



Our Ref: **Magiq ID:** 153962 **File:** P6-23 & 04410-00000-000 **JMN**  
Your Ref: TP23/5202

## NEGOTIATED DECISION NOTICE APPROVAL

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

13 August 2024

Australian Leisure & Hospitality Group Pty Ltd  
C/- Bartley Burns  
10/16 Metroplex Avenue  
MURRARRIE QLD 4172

**Attention: Mr Ben Lewis**

Dear Mr Lewis

I wish to advise that 12 August 2024, a decision was made to issue a Negotiated Decision Notice to amend Condition 7 and delete Condition 20 under Section 76 (3) of the *Planning Act 2016*.

### **APPLICANT DETAILS\***

---

**Applicant name:** Australian Leisure & Hospitality Group Pty Ltd  
C/- Bartley Burns

**Applicant contact details:** [Ben@bartlyburns.com](mailto:Ben@bartlyburns.com)

### **APPLICATION DETAILS**

---

**Application number:** P06-23  
**Approval sought:** Material Change of Use  
**Nature of development proposed:** Extension to Existing Hotel and (Bottle) Shop  
**Description of the development proposed:** Internal Renovations to an Existing Hotel and a New Enclosed Bottle Shop and Drive-Thru

## LOCATION DETAILS

Street address: 55 Barkly Highway  
Real property description: Lot 1 on plan MPH7977  
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: 13/08/2024  
Decision details:  approved in full with conditions\*  
(refer to the conditions contained in Attachment 1)  
\*Note: The conditions show which conditions have been imposed by the assessment manager and which conditions have been imposed by a referral agency.

## NATURE OF CHANGES

Through Delegated Authority (Delegation No. 2057), on 13 August 2024, the Chief Executive Officer decided to issue the following type of approval:

Negotiated Approval for Material Change of Use (Extension to Existing Hotel and Shop) at 55 Barkly , Mount Isa.

In relation to representations, the Chief Executive Officer resolved to:

(A) Condition 7 of Council Decision Notice issued 24 June 2024 be amended as follows

7.	The 142 onsite carparking spaces as per plan, <i>Proposed Site Plan – Project No 2033 Dwg No. A00.05 Issue J Prepared by Cayas + Ward</i> , shall be provided and maintained <b>for the life of the development</b> ;	
----	---	--

AND

(B) Condition 20 of the Council Decision Notice issued 24 June 2024 is deleted

AND

(C) Conditions are renumbered

## 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*.

	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 <ul style="list-style-type: none"> <li>• Building Work Not Associated with a Material Change of Use</li> <li>• Plumbing or Drainage Work</li> <li>• Material Change of Use</li> <li>• Reconfiguration of a Lot</li> <li>• Operational Work</li> </ul>		<input type="checkbox"/>  <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>

### 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. Building Permit
2. Plumbing Permit
3. Works on Council Property Approval for any works outside the property boundaries
4. Operational Works for Advertising Devices

### FURTHER ADVICE

1. A Negotiated Infrastructure Charges Notice has been issued for this development.

### 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
Development Impacting on State Transport infrastructure & Material Change of Use of Premise near state-controlled road	Department of Transport and Main Road C- State Assessment Referral Agency	Concurrency	Po Box 5666 Townsville QLD 4810 <a href="mailto:NQSARA@disilgp.qld.gov.au">NQSARA@disilgp.qld.gov.au</a>

### 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
<b>Aspect of development: Material Change of Use</b>				
Planning Report	Bartley Burns	30.10.2023	TP23/5202	1

Traffic Impact Assessment	Modus Transport and Traffic Engineering	12/04/2024	MOD23393QLD	A
Proposed Site Plan	Cayas + Ward	12/04/2024	Project No. 2033, Dwg No. A002.05	J
Proposed Ground Floor Plan	Cayas + Ward	23.10.2023	Project No. 2033, Dwg No. A10.20	H
Proposed First Floor Plan	Cayas + Ward	25.10.2023	Project No. 2033, Dwg No. A10.22	D
Proposed Roof Plan	Cayas + Ward	25.10.2023	Project No. 2033, Dwg No. A12.02	E
Proposed Elevations	Cayas + Ward	25.10.2023	Project No. 2033, Dwg No. A20.02	F
Barkly Hotel, Mt Isa-Landscaping Concept (as amended in red)	Jeremy Ferrier Landscape Architect	April 2024	Dwg No. 2023-068 SK01	A
Barkly Hotel, Mt Isa-Landscaping Concept	Jeremy Ferrier Landscape Architect	April 2024	Dwg No. 2023-068 SK02	A

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

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

**STATEMENT OF REASONS**

- Reasons for the Decision

The reasons for this decision are:

- The proposed development was an impact assessable development for the zone; and
- 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 changes are occurring within a long-established existing development; 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
Mixed use zone code	<i>City of Mount Isa Planning Scheme 2020 Part 6- Other Zone Categories- 6.7.2</i>
Centre and entertainment activities code	<i>City of Mount Isa Planning Scheme 2020 Part 9 - Use Codes - 9.3.1 –</i>
Engineering works and services code	<i>City of Mount Isa Planning Scheme 2020 Part 9 -Other Development Codes – 9.4.2</i>
Parking, access and loading code	<i>City of Mount Isa Planning Scheme 2020 – Part 9 -Other Development Codes – 9.4.6</i>
Landscaping Code	<i>City of Mount Isa Planning Scheme 2020- Part 9 -Other Development Codes – 9.4.5</i>
Excavation and filling code	<i>City of Mount Isa Planning Scheme 2020 Part 9 -Other Development Codes – 9.4.3</i>
Major infrastructure overlay code	<i>City of Mount Isa Planning Scheme 2020 Part 8 -Overlay Codes – 8.2.4</i>
Airport environs overlay code	<i>City of Mount Isa Planning Scheme 2020 Part 8 -Overlay Codes – 8.2.1</i>

3. Compliance with Benchmarks

Benchmark reference	Reasons for the approval despite non-compliance with benchmark
<b>Centre and entertainment activities code</b>	
PO 18 On-site car parking does not dominate the frontage of the premises and maintain the amenity of the street and adjacent properties.	<i>Parking spaces being between the main frontage and road is an existing arrangement, but newly proposed landscaping will improve the amenity of the street.</i>
<b>Landscaping code</b>	
PO 2 Development is to have an area of the allotment appropriately landscaped to enhance its appearance and provide an adequate level of amenity for occupants and adjoining land uses	<i>Proposed landscaping enhances the appearance of the development which has been somewhat lacking in parts over the recent years.</i>

Parking, access and loading code •	
<p>PO 3</p> <p>Driveway widths are minimised to maintain amenity and character of local area.</p>	<p><i>The continued use of the existing crossover is not considered to have a negative impact on the amenity of the local area.</i></p>
<p>PO 4</p> <p>Sufficient parking spaces are provided for the number and type of vehicles likely to be associated with the development.</p>	<p><i>The formalisation of 142 car spaces is considered to be sufficient for both the proposed development and existing uses</i></p>

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
General Environmental Duty	Environmental Protection Act 1994	<input type="checkbox"/> assessed against <input checked="" type="checkbox"/> had regard to

5. 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  
**Chief Executive Officer**

CC: [NQSARA@disilqp.qld.gov.au](mailto:NQSARA@disilqp.qld.gov.au)

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

*Part 1—Conditions imposed by the Assessment Manager (Mount Isa City Council)*

**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: P06-23 for a Material Change of Use (Extension to Existing Hotel and Shop) at 55 Barkly , 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 13 August 2024 for the Material Change of Use (Extension to Existing Hotel and (Bottle) Shop) at 55 Barkly Highway, Mount Isa, described as Lot 1 on plan MPH7977, subject to the following conditions:

NUMBER	CONDITION	TIMING
<b>PLANNING</b>		
<b>General</b>		
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  <i>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</i>	<i>At all times</i>
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	<i>As specified</i>
<b>Amenity</b>		
3.	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;	<i>At all times</i>
4.	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;	<i>At all times</i>



