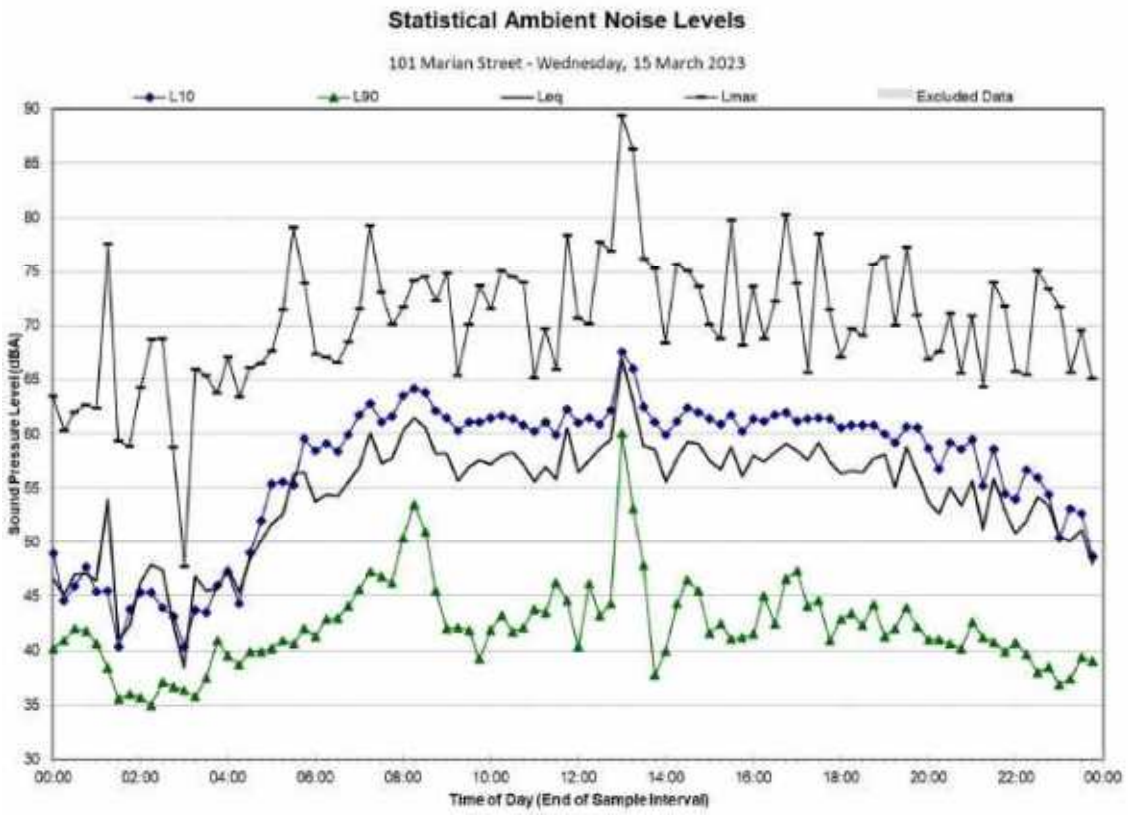
Results of predictions showed levels of noise from operational activities at the closest sensitive receptors that are compliant with the criterion levels with implementation of the noise control measures described in Section 6. Furthermore, an analysis of the results of the unattended noise monitoring indicated that existing sensitive receptors to the project are currently exposed to high levels of road traffic noise, with existing ambient $L_{Aeq}$ and $L_{A1}$ descriptors all exceeding the AQO criteria.

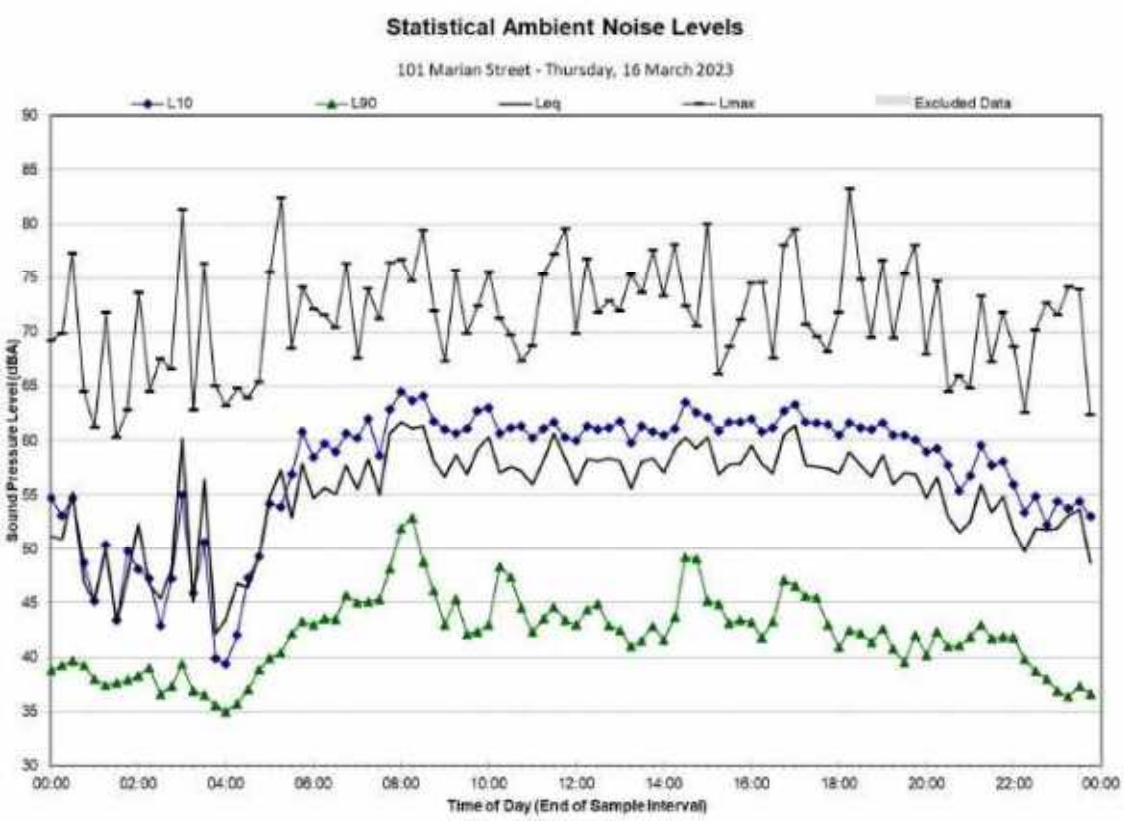
Similarly, noise predictions showed that the noise emission from external mechanical plant can be managed using reasonable and feasible mitigation measures, if required, to meet the EPP(Noise) AQO criteria.

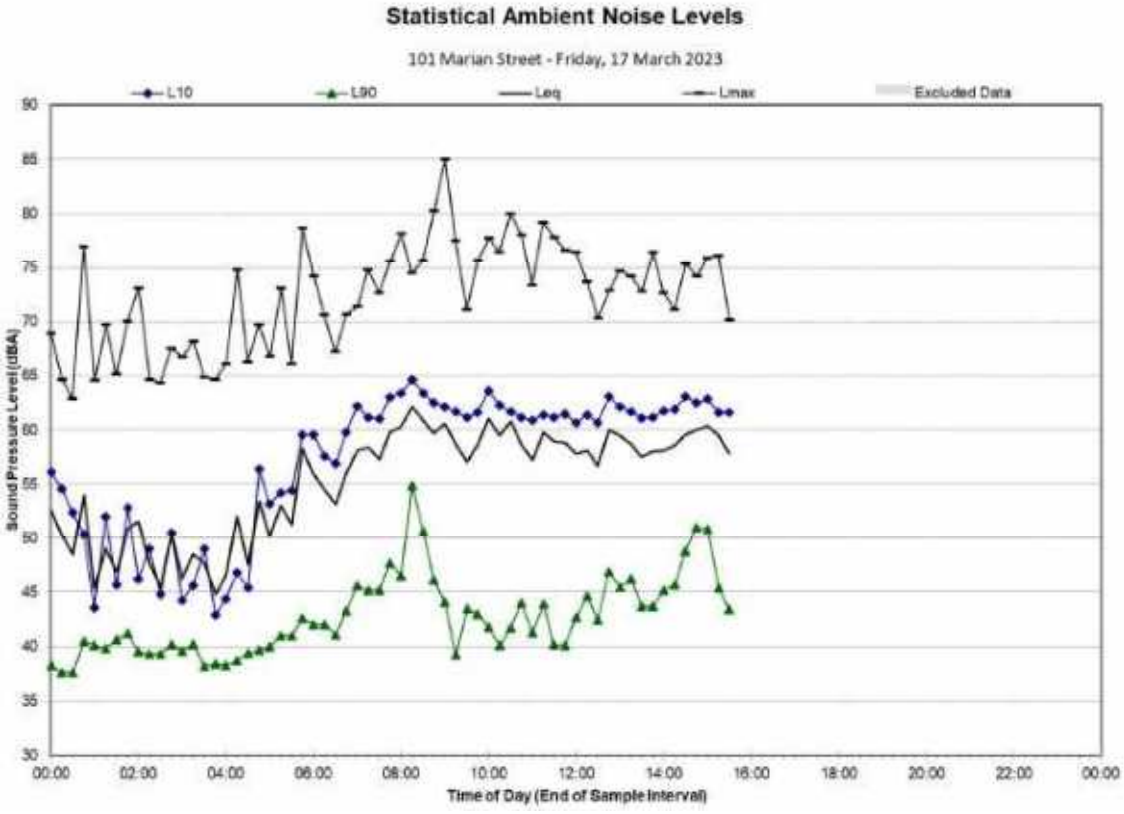
In summary, based on the outcomes of the noise assessment conducted, it is expected that the proposed development can be designed and operated in a manner that results in environmental noise emissions compliant with the EPP(Noise), and therefore an acceptable acoustic outcome has been deemed to be achieved.

# Appendix A:
## Noise Monitoring Charts


Statistical Ambient Noise Levels
101 Marian Street - Tuesday, 14 March 2023
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)


Statistical Ambient Noise Levels
101 Marian Street - Wednesday, 15 March 2023
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)


Statistical Ambient Noise Levels
101 Marian Street - Thursday, 16 March 2023
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)


Statistical Ambient Noise Levels
101 Marian Street - Friday, 17 March 2023
L10
L90
Leq
Lmax
Excluded Data
Sound Pressure Level (dBA)
Time of Day (End of Sample Interval)

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Level 1, Suite 1.06
14 Spence Street
Cairns QLD 4870
Australia
T: +61 7 4722 8090
E: cairns@slrconsulting.com

### CANBERRA
GPO 410
Canberra ACT 2600
Australia
T: +61 2 6287 0800
E: canberra@slrconsulting.com

### DARWIN
Unit 5, 21 Parap Road
Parap NT 0820
Australia
T: +61 8 8998 0100
E: darwin@slrconsulting.com

### GOLD COAST
Level 2, 194 Varsity Parade
Varsity Lakes QLD 4227
Australia
M: +61 438 763 516
E: goldcoast@slrconsulting.com

### MACKAY
1/25 River Street
Mackay QLD 4740
Australia
T: +61 7 3181 3300
E: mackay@slrconsulting.com

### MELBOURNE
Level 11, 176 Wellington Parade
East Melbourne VIC 3002
Australia
T: +61 3 9249 9400
E: melbourne@slrconsulting.com

### NEWCASTLE
10 Kings Road
New Lambton NSW 2305
Australia
T: +61 2 4037 3200
E: newcastleau@slrconsulting.com

### PERTH
Level 1, 500 Hay Street
Subiaco WA 6008
Australia
T: +61 8 9422 5900
E: perth@slrconsulting.com

### SUNSHINE COAST
Suite 2, 14-20 Aerodrome Rd
Maroochydore QLD 4558
Australia
T: +61 7 3858 4800
E: SunshineCoast@slrconsulting.com

### SYDNEY
Tenancy 202 Submarine School
Sub Base Platypus
120 High Street
North Sydney NSW 2060
Australia
T: +61 2 9427 8100
E: sydney@slrconsulting.com

### TOWNSVILLE
12 Cannan Street
South Townsville QLD 4810
Australia
T: +61 7 4722 8000
E: townsville@slrconsulting.com

### WOLLONGONG
Level 1, The Central Building
UoW Innovation Campus
North Wollongong NSW 2500
Australia
T: +61 2 4249 1000
E: wollongong@slrconsulting.com

### AUCKLAND
201 Victoria Street West
Auckland 1010
New Zealand
T: 0800 757 695
E: auckland@slrconsulting.com

### NELSON
6/A Cambridge Street
Richmond, Nelson 7020
New Zealand
T: +64 274 898 628
E: nelson@slrconsulting.com

### WELLINGTON
12A Waterloo Quay
Wellington 6011
New Zealand
T: +64 2181 7186
E: wellington@slrconsulting.com

### SINGAPORE
39b Craig Road
Singapore 089677
T: +65 6822 2203
E: singapore@slrconsulting.com

MOUNT ISA CITY COUNCIL
DEVELOPMENT APPROVAL

Permit No.: P35-22
Type of Development: Material Change of Use & Operational Works for Advertising Devices
Approved Use: Service Station and 2 x Blade Signs
Approved By: Mr Tim Rose
Title: Acting Chief Executive Officer
Date: 05/12/2023


**SITE DETAILS**

| | |
|---|---|
| LOT 21 ON MPH21999 | 857m² |
| LOT 22 ON MPH21999 | 809m² |
| LOT 23 ON MPH21999 | 809m² |
| LOT 24 ON MPH21999 | 809m² |
| LOT 38 ON MPH21999 | 1298m² |
| TOTAL SITE AREA | 4582m² |

**PROPOSED BUILDINGS**

| | |
|---|---|
| SERVICE STATION GFA | 312m² |
| SERVICE AREA | 64m² |
| LIGHT VEHICLE CANOPY | 276m² |
| HEAVY VEHICLE CANOPY | 170m² |
| TOTAL PROPOSED SITE COVER | 822m² |

**CARPARKING** 19

**SITE PLAN**
**SCALE 1 : 200 @ A1**



DATUM

DRAWING ISSUE

| ISSUE | DATE | DETAILS | INITIALS |
|---|---|---|---|
| P1 | 17.04.23 | PRELIMINARY | |
| P2 | 11.05.23 | AMENDED AS NOTED | |
| P3 | 08.06.23 | PRELIMINARY | |
| P4 | 19.06.23 | PRELIMINARY | |

0 2m 4m 6m 8m 10m
SCALE 1:200 @ A1
SCALE 1:400 @ A3

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE 19/06/2023 12:35:52 PM


Kehoe Myers
CONSULTING ENGINEERS
KEHOEMYERS.COM.AU
PH +617 4632 8100
CIVIL | STRUCTURAL | HYDRAULIC


CLIENT
JAKLEX INVESTMENTS PTY LTD

PROJECT
PROPOSED SERVICE STATION
TOWNVIEW,
Mt ISA QLD

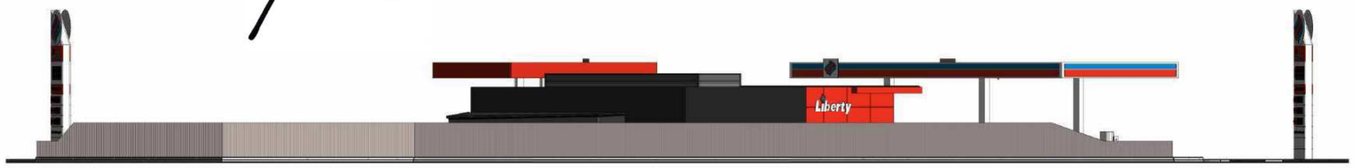
DRAWING TITLE
SITE PLAN

| | | | |
|---|---|---|---|
| DESIGN | | ORIGINAL SIZE | A1 |
| DRAWN | BJF | PROJECT NUMBER | S2223315 |
| CHECKED | | | |
| APPROVED | | DRAWING NUMBER | DA01 |
| DATE | | ISSUE | P4 |

**NORTHERN ELEVATION**
SCALE 1 : 200 @ A1

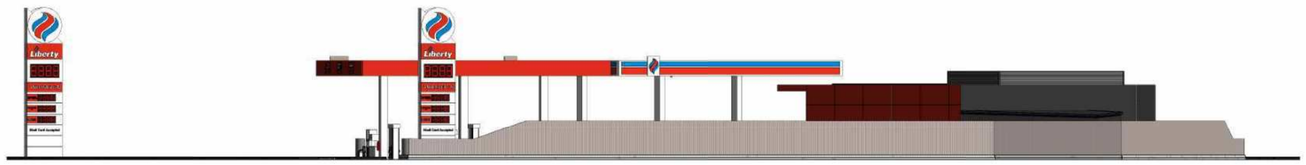
MOUNT ISA CITY COUNCIL
DEVELOPMENT APPROVAL

Permit No.: P35-22
Type of Development: Material Change of Use & Operational Works for Advertising Devices
Approved Use: Service Station and 2 x Blade Sign
Approved By: Mr Tim Rose
Title: Acting Chief Executive Officer
Date: 05/12/2023




**SOUTHERN ELEVATION**
SCALE 1 : 200 @ A1


**EASTERN ELEVATION**
SCALE 1 : 200 @ A1




**WESTERN ELEVATION**
SCALE 1 : 200 @ A1



DATUM

DRAWING ISSUE

| ISSUE | DATE | DETAILS | INITIALS |
|---|---|---|---|
| P1 | 17.04.23 | PRELIMINARY | |
| P2 | 11.05.23 | AMENDED AS NOTED | |

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SCALE 1:200 @ A1
SCALE 1:400 @ A3

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE 11/05/2023 1:49:48 PM

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CIVIL | STRUCTURAL | HYDRAULIC

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JAKLEX INVESTMENTS PTY LTD

PROJECT
PROPOSED SERVICE STATION
TOWNVIEW,
Mt ISA QLD

DRAWING TITLE
SITE
- ELEVATIONS

| | | | |
|---|---|---|---|
| DESIGN | | ORIGINAL SIZE | A1 |
| DRAWN | BJF | PROJECT NUMBER | S2223315 |
| CHECKED | | | |
| APPROVED | | DRAWING NUMBER | DA02 |
| DATE | | ISSUE | P2 |

MOUNT ISA CITY COUNCIL
DEVELOPMENT APPROVAL

Permit No.: P35-22
Type of Development: Material Change of Use & Operational Works for Advertising Devices
Approved Use: Service Station and 2 x Blade Signs
Approved By: Mr Tim Rose
Title: Acting Chief Executive Officer
Date: 05/12/2023








DATUM

DRAWING ISSUE

| ISSUE | DATE | DETAILS | INITIALS |
|---|---|---|---|
| P1 | 17.04.23 | PRELIMINARY | |
| P2 | 11.05.23 | AMENDED AS NOTED | |
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SCALE 1:100 @ A1
SCALE 1:200 @ A3