5.	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;	<i>At all times</i>
6.	A lockable tap shall be provided on the front of the Bottle Shop to allow cleaning of the development frontage;	<i>Prior to commencement of use</i>
7.	The 142 onsite carparking spaces as per plan, <i>Proposed Site Plan – Project No 2033 Dwg No. A00.05 Issue J Prepared by Cayas + Ward</i> , shall be provided and maintained <b>for the life of the development</b> ;	<i>At all times</i>
<b>Landscaping</b>		
8.	All landscaping (including the verges) shall be installed in accordance with the approved Landscaping Plan <b>prior to the commencement of use</b>	<i>As specified</i>
9.	The owner shall install an automatic water irrigation system to all landscaping (including the verge) to promote healthy robust growth;	<i>Prior to commencement of use</i>
10.	The owner/developer shall adequately maintain the landscaping and irrigation system in accordance with the approved Landscaping Plan and ensure it is neat and tidy at all times and not overgrown and/or unsightly;	<i>At all times</i>
<b>Environmental Health</b>		
11.	<p>The operator must achieve the ‘general environmental duty’ to mitigate any environmental harm and/or nuisance described under the <i>Environmental Protection Act 1994</i>.</p> <p>(a) there is no discharge of contaminants to land or water that may harm the environment or create a nuisance from the operation of the activity.</p> <p>(b) there is discharge of contaminants to air that may harm the environment or create a nuisance from the operation of the activity.</p> <p>(c) noise nuisance is prevented or minimised at noise sensitive places.</p> <p>(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.</p>	<i>At all times</i>
12.	<p>Chemicals and other liquids such as fuels, solvents, oils, batteries, and coolants must be kept within a secondary containment system that is impervious to the materials stored within it and must be managed to prevent the release of contaminants to waters or land or air. Bunding must be installed for any liquid-based substances that is kept in a secondary containment system to prevent spilling.</p> <p>Any release must be reported to the Department of Environment and Science (DES) 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.</p>	<i>At all times</i>

13.	Any asbestos containing material handled during construction and demolition must be handled according to the provisions of the <b>“How to Manage and Control Asbestos in the Workplace Code of Practice 2011”</b>	<i>During Construction/At all times</i>
14.	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>At all times</i>
15.	The release of dust and particulate matter from parking and driveway from vehicle activities. Parking facilities and driveways access must be hard surface to avoid dust and particulate matter entering the air.	<i>At all times</i>
16.	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 i.e., Leichhardt River.	<i>At all times</i>
17.	Prevent/minimise the emission of noise that causes or is likely to cause environmental nuisance at sensitive or commercial place.  All work must be undertaken within the prescribed timeframe as per the <i>Environmental Protection Act 1994</i>	<i>During Construction/At all times</i>
<b>ENGINEERING</b>		
<b>General</b>		
18.	<b>Prior to commencement of works</b> , 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;	<i>As specified</i>
<b>Access, Grades, Maneuvering, Carparks and Signs</b>		
19.	Provide, construct and delineate or sign (as required) the following requirements as indicated on the approved plans:  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. b) Crossovers in accordance with Australian Standards AS2890.1; c) Carparking, internal driveways and manoeuvring in accordance with AS/NZS 2890.1 (Off-street Car Parking): i. Disabled car parking shall be provided in accordance with AS/NZS 2890.6 and AS 1428.1 (Design for Access and Mobility). ii. The internal paved areas are to be signed and delineated in accordance with AS 1742, Manual of Uniform Traffic Control Devices	<i>Prior to commencement of use</i>

	d) Install pedestrian pathways or speed limit signage to protect customers walking between the parking areas and the hotel and shop	
20.	The area to east of the Barkly Hotel (along Rosemary Avenue) is to be surfaced in a compacted road base and suppressed on a regular basis to reduce dust	<i>At all times</i>
<b>Stormwater</b>		
21.	<b>Prior to commencement of use and then to be maintained</b> , stormwater runoff from roof and paved areas of the development site are to be collected internally and directed to a legal point of discharge. Ensure non-worsening of the existing flow regime to properties that are upstream and downstream of the site;	<i>As specified</i>
<b>Waste</b>		
22.	Refuse container storage areas are: (a) located on-site; and (b) not located within any required setback or landscaping areas; and (c) not located within a <i>flood hazard area</i> ; and (d) screened from public view, by a solid fence or wall that is 1.8 metres in height, measured from finished ground level; and (e) provided on an imperviously sealed pad that drains to an approved waste disposal system; and (f) provided with a tap; and 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	<i>Prior to the commencement of use</i>
<b>COMPLIANCE WITH CONDITIONS</b>		
23.	The owner/developer shall contact Council to arrange a compliance inspection of the property to assess compliance with all Conditions of Approval and the approved plans.	<i>In six (6) months of the decision or otherwise determined</i>

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

The assessment of this application has not included an examination of the compliance with applicable legislation, with the exception of those aspects which have been examined by any referral agency, and the issue of the permit is not to be taken as evidence or assertion of such compliance.

ATTACHMENT 1  
Part 2  
CONDITIONS IMPOSED BY  
CONCURRENCE AGENCY  
(Department of Housing, Local Government,  
Planning and Public Works))

Application: P06-23 for a Material Change of Use for Changes to Existing Hotel and (Bottle) Shop at 55 Barkly Highway, Mount Isa.

(SARA Letter dated 2 May 2024, Application/Reference No: 2312-38082 SRA refers, copy attached).



SARA reference: 2312-38082 SRA  
Council reference: P06-23  
Applicant reference: TP23/5202

2 May 2024

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

Attention: Development and Land Use Team

Dear Sir/Madam

## SARA referral agency response—55 Barkly Highway, Miles End

(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 21 December 2023.

### Response

---

Outcome:	Referral agency response – with conditions
Date of response:	2 May 2024
Conditions:	The conditions in <b>Attachment 1</b> must be attached to any development approval
Advice:	Advice to the applicant is in <b>Attachment 2</b>
Reasons:	The reasons for the referral agency response are in <b>Attachment 3</b>

### Development details

---

Description:	Development permit	Material Change of Use for Extension to Existing Hotel and (Bottle) Shop
SARA role:	Referral agency	
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1—	Development impacting on state transport infrastructure.

Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1—  
Material Change of Use of premises near a state-controlled road  
(Planning Regulation 2017)

SARA reference: 2312-38082 SRA

Assessment manager: Mount Isa City Council

Street address: 55 Barkly Highway, Miles End

Real property description: 1MPH7977

Applicant name: Australian Leisure and Hospitality Group Pty Limited c/- Bartley Burns

Applicant contact details: Unit 10, 16 Metroplex Avenue  
Murarrie QLD 4172  
courtney@bartleyburns.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:

- Approved
- Reference: TMR24-041426
- Date: 1 May 2024

If you are seeking further information on the road access permit, please contact the Department of Transport and Main Roads at North.Queensland.IDAS@tmr.qld.gov.au

*Human Rights Act 2019* considerations: A consideration of the *Human Rights Act 2019* sections 15 to 35 has been undertaken as part of this response. It has been determined that this response 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 Helena Xu, Senior Planning Officer, on (07) 3452 6724 or via email NQSARA@dSDLGP.qld.gov.au who will be pleased to assist.