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE 11/05/2023 1:50:06 PM

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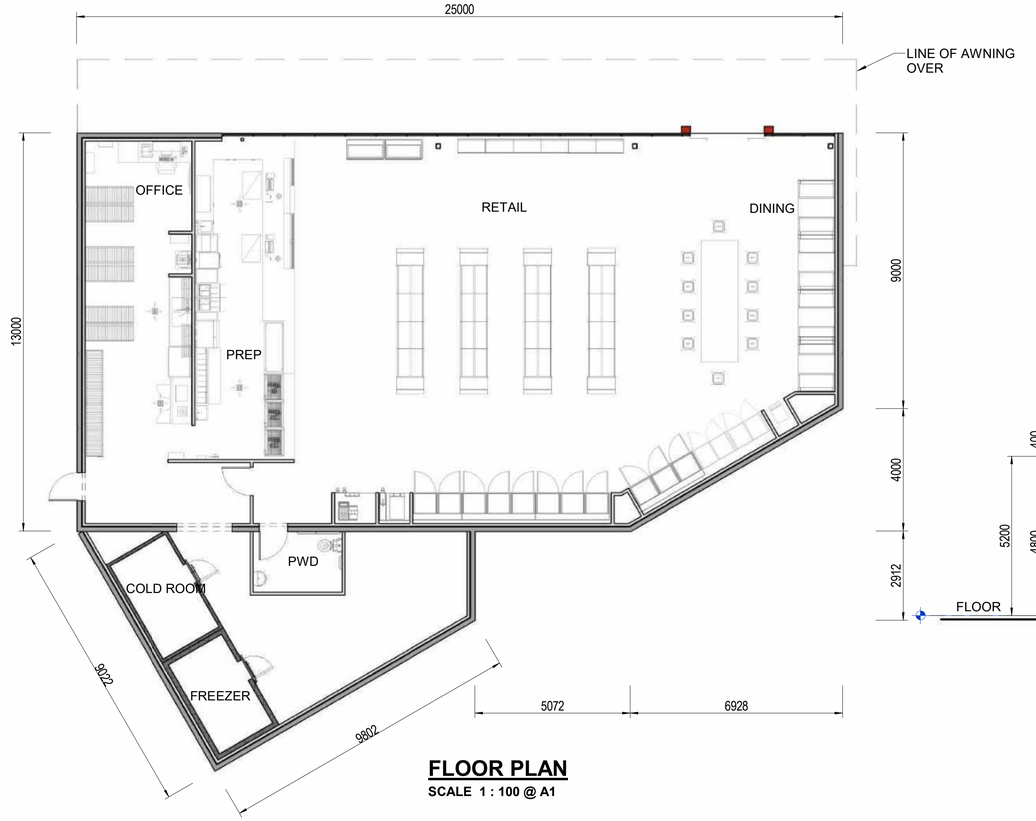
JAKLEX INVESTMENTS PTY LTD

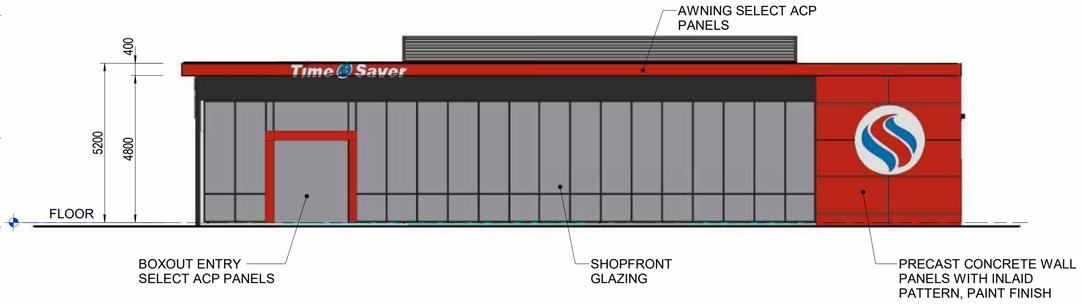
PROJECT
PROPOSED SERVICE STATION
TOWNVIEW,
Mt ISA QLD

DRAWING TITLE
SITE
- PERSPECTIVE VIEWS

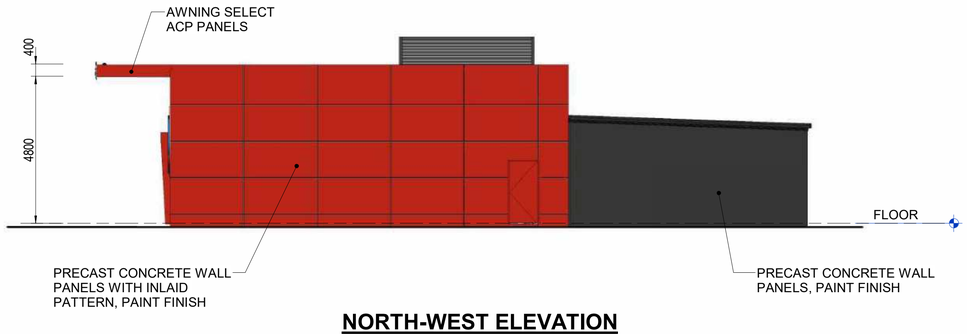
| | | | |
|---|---|---|---|
| DESIGN | | ORIGINAL SIZE | A1 |
| DRAWN | BJF | PROJECT NUMBER | S2223315 |
| CHECKED | | | |
| APPROVED | | DRAWING NUMBER | DA03 |
| DATE | | ISSUE | P2 |



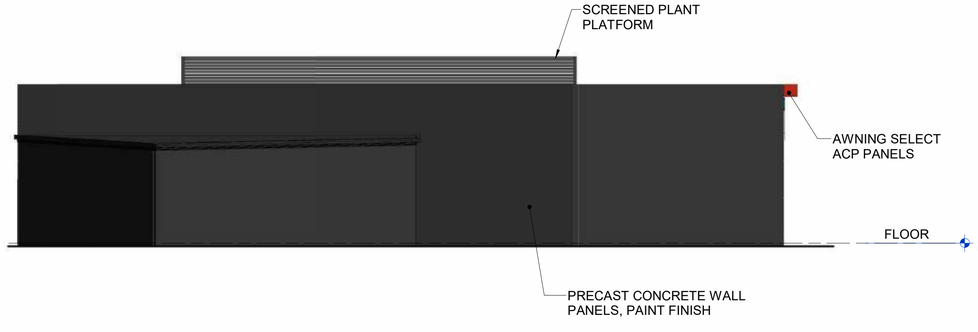

## FLOOR PLAN
**SCALE 1 : 100 @ A1**



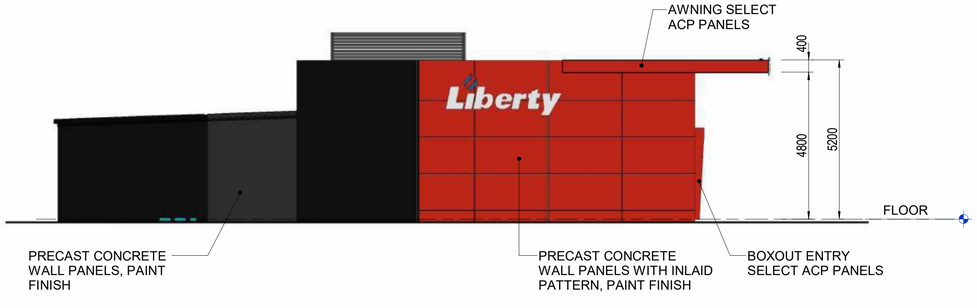

## NORTH-EAST ELEVATION
**SCALE 1 : 100 @ A1**




## NORTH-WEST ELEVATION
**SCALE 1 : 100 @ A1**




## SOUTH-WEST ELEVATION
**SCALE 1 : 100 @ A1**




## SOUTH-EAST ELEVATION
**SCALE 1 : 100 @ A1**

**MOUNT ISA CITY COUNCIL**
**DEVELOPMENT APPROVAL**

Permit No.: P35-22
Type of Development: Material Change of Use & Operational Works for Advertising Devices
Approved Use: Service Station and 2 x Blade Signs
Approved By: Mr Tim Rose
Title: Acting Chief Executive Officer
Date: 05/12/2023



DATUM

DRAWING ISSUE

| ISSUE | DATE | DETAILS | INITIALS |
|---|---|---|---|
| P1 | 17.04.23 | PRELIMINARY | |
| P2 | 11.05.23 | AMENDED AS NOTED | |

0 1m 2m 3m 4m 5m

SCALE 1:100 @ A1
SCALE 1:200 @ A3

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE 11/05/2023 8:53:07 AM

**TOWN PLANNING APPLICATION ONLY**

Kehoe Myers
CONSULTING ENGINEERS
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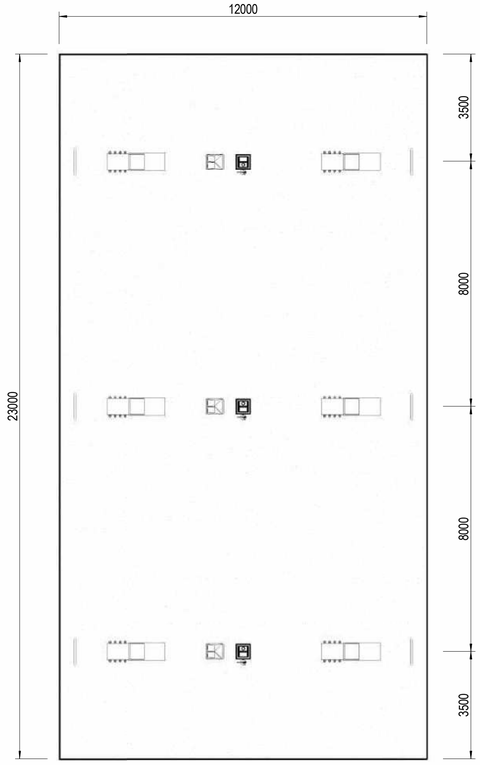
CIVIL | STRUCTURAL | HYDRAULIC