Yours sincerely



Graeme Kenna  
Manager (Planning)

cc Australian Leisure and Hospitality Group Pty Limited c/- Bartley Burns, courtney@bartleyburns.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
<b>Material Change of Use—Extension to Hotel/Shop</b>		
10.9.4.2.4.1—Material Change of Use of premises near a state-controlled road—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of 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.	<p>The proposed development, including car parking layout, pedestrian sight splays and onsite queuing availability must be provided generally in accordance with:</p> <ul style="list-style-type: none"> <li>• Proposed Site Plan, prepared by Cayas+Ward, dated March 2023, reference 2033/A00.05, issue J.</li> <li>• Vehicle Sight Distance and Pedestrian Sight Splays, prepared by MODUS, dated 11 April 2024 reference MOD23393QLD-SK11, revision A.</li> </ul>	At all times
2.	<p>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:</p> <ol style="list-style-type: none"> <li>i. Create any new discharge points for stormwater runoff onto the State-controlled Road.</li> <li>ii. Concentrate or increase the velocity of flows to the State-controlled Road.</li> <li>iii. Interfere with and/or cause damage to the existing stormwater drainage on the State-controlled Road.</li> <li>iv. Reduce the quality of stormwater discharge onto the State-controlled Road.</li> <li>v. Impede or interfere with any overland flow or hydraulic conveyance from the State-controlled Road.</li> </ol>	At all times
3.	<p>(a) The road access locations, are to be located generally in accordance with Proposed Site Plan, prepared by Cayas+Ward, dated March 2023, reference 2033/A00.05, issue J.</p> <p>(b) Road access works (at the road access locations) comprising of separate entry only and exit only crossovers must be provided generally in accordance with</p> <ol style="list-style-type: none"> <li>i. Proposed Site Plan, prepared by Cayas+Ward, dated March 2023, reference 2033/A00.05, issue J.</li> <li>ii. Line Marking and Signage Plan, prepared by MODUS, dated 11 April 2024 reference MOD23393QLD-SK10, revision A.</li> <li>iii. Vehicle Sight Distance and Pedestrian Sight Splays, prepared by MODUS, dated 11 April 2024 reference MOD23393QLD-Sk11, revision A.</li> </ol> <p>(c) The road access work must be designed and constructed in</p>	<p>(a) At all times.</p> <p>(b) And (c): Prior to the commencement of use.</p>



	<p>accordance with:</p> <ul style="list-style-type: none"> <li>i. Department of Transport and Main Roads' Road Planning and Design Manual, Second Edition.</li> <li>ii. Manual of Uniform Traffic Control Devices (MUTCD).</li> <li>iii. Mount Isa City Council's standard drawings.</li> </ul>	
4.	<p>Signage including and directional line marking identifying entry and exit movement restrictions is to be installed at the access locations as identified on Line Marking and Signage Plan, prepared by MODUS, dated 11 April 2024 reference MOD23393QLD-SK10, revision A and in accordance with the Department of Transport and Main Roads' <i>Manual of Uniform Traffic Control Devices</i></p>	<p>Prior to the commencement of use</p>

## Attachment 2—Advice to the applicant

<b>General advice</b>	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> , its regulation or the State Development Assessment Provisions (SDAP) (version 3.0). If a word remains undefined it has its ordinary meaning.
2.	<p><b>Road Access Works Approval</b></p> <p>Under section 33 of the <i>Transport Infrastructure Act 1994</i>, written approval is required from the Department of Transport and Main Roads to carry out road works, including road access works, on a state-controlled road. Please contact the Department of Transport and Main Roads via email <a href="mailto:Cloncurry.Corridor@tmr.qld.gov.au">Cloncurry.Corridor@tmr.qld.gov.au</a> to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve.</p> <p>The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the Department of Transport and Main Roads' as soon as possible to ensure that gaining approval does not delay construction.</p> <p>When seeking written approval under section 33 of the <i>Transport Infrastructure Act 1994</i>, the applicant must provide a safe new location for the existing road signage and/or traffic control devices being relocated by the proposed road works.</p>

## 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 proposed development is considered to achieve the relevant assessment benchmarks of State code 1 of SDAP. Specifically the development

- does not increase the likelihood or frequency of accidents, fatalities or serious injury for users of state-controlled road;
- does not adversely impact the structural integrity or physical condition of state-controlled road;
- does not adversely impact road transport infrastructure, public passenger transport infrastructure or active transport infrastructure;
- does not adversely impact the function and efficiency of state-controlled road;
- 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; and,
- 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.

The proposed development is considered to achieve the relevant assessment benchmarks of State code 6 of SDAP. Specifically the development:

- does not create a safety hazard for users of state transport infrastructure or public passenger services by increasing the likelihood or frequency of a fatality or serious injury;
- does not result in a worsening of the physical condition or operating performance of the state transport network; and,
- does not compromise the state's ability to cost-effectively construct, operate and maintain state transport infrastructure.

### 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**

---

(page left intentionally blank)

GENERAL NOTES:  
(these notes apply to all drawings)

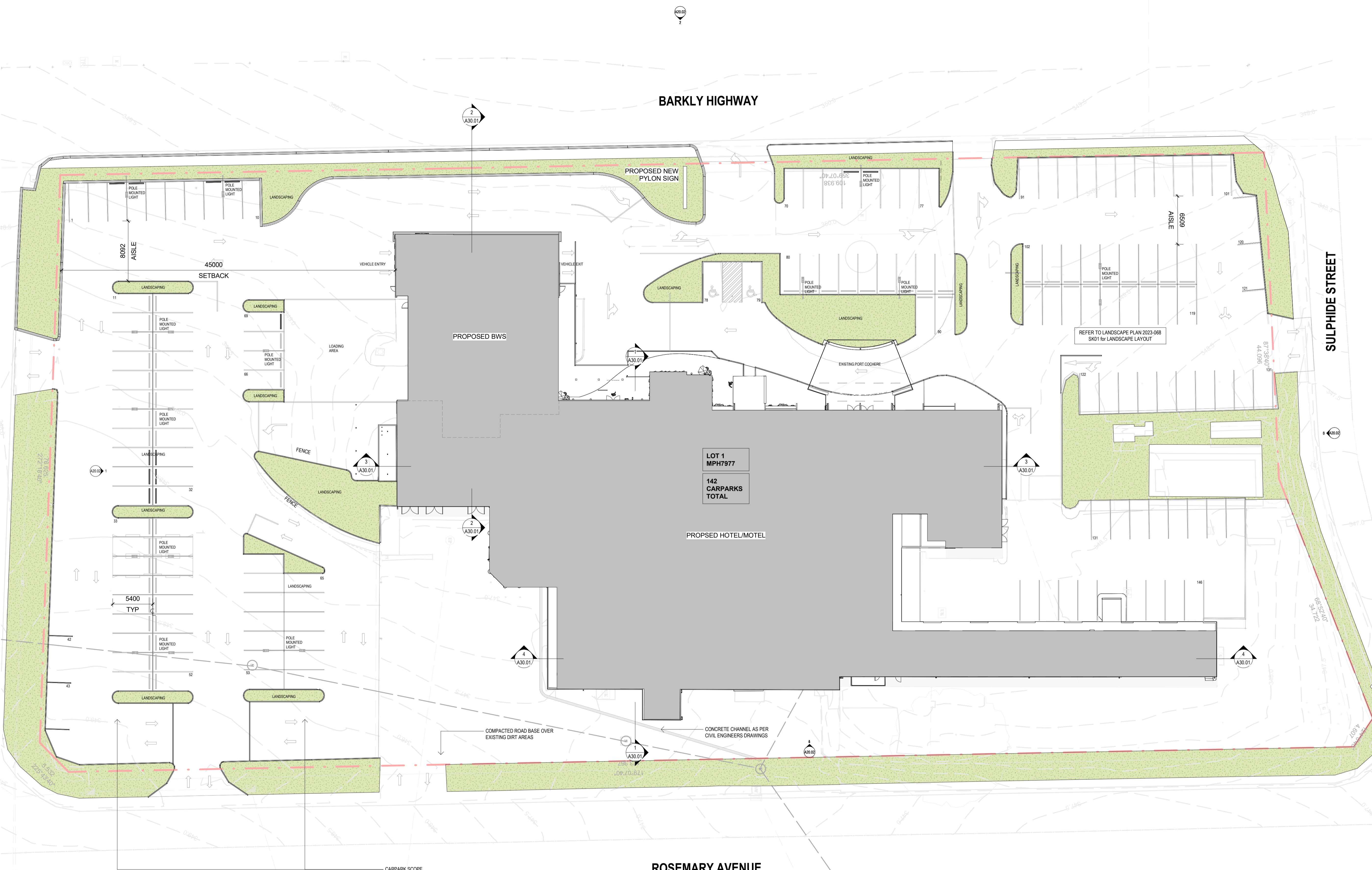
- These designs, drawings and specifications are copyright and the property of Cayas + Ward and must not be used, reproduced or copied wholly or in part without the permission of Cayas + Ward.
- Do not scale - use figured dimensions in preference to scaled dimensions.
- All dimensions must be checked on site prior to the commencement of construction and/or manufacture of any item.
- Where demolition work is included, allow to make good all affected surfaces.
- Ensure that all conditions of the building certification are complied with.
- Where ambiguities or discrepancies exist, Cayas + Ward shall be contacted for clarification, or it will be deemed that the more expensive option has been allowed.
- All work is to comply with all relevant sections of NCC and/or Australian Standards.
- These drawings are to be read in conjunction with all other documentation, schedules & consultant preparation works.
- The contractor is to allow for all necessary floor preparation works.
- Provide all warranties as per the manufacturers & suppliers standard warranties.
- All materials, equipment, fixtures, fittings, etc. Shall be new first quality without exception. Supply, delivery, storage, installation, etc. is to be as per the manufacturers most recent written recommendations.
- Supply & install fire extinguishers to comply with Australian Standards to the area of the proposed work.
- Termite protection is to be provided to comply with AS 3660.1-2000 and clarification to be provided on completion.
- The construction and fit out of commercial kitchens and bars are to comply with AS 4674:2004.
- Builder to inspect existing walls that are proposed to have new finishes and ensure that a suitable substrate is present or is provided to achieve the specified finish. Builder to inspect existing walls that are proposed to conceal services and ensure that an adequate cavity is present or provide furring channels.