CLIENT
JAKLEX INVESTMENTS PTY LTD

PROJECT
PROPOSED SERVICE STATION
TOWNVIEW,
Mt ISA QLD

DRAWING TITLE
SERVICE STATION
- FLOOR PLAN AND ELEVATIONS

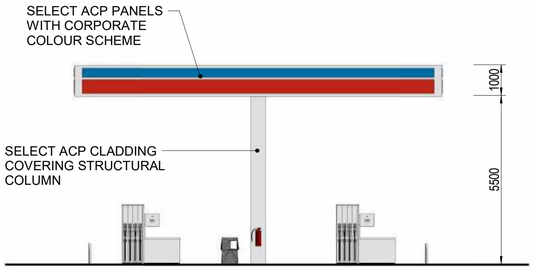
| | | | |
|---|---|---|---|
| DESIGN | | ORIGINAL SIZE | A1 |
| DRAWN | BJF | PROJECT NUMBER | S2223315 |
| CHECKED | | | |
| APPROVED | | DRAWING NUMBER | DA04 |
| DATE | | ISSUE | P2 |



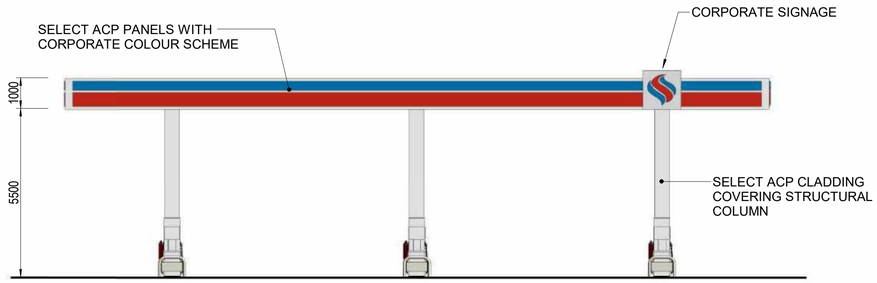

## FLOOR PLAN
SCALE 1 : 100 @ A1

MOUNT ISA CITY COUNCIL
DEVELOPMENT APPROVAL

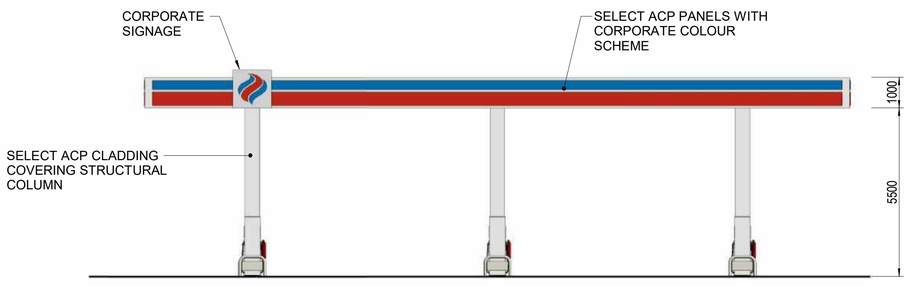
Permit No.: P35-22
Type of Development: Material Change of Use & Operational Works for Advertising Devices
Approved Use: Service Station and 2 x Blade Signs
Approved By: Mr Tim Rose
Title: Acting Chief Executive Officer
Date: 05/12/2023



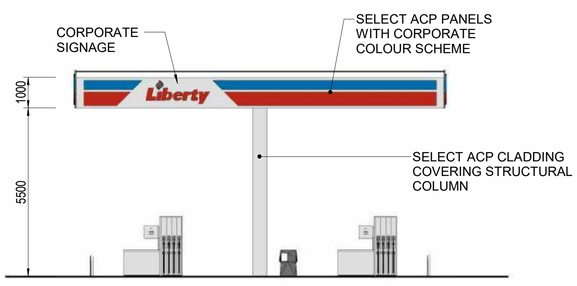

## SOUTH-EAST ELEVATION
SCALE 1 : 100 @ A1




## NORTH-EAST ELEVATION
SCALE 1 : 100 @ A1




## SOUTH-WEST ELEVATION
SCALE 1 : 100 @ A1




## NORTH-WEST ELEVATION
SCALE 1 : 100 @ A1



DATUM

DRAWING ISSUE

| ISSUE | DATE | DETAILS | INITIALS |
|---|---|---|---|
| P1 | 17.04.23 | PRELIMINARY | |
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0 1m 2m 3m 4m 5m
SCALE 1:100 @ A1
SCALE 1:200 @ A3

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE 17/04/2023 11:50:04 AM

**TOWN PLANNING APPLICATION ONLY**

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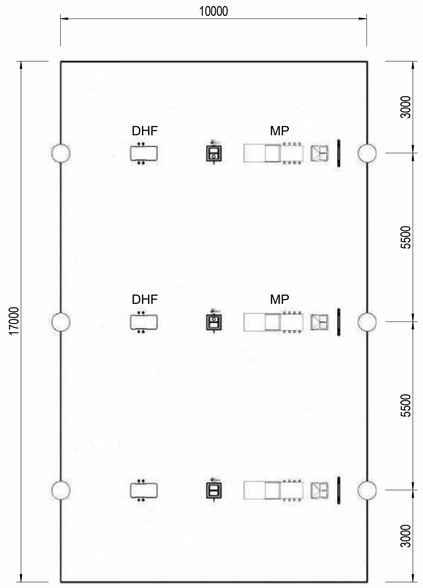
CIVIL | STRUCTURAL | HYDRAULIC

CLIENT
JAKLEX INVESTMENTS PTY LTD

PROJECT
PROPOSED SERVICE STATION
TOWNVIEW,
Mt ISA QLD

DRAWING TITLE
LIGHT VEHICLE CANOPY
- FLOOR PLAN AND ELEVATIONS

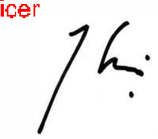
| | | | |
|---|---|---|---|
| DESIGN | | ORIGINAL SIZE | A1 |
| DRAWN | BJF | PROJECT NUMBER | S2223315 |
| CHECKED | | | |
| APPROVED | | DRAWING NUMBER | DA05 |
| DATE | | ISSUE | P1 |




## FLOOR PLAN
SCALE 1 : 100 @ A1

MOUNT ISA CITY COUNCIL
DEVELOPMENT APPROVAL

Permit No.: P35-22
Type of Development: Material Change of Use & Operational Works for Advertising Devices
Approved Use: Service Station and 2 x Blade Signs
Approved By: Mr Tim Rose
Title: Acting Chief Executive Officer
Date: 05/12/2023





DATUM

DRAWING ISSUE

| ISSUE | DATE | DETAILS | INITIALS |
|---|---|---|---|
| P1 | 17.04.23 | PRELIMINARY | |
| | | | |
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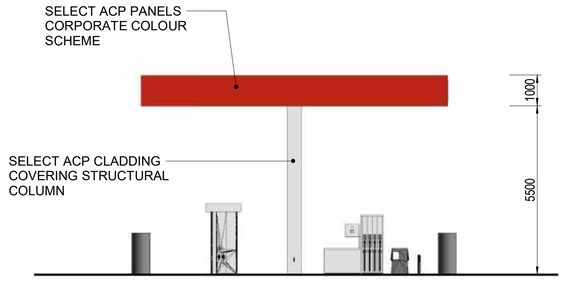
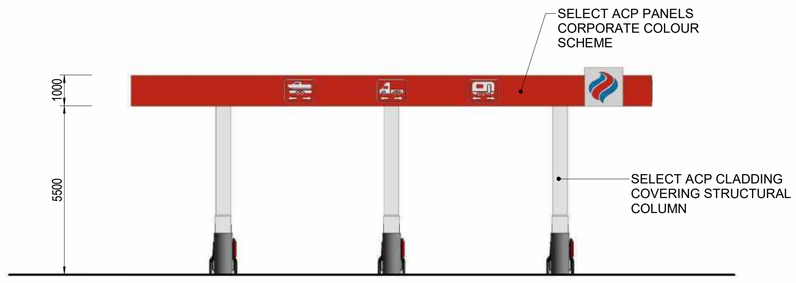
0 1m 2m 3m 4m 5m
SCALE 1:100 @ A1
SCALE 1:200 @ A3