KENTIA STREET

BARKLY HIGHWAY

SULPHIDE STREET

ROSEMARY AVENUE




- CARPARK SCOPE
- RESURFACE CARPARK
  - LANDSCAPE ISLANDS
  - NEW CARPARK LIGHTING
  - REPAINT LINE MARKING AS SHOWN

1 Proposed Site Plan  
1 : 250

**PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE**

SARA ref: 2312-38082 SRA

Date: 2 May 2024



J	DA Issue	AT	12.04.24
I	Traffic Issue	AT	26.03.24
H	Consultant Issue	AT	19.02.24
G	DA Issue	AT	25.10.23
F	DA Issue	AT	27.09.23
E	Consultant Issue	AT	14.06.23
D	Client Issue	ED	17.05.23
C	Revised Issue	AT	11.05.23
B	BWS Issue	AT	08.05.23
A	Preliminary Drawings	AT	30.03.23
Issue	revision	initials	date

**Cayas + Ward**

Suite 2, 19-25 Musk Avenue, Kelvin Grove, PO Box 360, Watson QLD 4061  
p: 07 3356 6100 e: admin@cayasward.com.au  
NSW Nominated Architect: Kimberley James Garton 8891

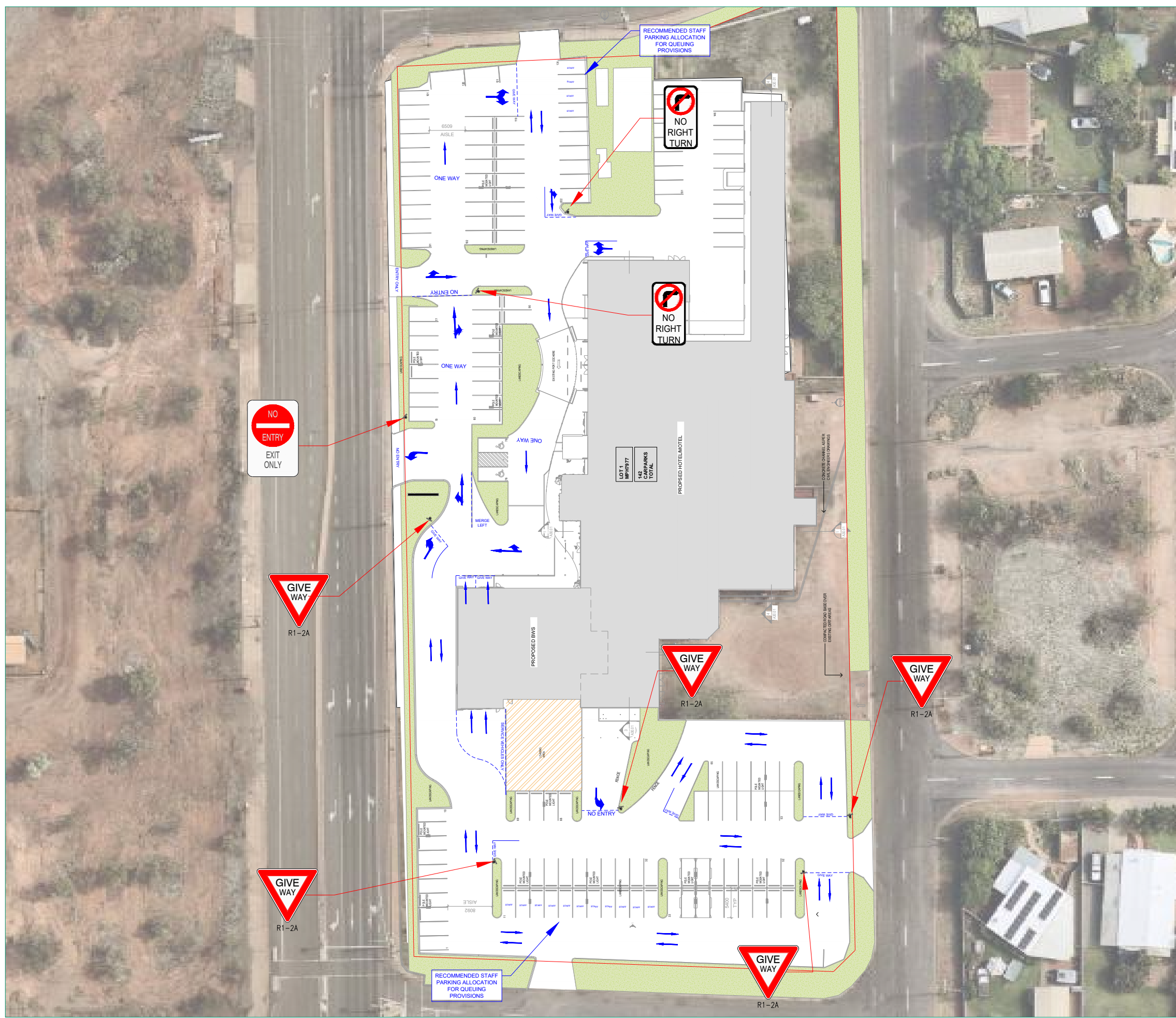
client ALH Group PTY. LTD.

project Barkly Hotel  
55 Barkly Hwy, Mount Isa  
QLD 4825

drawing title Proposed Site Plan

drawn	AT
date	MAR '23
scale	1 : 250@A1

project no.	drawing number	issue
2033	A00.05	J



**PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE**

SARA ref: 2312-38082 SRA

Date: 2 May 2024



**NOT TO SCALE**

**PROJECT**  
**BARKLY HOTEL DEVELOPMENT EXPANSION**

**CLIENT**  
**CAYAS AND WARD**

**DRAWING TITLE**  
**LINE MARKING AND SIGNAGE PLAN**

**DRAWING NUMBER**  
**MOD23393QLD - SK10**

DATE	REVISION
11 APRIL 2024	A

REV	DRAWN BY	APPROVED	DATE	AMENDMENT DETAILS

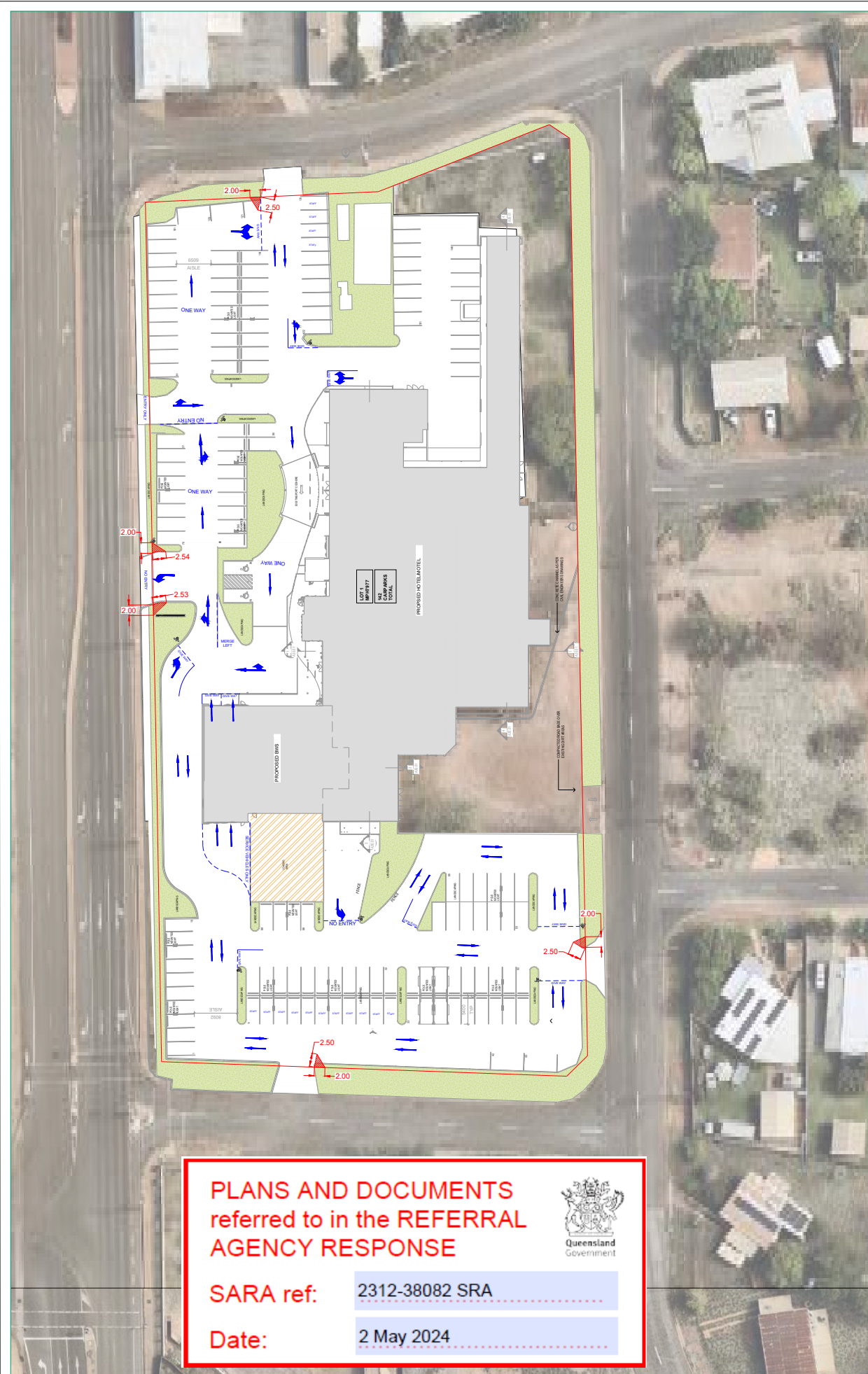
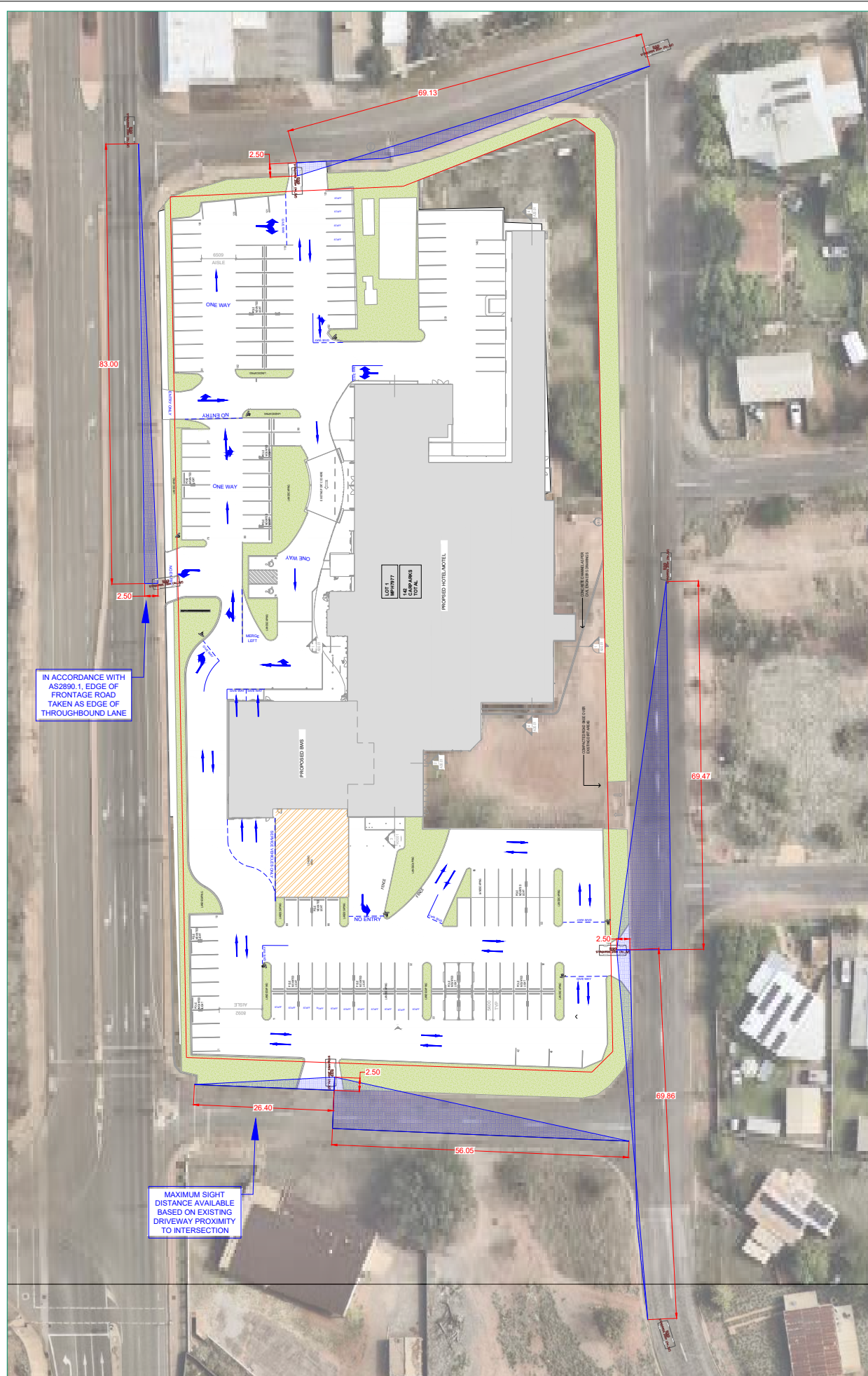


**PRELIMINARY ADVICE ONLY**  
**NOT TO BE USED FOR CONSTRUCTION**

MODUS ENGINEERING ALL RIGHTS RESERVED. THIS DOCUMENT IS PRODUCED BY MODUS ENGINEERING SOLELY FOR THE BENEFIT OF AND USE BY THE CLIENT IN ACCORDANCE WITH THE TERMS OF THE RETAINER. MODUS ENGINEERING DOES NOT AND SHALL NOT ASSUME ANY RESPONSIBILITY OR LIABILITY WHATSOEVER TO ANY THIRD PARTY ARISING OUT OF ANY USE OR RELIANCE BY THIRD PARTY ON THE CONTENT OF THIS DOCUMENT.

Harj Singh  
 Director  
*HSingh*  
 RPEQ 22364

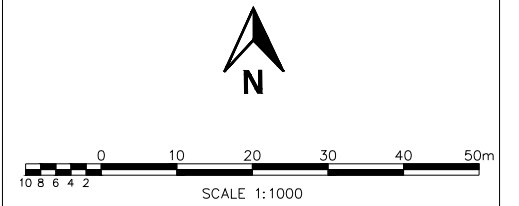
ABN 84 102 758 061  
 310 Edward Street, BRISBANE CITY QLD 4000  
 T: 1300 606 408 E: marketing@moduseng.com.au  
 W: www.modusengineering.com.au



VEHICLE SIGHT TRIANGLE

Frontage road speed (km/h)	Distance (D) along frontage road (m)		Domestic property access (km/h)
	Domestic driveways other than domestic (km/h)	Minimum (m)	
40	50	30	30
50	60	40	40
60	70	50	50
80	111	88	88
100	135	110	110
120	158	130	130
150	195	160	160

Use values from 2<sup>nd</sup> and 3<sup>rd</sup> columns.