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE 17/04/2023 12:06:24 PM

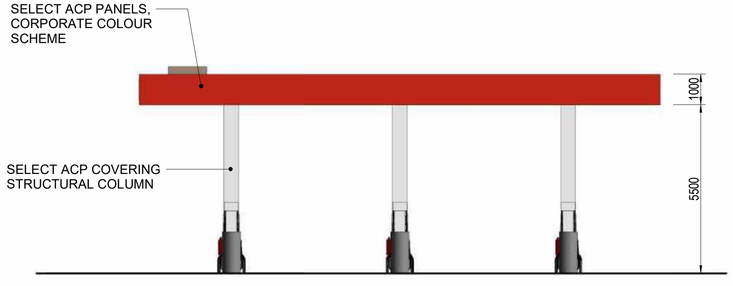
**TOWN PLANNING APPLICATION ONLY**



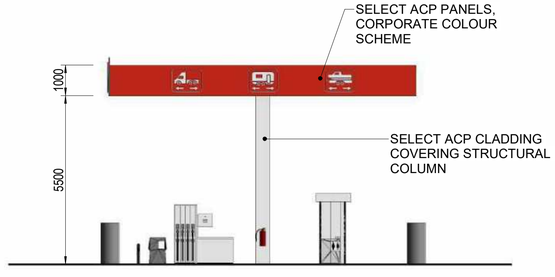

## SOUTH-EAST ELEVATION
SCALE 1 : 100 @ A1




## NORTH-EAST ELEVATION
SCALE 1 : 100 @ A1




## SOUTH-WEST ELEVATION
SCALE 1 : 100 @ A1




## NORTH-WEST ELEVATION
SCALE 1 : 100 @ A1

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CIVIL | STRUCTURAL | HYDRAULIC

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JAKLEX INVESTMENTS PTY LTD

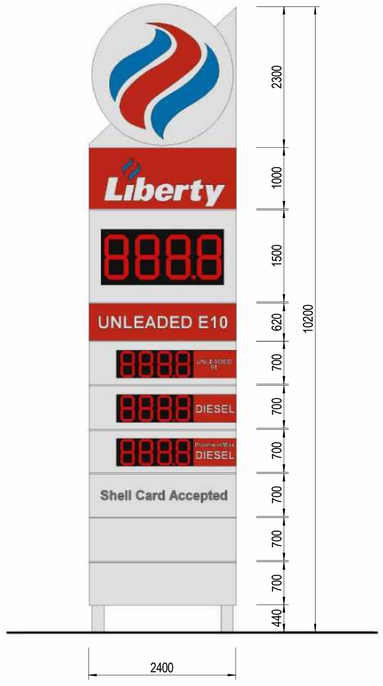
PROJECT
PROPOSED SERVICE STATION
TOWNVIEW,
Mt ISA QLD

DRAWING TITLE
HEAVY VEHICLE CANOPY
- FLOOR PLAN AND ELEVATIONS

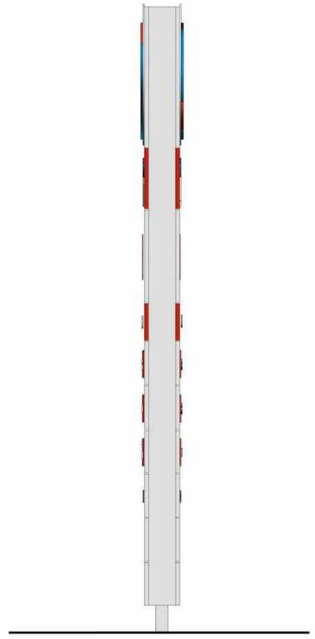
| | | | |
|---|---|---|---|
| DESIGN | | ORIGINAL SIZE | A1 |
| DRAWN | BJF | PROJECT NUMBER | S2223315 |
| CHECKED | | | |
| APPROVED | | DRAWING NUMBER | DA06 |
| DATE | | ISSUE | P1 |

MOUNT ISA CITY COUNCIL
DEVELOPMENT APPROVAL

Permit No.: P35-22
Type of Development: Material Change of Use & Operational Works for Advertising Devices
Approved Use: Service Station and 2 x Blade Signs
Approved By: Mr Tim Rose
Title: Acting Chief Executive Officer
Date: 05/12/2023




**NORTH-EAST ELEVATION**
SCALE 1 : 50 @ A1



**NORTH-WEST ELEVATION**
SCALE 1 : 50 @ A1



DATUM

DRAWING ISSUE

| ISSUE | DATE | DETAILS | INITIALS |
|---|---|---|---|
| P1 | 17.04.23 | PRELIMINARY | |
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0 0.5m 1m 1.5m 2m 2.5m

SCALE 1:50 @ A1
SCALE 1:100 @ A3

**PRELIMINARY**
NOT FOR CONSTRUCTION
DATE 17/04/2023 12:08:07 PM

**TOWN PLANNING APPLICATION ONLY**

Kehoe Myers
CONSULTING ENGINEERS
KEHOEMYERS.COM.AU
PH +617 4632 8100

CIVIL | STRUCTURAL | HYDRAULIC

CLIENT
JAKLEX INVESTMENTS PTY LTD

PROJECT
PROPOSED SERVICE STATION
TOWNVIEW,
Mt ISA QLD

DRAWING TITLE
PYLON SIGN
- ELEVATIONS

| | | | |
|---|---|---|---|
| DESIGN | | ORIGINAL SIZE | A1 |
| DRAWN | BJF | PROJECT NUMBER | S2223315 |
| CHECKED | | | |
| APPROVED | | DRAWING NUMBER | DA07 |
| DATE | | ISSUE | P1 |

## GENERAL NOTES

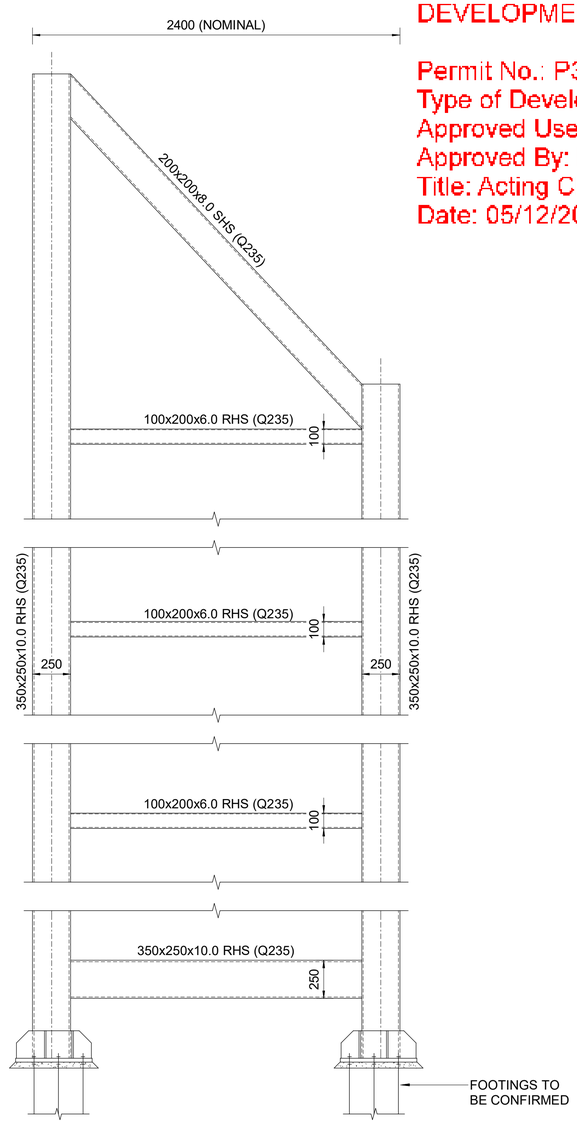
1. THESE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS DRAWINGS AS APPLICABLE AND THE SPECIFICATION.
2. ALL SET OUT DIMENSIONS SHALL BE CONFIRMED ON SITE PRIOR TO COMMENCEMENT OF WORK. DIMENSIONS SHALL NOT BE OBTAINED BY SCALING FROM THE DRAWING. REFER TO ENGINEER FOR DECISION IF ANY DISCREPANCIES EXIST.
3. WORK AS DETAILED ON THE DRAWINGS SHALL NOT BE VARIED WITHOUT THE PRIOR WRITTEN CONSENT OF THE ENGINEER.
4. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF CURRENT SAA STANDARDS AND CODES OF PRACTICE (EXCEPT AS VARIED BY THE CONTRACT DOCUMENTS) AND OF THE BY- LAWS OF THE LOCAL AUTHORITY.
5. THE CONTRACTOR SHALL MAINTAIN THE STRUCTURE IN A STABLE CONDITION DURING CONSTRUCTION. NO STRUCTURAL ELEMENTS SHALL BE OVERSTRESSED BY CONSTRUCTION LOADINGS.
6. THE STRUCTURE HAS BEEN DESIGNED FOR THE FOLLOWING LOADS IN ACCORDANCE WITH AS/NZS 1170 SAA LOADING CODE:-

   WIND LOAD

| | |
|---|---|
| IMPORTANCE LEVEL | 1 |
| REGION | A and B |
| TERRAIN CATEGORY | ≥ 2.0 |
| OR | |
| REGION | C |
| TERRAIN CATEGORY | ≥ 2.5 |
| Ms = 1.0 Mt = 1.0 | |
| MAX. ULTIMATE SITE WIND SPEED | 48.7 m/s |