**PROJECT**

**BARKLY HOTEL DEVELOPMENT EXPANSION**

**CLIENT**

**CAYAS AND WARD**

**DRAWING TITLE**

**VEHICLE SIGHT DISTANCE AND PEDESTRIAN SIGHT SPLAYS**

**DRAWING NUMBER**

**MOD23393QLD - SK11**

**DATE**

**11 APRIL 2024**

**REVISION**

**A**

REV	DRAWN BY	APPROVED	DATE	AMENDMENT DETAILS

**MODUS**  
Transport and Traffic Engineering

ABN 84 102 758 061  
310 Edward Street, BRISBANE CITY QLD 4000  
T: 1300 606 408 E: marketing@moduseng.com.au  
W: www.modusengineering.com.au

**PRELIMINARY ADVICE ONLY**  
**NOT TO BE USED FOR CONSTRUCTION**

MODUS ENGINEERING ALL RIGHTS RESERVED. THIS DOCUMENT IS PRODUCED BY MODUS ENGINEERING SOLELY FOR THE BENEFIT OF AND USE BY THE CLIENT IN ACCORDANCE WITH THE TERMS OF THE RETAINER. MODUS ENGINEERING DOES NOT AND SHALL NOT ASSUME ANY RESPONSIBILITY OR LIABILITY WHATSOEVER TO ANY THIRD PARTY ARISING OUT OF ANY USE OR RELIANCE BY THIRD PARTY ON THE CONTENT OF THIS DOCUMENT.

Harj Singh  
Director  
RPEQ 22364

# ATTACHMENT 2

# APPROVED PLANS





# PLANNING ASSESSMENT REPORT

**55 Barkly Highway, Miles End QLD 4825**

Development Application under the *Planning Act 2016* for: Material Change of Use and Building Work Assessable under a Planning Scheme – Extension to Hotel / Shop on land at 55 Barkly Highway, Miles End 4825 (Lot 1 on MPH 7977) for Australian Leisure and Hospitality Group Pty Limited



## DOCUMENT CONTROL SHEET

### BARTLEY BURNS

<b>E</b> info@bartleyburns.com.au	<b>JOB NAME</b>	55 Barkly Highway, Miles End QLD 4825
<b>W</b> www.bartleyburns.com.au	<b>JOB NO</b>	TP23/5202
<b>P</b> 1300 051 189	<b>ORIGINAL DATE OF ISSUE</b>	30 October 2023
<b>A</b> Unit 1, 1027 Manly Road Tingalpa QLD 4173		

### DOCUMENT DETAILS


<b>Title</b>	Planning Assessment Report – Development Application for a Material Change of Use & Building Works assessable against a Planning Scheme - Extension to Hotel / Shop
<b>Principal Author</b>	Ben Lewis
<b>Client</b>	AUSTRALIAN LEISURE AND HOSPITALITY GROUP PTY LIMITED
<b>Client Contact</b>	Cayas & Ward

### REVISION/CHECKING HISTORY

Version Number	Date	Issued by	Checked by
Report v1	30 October 2023		

#### MOUNT ISA CITY COUNCIL DEVELOPMENT APPROVAL

Permit No.: P06-23  
Type of Development: Material Change of Use  
Approved Use: Extension to Existing Hotel and (Bottle) Shop  
Approved By: Mr Tim Rose  
Title: Chief Executive Officer  
Date: 13/08/2024



## CONTENTS

<b>1.0</b>	<b>Executive Summary .....</b>	<b>1</b>
<b>2.0</b>	<b>Basic Information .....</b>	<b>2</b>
<b>3.0</b>	<b>Proposal .....</b>	<b>3</b>
<b>4.0</b>	<b>Characteristics of the Site .....</b>	<b>4</b>
<b>5.0</b>	<b>Characteristics of the Surrounding Area .....</b>	<b>5</b>
<b>6.0</b>	<b>State Planning Instruments.....</b>	<b>6</b>
6.1	State Planning Policy .....	6
6.2	north west queensland regional plan .....	6
6.3	Referral Agencies .....	6
6.4	Approval history .....	7
<b>7.0</b>	<b>Local Planning Instruments.....</b>	<b>8</b>
7.1	city of mount isa planning scheme .....	8
7.1.1	<i>Strategic Framework.....</i>	<i>8</i>
7.1.2	<i>Category of Assessment.....</i>	<i>8</i>
7.1.3	<i>Relevant Codes.....</i>	<i>9</i>
7.1.4	<i>Development Codes .....</i>	<i>9</i>
7.1.5	<i>Relevant State Codes.....</i>	<i>9</i>
7.1.6	<i>Relevant Planning Scheme Policies .....</i>	<i>9</i>
<b>8.0</b>	<b>Conclusion.....</b>	<b>11</b>
<b>9.0</b>	<b>Appendix A.....</b>	<b>12</b>
9.1	City of Mount ISA Planning scheme 2020 Assessment Benchmarks.....	12
9.1.1	<i>Mixed Use Zone Code.....</i>	<i>12</i>
9.1.2	<i>Airport Environs Overlay Code .....</i>	<i>14</i>
9.1.3	<i>Major Infrastructure Overlay Code .....</i>	<i>16</i>
9.1.4	<i>Centre and Entertainment Activities Code .....</i>	<i>19</i>
9.1.5	<i>Engineering works and services code.....</i>	<i>40</i>
9.1.6	<i>Excavation and filling code .....</i>	<i>40</i>
9.1.7	<i>Water quality code.....</i>	<i>40</i>

9.1.8 *Landscaping Code* ..... 41

9.1.9 *Parking Access and Loading Code*..... 47

9.1.10 *SDAP Code 1 - Development in a State-Controlled road environment*..... 55

9.1.11 *SDAP Code 6 - SDAP State Code 6 - Protection of state transport networks* ..... 74

## 1.0 EXECUTIVE SUMMARY

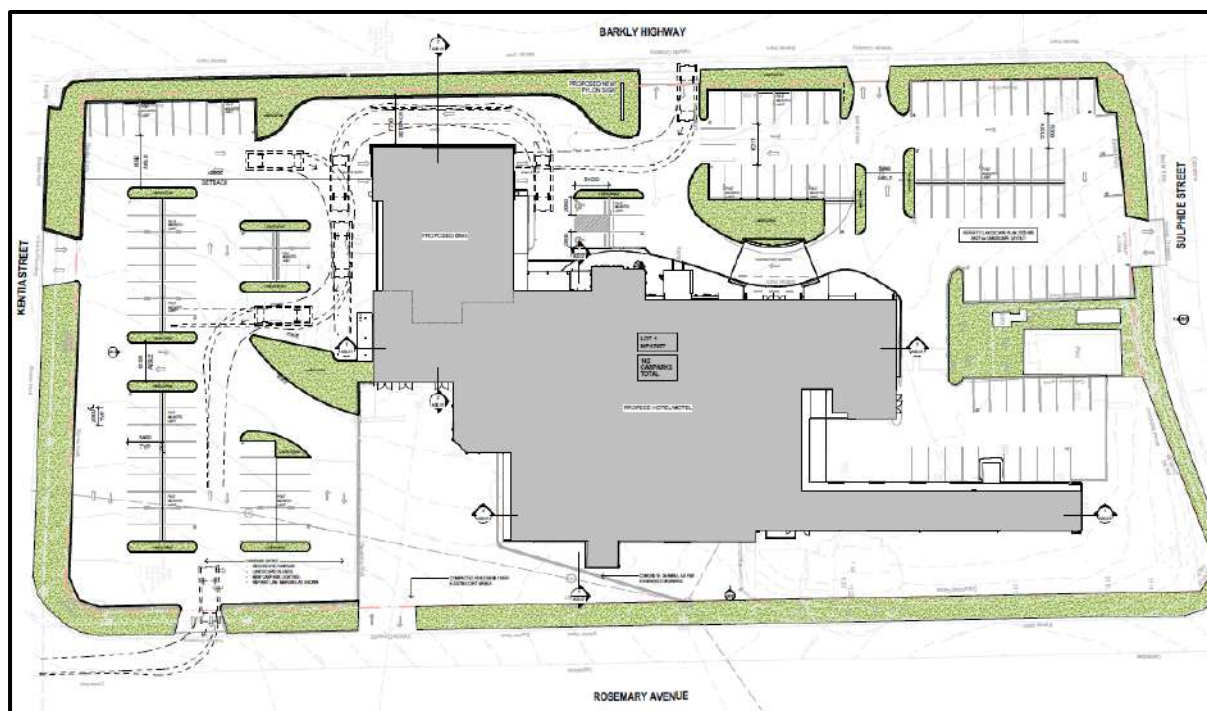
Bartley Burns has been engaged by AUSTRALIAN LEISURE AND HOSPITALITY GROUP PTY LIMITED (AUSTRALIAN LEISURE AND HOSPITALITY GROUP PTY LIMITED) to prepare a Development Application for Material Change of Use & Building Works assessable against a Planning Scheme - Extension to Hotel / Shop in respect of land at 55 Barkly Highway, Miles End QLD 4825.