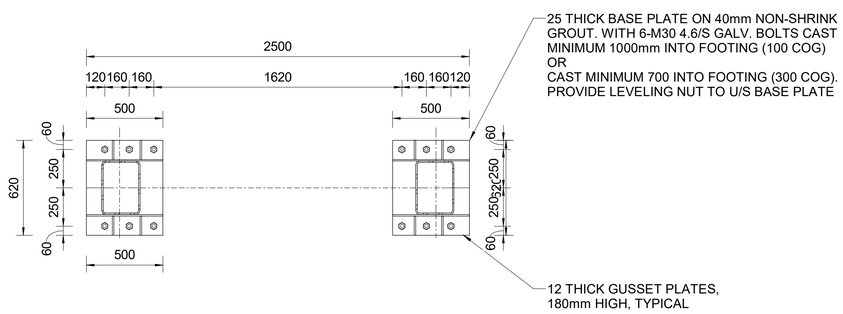
## STRUCTURAL STEELWORK NOTES

1. MATERIAL AND CONSTRUCTION TO COMPLY WITH THE REQUIREMENTS OF:-
   - AS4100 STEEL STRUCTURES
   - AS1554 SAA STRUCTURAL STEEL WELDING CODE.
2. ALL STRUCTURAL STEEL SECTIONS TO BE MINIMUM GRADE 300 AND COMPLY WITH:-
   - AS1163, AS1594, AS3678 AND AS3679 U.N.O.
3. DO NOT SCALE OFF THE STRUCTURAL DRAWINGS. VERIFY ALL SETOUT DIMENSIONS WITH THE BUILDING PLAN. THREE COPIES OF THE WORKSHOP FABRICATION DRAWINGS TO BE SUBMITTED TO THE ENGINEER FOR APPROVAL AT LEAST 10 WORKING DAYS PRIOR TO COMMENCEMENT OF FABRICATION.
4. UNLESS OTHERWISE NOTED:-
   - ALL BOLTS TO BE M20 8.8/S IN 22mmØ HOLES
   - ALL FILLET WELDS TO BE 6mm CONTINUOUS FILLET FROM E48XX GP MILD STEEL ELECTRODES.
   - ALL BUTT WELDS TO BE FULL PENETRATION
   - ALL PLATES TO BE 10mm THICK, NO CONNECTION SHALL HAVE LESS THAN 2 BOLTS U.N.O.
   - PURLIN/GIRTS CLEATS TO BE 8mm THICK WITH 18mmØ HOLES AND PURLIN/GIRTS BOLTS TO BE M12 4.6/S WITH INTEGRAL WASHERS.
5. BOLT TYPES AND BOLTING PROCEDURES ARE DESIGNATED AS FOLLOWS:-
   - 4.6/S REFERS TO COMMERCIAL BOLTS SNUG TIGHTENED.
   - 8.8/S REFERS TO HIGH STRENGTH STRUCTURAL BOLTS SNUG TIGHTENED.
   - ALL BOLTS TO BE OF SUFFICIENT LENGTH SO THAT NO THREADED PORTION TO BE WITHIN THE THICKNESS OF THE CONNECTION STEEL SECTIONS AT ANY JOINT. ALL BOLTS TO HAVE AT LEAST ONE FULL THREAD EXPOSED BEYOND THE NUT AFTER THE NUT HAS BEEN TIGHTENED. WASHERS TO BE PROVIDED UNDER NUTS IN ALL BOLTING PROCEDURES. PROVIDE HARDENED WASHERS OR PLATES TO SLOTTED HOLES.
6. THE BUILDER IS TO PROVIDE ALL MISCELLANEOUS HOLES, CLEATS, BRACKETS, TRIMMERS, BATTENS ETC REQUIRED TO SUPPORT NON-STRUCTURAL ELEMENT, SERVICES, WALL AND ROOF FINISHES (PERIMETER, PENETRATIONS, HIPS AND VALLEYS ETC) WHETHER SPECIFICALLY SHOWN ON THE DRAWINGS OR NOT.
7. TEMPORARY BRACING NECESSARY TO STABILISE THE STRUCTURES DURING ERECTION SHALL BE PROVIDED BY THE CONTRACTOR. BRACING IS TO REMAIN IN POSITION UNTIL THE ENGINEER INSPECTS AND APPROVES THE PERMANENT BRACING ELEMENTS OF THE COMPLETED STRUCTURE.
8. ALL STRUCTURAL STEEL TO BE PROVIDED IN A RUST AND MILL SCALE FREE CONDITION, SURFACE PREPARED AS SPECIFIED BY THE PRIMER MANUFACTURER AND PAINTED WITH ONE (1) COAT OF ZINC PHOSPHATE OR EQUIVALENT (COLOUR: GREY). AREAS REQUIRING SITE WELDING TO BE FREE FROM PAINT UNTIL WELDING IS COMPLETED AND CLEANED UP. ALL WELDING OF 'DURAGAL' MEMBERS, HOT DIPPED GALVANIZED MEMBERS AND ASSOCIATED PLATES TO BE TOUCHED UP WITH 2 COATS OF COLD GALVANIZING PAINT AND FINISHED WITH CHROME SPRAY ENAMEL OR APPROVED EQUIVALENT. REFER ARCHITECTS SPECIFICATIONS FOR TREATMENT OF EXPOSED STEELWORK.
9. CONCRETE ENCASED STEELWORK NOT TO BE PAINTED AND ENCASED IN CONCRETE WITH A STRENGTH OF N25 WITH 65mm COVER OR ADEQUATE TO SUIT FIRE RATING OR EXPOSURE CONDITIONS.
10. PROVIDE SEAL PLATES TO ALL HOLLOW SECTIONS, WITH 'BREATHER' HOLES IF MEMBER TO BE HOT DIPPED GALVANIZED.
11. HOT DIP GALVANIZING THICKNESS TO BE A MINIMUM OF:-
    - 600g/m² FOR MEMBERS > 5mm THICK (EQUIV. THICKNESS 85 µm)
    - 450g/m² FOR MEMBERS < 5mm THICK
12. OVERSEAS SOURCE STRUCTURAL STEEL IS NOT PERMITTED UNLESS THE STRUCTURAL STEEL MATERIAL SUPPLIER IS CERTIFIED BY ACRS (AUSTRALIAN STANDARDS CERTIFICATION AND VERIFICATION OF REINFORCING, PRESTRESSING AND STRUCTURAL STEELS) FOR THE SUPPLY OF STRUCTURAL STEEL. CURRENT ACRS CERTIFICATES ARE TO BE SUBMITTED TO THE ENGINEER. REFER TO www.steelcertification.com FOR CURRENT CERTIFICATE HOLDERS.




## 10.2m SIGN FRAME

**SCALE 1 : 20 @ A1**




## 10.2m SIGN BASE PLATE

**SCALE 1 : 20 @ A1**

MOUNT ISA CITY COUNCIL
DEVELOPMENT APPROVAL

Permit No.: P35-22
Type of Development: Material Change of Use & Operational Works for Advertising Devices
Approved Use: Service Station and 2 x Blade Signs
Approved By: Mr Tim Rose
Title: Acting Chief Executive Officer
Date: 05/12/2023



DATUM

DRAWING ISSUE

| ISSUE | DATE | DETAILS | INITIALS |
|---|---|---|---|
| P1 | 18.10.22 | PRELIMINARY | GWP |

0 0.2m 0.4m 0.6m 0.8m 1m

SCALE 1:20 @ A1
SCALE 1:40 @ A3

**OPERATIONAL WORKS APPLICATION ONLY**

Kehoe Myers
CONSULTING ENGINEERS
KEHOEMYERS.COM.AU
PH +617 4632 8100
CIVIL | STRUCTURAL | HYDRAULIC

CLIENT
Liberty Oil

PROJECT
PROPOSED SERVICE STATION
157-161 VICTORIA STREET,
3 SCOTT STREET
CARDWELL, QLD

DRAWING TITLE
10.2m PYLON SIGN FRAME DETAILS

| | | | |
|---|---|---|---|
| DESIGN | MG | ORIGINAL SIZE | A1 |
| DRAWN | DA | PROJECT NUMBER | S2223033 |
| CHECKED | | | |
| APPROVED | | DRAWING NUMBER | S02 |
| DATE | | ISSUE | P1 |

ATTACHMENT 3

# *PLANNING ACT 2016*

# EXTRACT ON APPEAL RIGHTS

# Chapter 6 Dispute resolution

## Part 1 Appeal rights

### 229 Appeals to tribunal or P&E Court

(1) Schedule 1 states—

(a) matters that may be appealed to—

(i) either a tribunal or the P&E Court; or

(ii) only a tribunal; or

(iii) only the P&E Court; and

(b) the person—

(i) who may appeal a matter (the ***appellant***); and

(ii) who is a respondent in an appeal of the matter; and

(iii) who is a co-respondent in an appeal of the matter; and

(iv) who may elect to be a co-respondent in an appeal of the matter.

(2) An appellant may start an appeal within the appeal period.

(3) The ***appeal period*** is—

(a) for an appeal by a building advisory agency—10 business days after a decision notice for the decision is given to the agency; or

(b) for an appeal against a deemed refusal—at any time after the deemed refusal happens; or

(c) for an appeal against a decision of the Minister, under chapter 7, part 4, to register premises or to renew the registration of premises—20 business days after a notice is published under section 269(3)(a) or (4); or

(d) for an appeal against an infrastructure charges notice—20 business days after the infrastructure charges notice is given to the person; or

(e) for an appeal about a deemed approval of a development application for which a decision notice has not been given—30 business days after the applicant gives the deemed approval notice to the assessment manager; or

(f) for an appeal relating to the *Plumbing and Drainage Act 2018*—

(i) for an appeal against an enforcement notice given because of a belief mentioned in the *Plumbing and Drainage Act 2018*, section 143(2)(a)(i), (b) or (c)—5 business days after the day the notice is given; or

(ii) for an appeal against a decision of a local government or an inspector to give an action notice under the *Plumbing and Drainage Act 2018*—5 business days after the notice is given; or

(iii) for an appeal against a failure to make a decision about an application or other matter under the *Plumbing and Drainage Act 2018*—at anytime after the period within which the application or matter was required to be decided ends; or

(iv) otherwise—20 business days after the day the notice is given; or

(g) for any other appeal—20 business days after a notice of the decision for the matter, including an enforcement notice, is given to the person.