This Planning Assessment Report provides details of the development proposal and how the proposal complies with the identified relevant assessment benchmarks.

The proposal is considered to satisfy the identified relevant assessment benchmarks and will support the existing and approved development both on the greater site surrounds and within the immediate and surrounding area.

Accordingly, the proposal warrants approval and the issuing of the relevant approval documents.

**BELOW:** Overall (proposed) Site Plan – Source: Cayas + Ward



## 2.0 BASIC INFORMATION

<b>Real Property Description</b>	Lot 1 on MPH 7977
<b>Address</b>	55 Barkly Highway, Miles End QLD 4825
<b>Site Area</b>	13540m <sup>2</sup>
<b>Registered Owner</b>	AUSTRALIAN LEISURE AND HOSPITALITY GROUP PTY LIMITED
<b>Zone</b>	Mixed Use
<b>Locality</b>	Miles End
<b>Overlays (Relevant)</b>	Airport Environs Overlay Code Major Infrastructure Overlay Code
<b>Neighbourhood / Local Plan</b>	Nil
<b>Approval Type</b>	Material Change of Use & Building Works assessable against a Planning Scheme - Extension to Hotel / Shop



Figure 1: Site Location

Source: Q Globe

## 3.0 PROPOSAL

The applicant, AUSTRALIAN LEISURE AND HOSPITALITY GROUP PTY LIMITED, as owner of the site, proposes to modify and extend the existing Hotel and Shop (BWS bottle shop including drive through facility) over land at 55 Barkly Highway, Miles End QLD 4825.

The proposal constitutes **Material Change of Use – Extension to Hotel / Shop**

“Hotel” -

*(a) means the use of premises for—*

*(i) selling liquor for consumption on the premises; or*

*(ii) a dining or entertainment activity, or providing accommodation to tourists or travellers, if the use is ancillary to the use in subparagraph (i);*

*but*

*(b) does not include a bar.*

“Shop” - means the use of premises for—

*(a) displaying, selling or hiring goods; or*

*(b) providing personal services or betting to the public.*

The existing development form is largely proposed for retention with the works largely constituting revamping and updating the existing site development. As part of this site update all external facades will be updated and modernised along with extensive internal replanning to provide for a modern hotel experience.

The proposal will provide for a contemporary design aesthetic that will present as a high quality architecturally designed form that provides for a positive contribution to the streetscape and surrounds.

External works to the carparking area propose to update and formalise the existing largely informal (non-line marked) hardstand parking areas.

Existing Site access is proposed to be retained in all locations. These include one each to the Barkly Highway, Kenita Street and Sulphide Street frontages and two to the Rosemary Avenue frontage of the site.

## 4.0 CHARACTERISTICS OF THE SITE

The development is located at 55 Barkly Highway, Miles End, otherwise described as Lot 1 on MPH 7977. The subject allotment is 13540m<sup>2</sup> in area and is roughly rectangular in shape.

The subject site occupies a full block being bordered on all sides by road frontages including Barkly Highway to the west, Kenita Street to the south, Rosemary Avenue to the east and Sulphide Street to the north.

Access to the allotment is provided from all four road frontages with one each to the Barkly Highway, Kenita Street and Sulphide Street frontages and two to the Rosemary Avenue frontage of the site.

No change to existing access points is proposed as part of the scope of works for the proposal.

Due to the developed and operational nature of the site existing service infrastructure is already provided with connections to phone, electricity, sewerage and water infrastructure all proposed to be retained and reused.

The site is included within the Mixed Use Zone under the City of Mount Isa Planning Scheme with the proposal representing a development outcome that is very much in keeping with the intent of the zone, by facilitating:

*“the delivery of a development proposal that enhances the desired outcomes of the Zone through the provision of a mix of uses and activities including retail & commercial uses of a scale, character and built form that contributes to a high standard of amenity.*

*The location of the extended built form is considered appropriate given that the property fronts Barkly Highway and will not negatively impact on the amenity of surrounding sensitive land uses.*

*The subject site is in a location that is not subject to environmental constraint such as vegetation, bushfire or flooding and is appropriately supported by significant transport infrastructure that facilitates efficient and safe transport use, including safe cycling and walking opportunities, with provision of appropriate service infrastructure also readily achievable.”*



## 5.0 CHARACTERISTICS OF THE SURROUNDING AREA

The site is situated within an established area which contains a mixture of Low Medium Density Residential Zoned lands along with Mixed Used Zoned lands and greenspace areas, generally in the form of Environmental Management and Conservation Zoned lands.

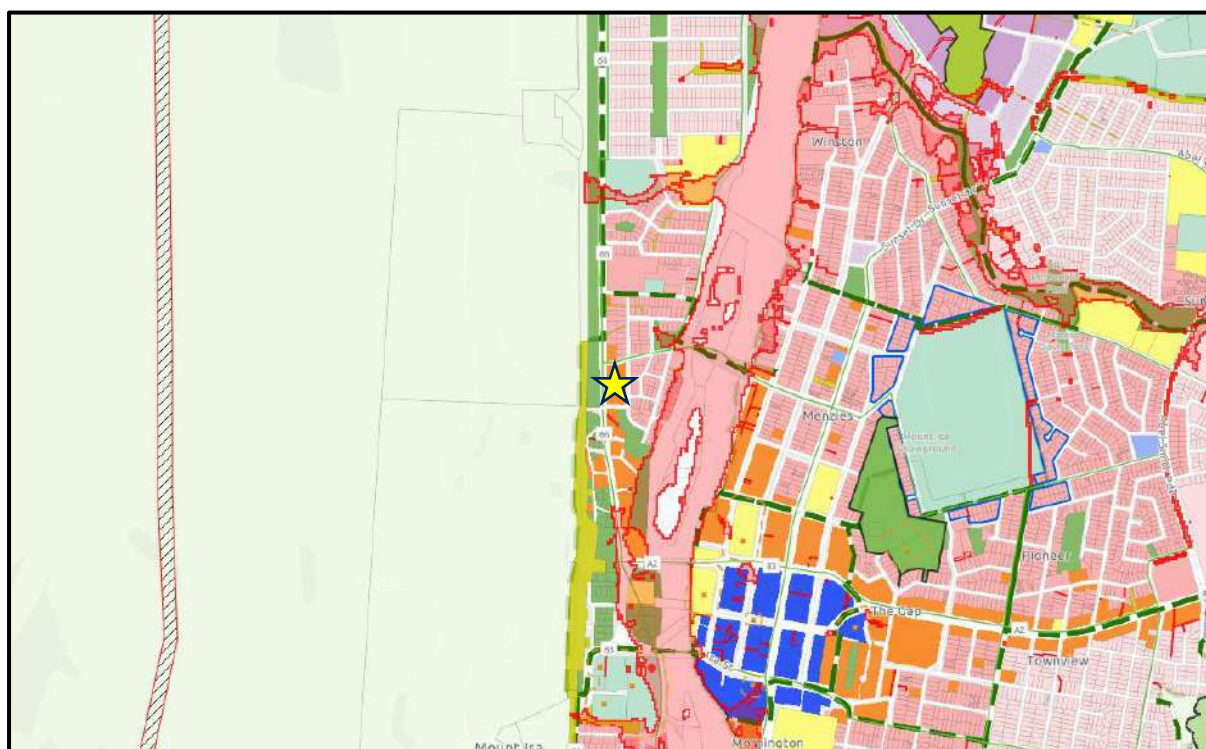
The surrounding built form is generally limited to one to two storey built forms.