*Note—*

See the P&E Court Act for the court's power to extend the appeal period.

(4) Each respondent and co-respondent for an appeal may be heard in the appeal.

(5) If an appeal is only about a referral agency's response, the assessment manager may apply to the tribunal or P&E Court to withdraw from the appeal.

(6) To remove any doubt, it is declared that an appeal against an infrastructure charges notice must not be about—

(a) the adopted charge itself; or

(b) for a decision about an offset or refund—

(i) the establishment cost of trunk infrastructure identified in a LGIP; or

(ii) the cost of infrastructure decided using the method included in the local government's charges resolution.

## 230 Notice of appeal

(1) An appellant starts an appeal by lodging, with the registrar of the tribunal or P&E Court, a notice of appeal that—

(a) is in the approved form; and

(b) succinctly states the grounds of the appeal.

(2) The notice of appeal must be accompanied by the required fee.

(3) The appellant or, for an appeal to a tribunal, the registrar, must, within the service period, give a copy of the notice of appeal to—

(a) the respondent for the appeal; and

(b) each co-respondent for the appeal; and

(c) for an appeal about a development application under schedule 1, section 1, table 1, item 1—each principal submitter for the application whose submission has not been withdrawn; and

(d) for an appeal about a change application under schedule 1, section 1, table 1, item 2—each principal submitter for the application whose submission has not been withdrawn; and

(e) each person who may elect to be a co-respondent for the appeal other than an eligible submitter for a development application or change application the subject of the appeal; and

(f) for an appeal to the P&E Court—the chief executive; and

(g) for an appeal to a tribunal under another Act—any other person who the registrar considers appropriate.

(4) The ***service period*** is—

(a) if a submitter or advice agency started the appeal in the P&E Court—2 business days after the appeal is started; or

(b) otherwise—10 business days after the appeal is started.

(5) A notice of appeal given to a person who may elect to be a co-respondent must state the effect of subsection (6).

(6) A person elects to be a co-respondent to an appeal by filing a notice of election in the approved form—

(a) if a copy of the notice of appeal is given to the person—within 10 business days after the copy is given to the person; or

(b) otherwise—within 15 business days after the notice of appeal is lodged with the registrar of the tribunal or the P&E Court.

(7) Despite any other Act or rules of court to the contrary, a copy of a notice of appeal may be given to the chief executive by emailing the copy to the chief executive at the email address stated on the department's website for this purpose.

## 231 Non-appealable decisions and matters

(1) Subject to this chapter, section 316(2), schedule 1 and the P&E Court Act, unless the Supreme Court decides a decision or other matter under this Act is affected by jurisdictional error, the decision or matter is non-appealable.

(2) The *Judicial Review Act 1991*, part 5 applies to the decision or matter to the extent it is affected by jurisdictional error.

(3) A person who, but for subsection (1) could have made an application under the *Judicial Review Act 1991* in relation to the decision or matter, may apply under part 4 of that Act for a statement of reasons in relation to the decision or matter.

(4) In this section—

***decision*** includes—

(a) conduct engaged in for the purpose of making a decision; and

(b) other conduct that relates to the making of a decision; and

(c) the making of a decision or the failure to make a decision; and

(d) a purported decision; and

(e) a deemed refusal.

***non-appealable***, for a decision or matter, means the decision or matter—

(a) is final and conclusive; and

(b) may not be challenged, appealed against, reviewed, quashed, set aside or called into question in any other way under the *Judicial Review Act 1991* or otherwise, whether by the Supreme Court, another court, any tribunal or another entity; and

(c) is not subject to any declaratory, injunctive or other order of the Supreme Court, another court, any tribunal or another entity on any ground.

## 232 Rules of the P&E Court

(1) A person who is appealing to the P&E Court must comply with the rules of the court that apply to the appeal.

(2) However, the P&E Court may hear and decide an appeal even if the person has not complied with rules of the P&E Court.

# Part 2 Development tribunal

## Division 1 General

### 233 Appointment of referees

(1) The Minister, or chief executive, (the ***appointer***) may appoint a person to be a referee, by an appointment notice, if the appointer considers the person—

(a) has the qualifications or experience prescribed by regulation; and

(b) has demonstrated an ability—

(i) to negotiate and mediate outcomes between parties to a proceeding; and

(ii) to apply the principles of natural justice; and

(iii) to analyse complex technical issues; and

(iv) to communicate effectively, including, for example, to write informed succinct and well-organised decisions, reports, submissions or other documents.

(2) The appointer may—

(a) appoint a referee for the term, of not more than 3 years, stated in the appointment notice; and

(b) reappoint a referee, by notice, for further terms of not more than 3 years.

(3) If an appointer appoints a public service officer as a referee, the officer holds the appointment concurrently with any other appointment that the officer holds in the public service.

(4) A referee must not sit on a tribunal unless the referee has given a declaration, in the approved form and signed by the referee, to the chief executive.

(5) The appointer may cancel a referee's appointment at any time by giving a notice, signed by the appointer, to the referee.

(6) A referee may resign the referee's appointment at any time by giving a notice, signed by the referee, to the appointer.

(7) In this section—

***appointment notice*** means—

(a) if the Minister gives the notice—a gazette notice; or

(b) if the chief executive gives the notice—a notice given to the person appointed as a referee.

## 234 Referee with conflict of interest

(1) This section applies if the chief executive informs a referee that the chief executive proposes to appoint the referee as a tribunal member, and either or both of the following apply—

(a) the tribunal is to hear a matter about premises—

(i) the referee owns; or

(ii) for which the referee was, is, or is to be, an architect, builder, drainer, engineer, planner, plumber, plumbing inspector, certifier, site evaluator or soil assessor; or

(iii) for which the referee has been, is, or will be, engaged by any party in the referee's capacity as an accountant, lawyer or other professional; or

(iv) situated or to be situated in the area of a local government of which the referee is an officer, employee or councillor;

(b) the referee has a direct or indirect personal interest in a matter to be considered by the tribunal, and the interest could conflict with the proper performance of the referee's functions for the tribunal's consideration of the matter.

(2) However, this section does not apply to a referee only because the referee previously acted in relation to the preparation of a relevant local planning instrument.

(3) The referee must notify the chief executive that this section applies to the referee, and on doing so, the chief executive must not appoint the referee to the tribunal.

(4) If a tribunal member is, or becomes, aware the member should not have been appointed to the tribunal, the member must not act, or continue to act, as a member of the tribunal.

## 235 Establishing development tribunal

(1) The chief executive may at any time establish a tribunal, consisting of up to 5 referees, for tribunal proceedings.

(2) The chief executive may appoint a referee for tribunal proceedings if the chief executive considers the referee has the qualifications or experience for the proceedings.

(3) The chief executive must appoint a referee as the chairperson for each tribunal.

(4) A regulation may specify the qualifications or experience required for particular proceedings.

(5) After a tribunal is established, the tribunal's membership must not be changed.

## 236 Remuneration

A tribunal member must be paid the remuneration the Governor in Council decides.

## 237 Tribunal proceedings

(1) A tribunal must ensure all persons before the tribunal are afforded natural justice.

(2) A tribunal must make its decisions in a timely way.

(3) A tribunal may—

(a) conduct its business as the tribunal considers appropriate, subject to a regulation made for this section; and

(b) sit at the times and places the tribunal decides; and

(c) hear an appeal and application for a declaration together; and

(d) hear 2 or more appeals or applications for a declaration together.

(4) A regulation may provide for—

(a) the way in which a tribunal is to operate, including the qualifications of the chairperson of the tribunal for particular proceedings; or

(b) the required fee for tribunal proceedings.

### 238 Registrar and other officers

(1) The chief executive may, by gazette notice, appoint—

(a) a registrar; and

(b) other officers (including persons who are public service officers) as the chief executive considers appropriate to help a tribunal perform its functions.

(2) A person may hold the appointment or assist concurrently with any other public service appointment that the person holds.

## Division 2 Applications for declarations

### 239 Starting proceedings for declarations

(1) A person may start proceedings for a declaration by a tribunal by filing an application, in the approved form, with the registrar.

(2) The application must be accompanied by the required fee.

## 240 Application for declaration about making of development application

(1) The following persons may start proceedings for a declaration about whether a development application is properly made—

(a) the applicant;

(b) the assessment manager.

(2) However, a person may not seek a declaration under this section about whether a development application is accompanied by the written consent of the owner of the premises to the application.

(3) The proceedings must be started by—

(a) the applicant within 20 business days after receiving notice from the assessment manager, under the development assessment rules, that the development application is not properly made; or

(b) the assessment manager within 10 business days after receiving the development application.

(4) The registrar must, within 10 business days after the proceedings start, give notice of the proceedings to the respondent as a party to the proceedings.

(5) In this section—

***respondent*** means—

(a) if the applicant started the proceedings—the assessment manager; or

(b) if the assessment manager started the proceedings—the applicant.

## 241 Application for declaration about change to development approval

(1) This section applies to a change application for a development approval if—

(a) the approval is for a material change of use of premises that involves the use of a classified building; and

(b) the responsible entity for the change application is not the P&E Court.

(2) The applicant, or responsible entity, for the change application may start proceedings for a declaration about whether the proposed change to the approval is a minor change.

(3) The registrar must, within 10 business days after the proceedings start, give notice of the proceedings to the respondent as a party to the proceedings.

(4) In this section—

***respondent*** means—

(a) if the applicant started the proceedings—the responsible entity; or

(b) if the responsible entity started the proceedings—the applicant.

## Division 3 Tribunal proceedings for appeals and declarations

### 242 Action when proceedings start

If a document starting tribunal proceedings is filed with the registrar within the period required under this Act, and is accompanied by the required fee, the chief executive must—

(a) establish a tribunal for the proceedings; and

(b) appoint 1 of the referees for the tribunal as the tribunal's chairperson, in the way required under a regulation; and

(c) give notice of the establishment of the tribunal to each party to the proceedings.

### 243 Chief executive excusing noncompliance

(1) This section applies if—

(a) the registrar receives a document purporting to start tribunal proceedings, accompanied by the required fee; and

(b) the document does not comply with any requirement under this Act for validly starting the proceedings.

(2) The chief executive must consider the document and decide whether or not it is reasonable in the circumstances to excuse the noncompliance (because it would not cause substantial injustice in the proceedings, for example).

(3) If the chief executive decides not to excuse the noncompliance, the chief executive must give a notice stating that the document is of no effect, because of the noncompliance, to the person who filed the document.

(4) The chief executive must give the notice within 10 business days after the document is given to the chief executive.

(5) If the chief executive does excuse the noncompliance, the chief executive may act under section 242 as if the noncompliance had not happened.

## 244 Ending tribunal proceedings or establishing new tribunal

(1) The chief executive may decide not to establish a tribunal when a document starting tribunal proceedings is filed, if the chief executive considers it is not reasonably practicable to establish a tribunal.

*Examples of when it is not reasonably practicable to establish a tribunal—*

- there are no qualified referees or insufficient qualified referees because of a conflict of interest
- the referees who are available will not be able to decide the proceedings in a timely way

(2) If the chief executive considers a tribunal established for tribunal proceedings—

(a) does not have the expertise to hear or decide the proceedings; or

(b) is not able to make a decision for proceedings (because of a tribunal member's conflict of interest, for example);

the chief executive may decide to suspend the proceedings and establish another tribunal, complying with section 242(c), to hear or re-hear the proceedings.

(3) However, the chief executive may instead decide to end the proceedings if the chief executive considers it is not reasonably practicable to establish another tribunal to hear or re-hear the proceedings.

(4) If the chief executive makes a decision under subsection (1) or (3), the chief executive must give a decision notice about the decision to the parties to the proceedings.

(5) Any period for starting proceedings in the P&E Court, for the matter that is the subject of the tribunal proceedings, starts again when the chief executive gives the decision notice to the party who started the proceedings.

(6) The decision notice must state the effect of subsection (5).

## 245 Refunding fees

The chief executive may, but need not, refund all or part of the fee paid to start proceedings if the chief executive decides under section 244—

(a) not to establish a tribunal; or

(b) to end the proceedings.

## 246 Further material for tribunal proceedings

(1) The registrar may, at any time, ask a person to give the registrar any information that the registrar reasonably requires for the proceedings.

*Examples of information that the registrar may require—*

- material about the proceedings (plans, for example)
- information to help the chief executive decide whether to excuse noncompliance under section 243

- for a deemed refusal—a statement of the reasons why the entity responsible for deciding the application had not decided the application during the period for deciding the application.

(2) The person must give the information to the registrar within 10 business days after the registrar asks for the information.

## 247 Representation of Minister if State interest involved

If, before tribunal proceedings are decided, the Minister decides the proceedings involve a State interest, the Minister may be represented in the proceedings.

## 248 Representation of parties at hearing

A party to tribunal proceedings may appear—

(a) in person; or

(b) by an agent who is not a lawyer.

## 249 Conduct of tribunal proceedings

(1) Subject to section 237, the chairperson of a tribunal must decide how tribunal proceedings are to be conducted.

(2) The tribunal may decide the proceedings on submissions.

(3) If the proceedings are to be decided on submissions, the tribunal must give all parties a notice asking for the submissions to be made to the tribunal within a stated reasonable period.

(4) Otherwise, the tribunal must give notice of the time and place of the hearing to all parties.

(5) The tribunal may decide the proceedings without a party's submission (written or oral) if—

(a) for proceedings to be decided on submissions—the party's submission is not received within the time stated in the notice given under subsection (3); or

(b) for proceedings to be decided by hearing—the person, or the person's agent, does not appear at the hearing.

(6) When hearing proceedings, the tribunal—

(a) need not proceed in a formal way; and

(b) is not bound by the rules of evidence; and

(c) may inform itself in the way it considers appropriate; and

(d) may seek the views of any person; and

(e) must ensure all persons appearing before the tribunal have a reasonable opportunity to be heard; and

(f) may prohibit or regulate questioning in the hearing.

(7) If, because of the time available for the proceedings, a person does not have an opportunity to be heard, or fully heard, the person may make a submission to the tribunal.

## 250 Tribunal directions or orders

A tribunal may, at any time during tribunal proceedings, make any direction or order that the tribunal considers appropriate.

*Examples of directions—*

- a direction to an applicant about how to make their development application comply with this Act
- a direction to an assessment manager to assess a development application, even though the referral agency's response to the assessment manager was to refuse the application

## 251 Matters tribunal may consider

(1) This section applies to tribunal proceedings about—

(a) a development application or change application; or

(b) an application or request (however called) under an applicable Act if—

(i) the application or request relates to a decision made under that Act, other than a decision made by

the Queensland Building and Construction Commission; and

(ii) an information notice about the decision was given or was required to be given under that Act.

(2) The tribunal must decide the proceedings based on the laws in effect when—

(a) the application or request was properly made; or

(b) if the application or request was not required to be properly made—the application or request was made.

(3) However, the tribunal may give the weight that the tribunal considers appropriate, in the circumstances, to any new laws.

(4) In this section—

***applicable Act*** means—

(a) the Building Act; or

(b) the *Plumbing and Drainage Act 2018*.

## 252 Deciding no jurisdiction for tribunal proceedings

(1) A tribunal may decide that the tribunal has no jurisdiction for tribunal proceedings, at any time before the proceedings are decided—

(a) on the tribunal's initiative; or

(b) on the application of a party.

(2) If the tribunal decides that the tribunal has no jurisdiction, the tribunal must give a decision notice about the decision to all parties to the proceedings.

(3) Any period for starting proceedings in the P&E Court, for the matter that is the subject of the tribunal proceedings, starts again when the tribunal gives the decision notice to the party who started the proceedings.

(4) The decision notice must state the effect of subsection (3).

(5) If the tribunal decides to end the proceedings, the fee paid to start the proceedings is not refundable.

## 253 Conduct of appeals

(1) This section applies to an appeal to a tribunal.

(2) Generally, the appellant must establish the appeal should be upheld.

(3) However, for an appeal by the recipient of an enforcement notice, the enforcement authority that gave the notice must establish the appeal should be dismissed.

(4) The tribunal must hear and decide the appeal by way of a reconsideration of the evidence that was before the person who made the decision appealed against.

(5) However, the tribunal may, but need not, consider—

(a) other evidence presented by a party to the appeal with leave of the tribunal; or

(b) any information provided under section 246.

(6) In this section—

***enforcement notice*** includes an enforcement notice under the *Plumbing and Drainage Act 2018*.

## 254 Deciding appeals to tribunal

(1) This section applies to an appeal to a tribunal against a decision.

(2) The tribunal must decide the appeal by—

(a) confirming the decision; or

(b) changing the decision; or

(c) replacing the decision with another decision; or

(d) setting the decision aside, and ordering the person who made the decision to remake the decision by a stated time; or

(e) for a deemed refusal of an application—

(i) ordering the entity responsible for deciding the application to decide the application by a stated

time and, if the entity does not comply with the order, deciding the application; or

(ii) deciding the application; or

(f) for a failure to make a decision about an application or other matter under the *Plumbing and Drainage Act 2018*—

(i) ordering the entity responsible for deciding the application or matter to decide the application or matter by a stated time and, if the entity does not comply with the order, deciding the application or matter; or

(ii) deciding the application or matter.

(3) However, the tribunal must not make a change, other than a minor change, to a development application.

(4) The tribunal's decision takes the place of the decision appealed against.

(5) The tribunal's decision starts to have effect—

(a) if a party does not appeal the decision—at the end of the appeal period for the decision; or

(b) if a party appeals against the decision to the P&E Court—subject to the decision of the court, when the appeal ends.

## 255 Notice of tribunal's decision

A tribunal must give a decision notice about the tribunal's decision for tribunal proceedings, other than for any directions or interim orders given by the tribunal, to all parties to proceedings.

## 256 No costs orders

A tribunal must not make any order as to costs.

### 257 Recipient's notice of compliance with direction or order

If a tribunal directs or orders a party to do something, the party must notify the registrar when the thing is done.

### 258 Tribunal may extend period to take action

(1) This section applies if, under this chapter, an action for tribunal proceedings must be taken within a stated period or before a stated time, even if the period has ended or the time has passed.

(2) The tribunal may allow a longer period or a different time to take the action if the tribunal considers there are sufficient grounds for the extension.

### 259 Publication of tribunal decisions

The registrar must publish tribunal decisions under the arrangements, and in the way, that the chief executive decides.

# Chapter 7 Miscellaneous

## Part 1 Existing uses and rights protected

### 260 Existing lawful uses, works and approvals

(1) If, immediately before a planning instrument change, a use of premises was a lawful use of premises, the change does not—

(a) stop the use from continuing; or

(b) further regulate the use; or

(c) require the use to be changed.