The Central hub of Mount isa is located to the south east of the subject site. Refer map below for details (the subject site is identified by the yellow star).

What is immediately apparent upon review of the below is the hard line that the Barkley Highway forms for development in the conventional sense, with all residential, commercial and community based development being located to the eastern side of the highway and all resource related activities located to the western side of the Highway.

Given the existing and ongoing use nature of the proposal, it is submitted that the renovated development outcome will continue to form a positive and enhanced contribution to the streetscape and surrounds.

**BELOW:** Zoning map for the surrounds indicating the “Use” context withinin which the proposal sits



**Figure 2:** Surrounding development pattern

**Source:** City of Mt Isa Planning Scheme 2020

## 6.0 STATE PLANNING INSTRUMENTS

### 6.1 STATE PLANNING POLICY

---

The proposal will not conflict with any of the policies in the *State Planning Policy*. The City of Mount Isa Planning Scheme identifies under Part 2, State Planning Provisions that:

*The Minister has identified that the state planning policy dated April 2016 is integrated in the planning scheme in the following ways:*

***State interests in the state planning policy appropriately integrated: All***

***State interests in state planning policy not integrated: Nil***

***State interests in state planning policy not relevant to Mount Isa City Council***

*Coastal environment, Strategic ports*

### 6.2 NORTH WEST QUEENSLAND REGIONAL PLAN

---

Part 2 of the City of Mount Isa Planning Scheme confirms that the Minister has identified that the planning scheme, specifically the strategic framework, appropriately advances the North West Queensland Regional Plan as it applies in the planning scheme area.

The proposal presents no conflict with the intent for development on the subject site as envisaged under the Regional Plan.

### 6.3 REFERRAL AGENCIES

---

The proposal is identified as requiring referral under the *Planning Regulation 2017* due to proximity to a State Controlled Road.

Refer below for mapping image confirming proximity trigger for the State Controlled Road Referral to SARA.

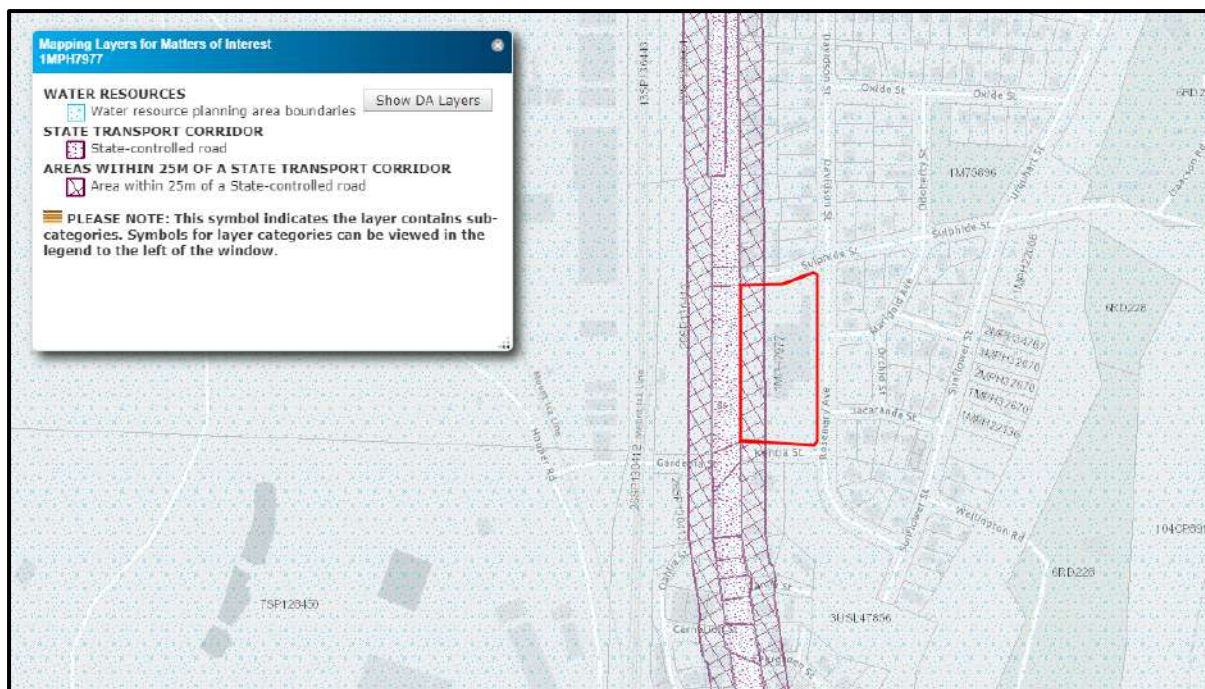


Figure 3: Site Location

Source: Q Globe

## 6.4 APPROVAL HISTORY

No recent Development Approvals are identified on Council's Development Approvals and Applications Register. It is assumed the current Approval for the site predates the establishment of the digital Register. The proposal is therefore presented as an extension to the existing defined use types on the subject site.

## 7.0 LOCAL PLANNING INSTRUMENTS

### 7.1 CITY OF MOUNT ISA PLANNING SCHEME

#### 7.1.1 Strategic Framework

The proposal will not conflict with any of the themes in the Strategic Framework of *City Plan 2014*.

#### 7.1.2 Category of Assessment

The site is located within the *Mixed Use Zone*.

*Table 5.5.12 – Mixed use Zone* deems a *Material Change of Use* for Extension to a *Hotel and Shop* is deemed to require *Impact Assessable* development.

Section 5.7 Categories of development and assessment – Building work, identifies that within the Mixed Use Zone, Building Work is deemed Accepted Development under the Planning Scheme, *except where located within the Major infrastructure overlay, Heritage overlay and Lake Moondarra environs overlay.*

#### *Relevant Overlays, respective Levels of Assessment and identified relevant Assessment Benchmarks*

##### *Table 5.10.1 - Assessment Criteria for Overlays*

The overlays for the planning scheme identified as relevant to the proposal are limited to the *Airport Environs Overlay* and the *Major Infrastructure Overlay* only.

Table 5.10.1 does not include circumstances where the *Airport Environs Overlay* triggers Assessment against the Overlay Code.

The subject site is located in an area that is impacted by the *Obstacle Limitation Surface Area*, the *Obstacle Limitation Surface Contours*, along with the *Lighting Area Buffer (6km)* and the *Wildlife Hazard Buffer Zone* elements only.

Whilst not considered to be of specific relevance to the assessment of the proposal, the *Airport Environs Overlay Code* is addressed in Appendix A (below) for completeness.

Table 5.10.1. provides for circumstances in which the *Major Infrastructure Overlay* requires assessment.

Works for Material Change of Use and Building works are both identified as requiring Code Assessment against the Assessment Benchmarks of the *Major Infrastructure Overlay Code* in this

instance due to the works being located within 25m of State Transport Infrastructure, being the State Controlled Road of the Barkly Highway.

The *Major Infrastructure Overlay Code* is addressed in Appendix A (below) of this report.

### 7.1.3 Relevant Codes

Under Part 5 of the *City of Mount Isa Planning Scheme*, the proposal is identified as being 'Impact Assessable' development with the applicable assessment benchmarks for this application deemed to be contained within the following codes:

- Mixed Use Zone Code
- Airport Environs Overlay Code
- Major Infrastructure Overlay Code

### 7.1.4 Development Codes

Under Part 5 of the *City of Mount Isa Planning Scheme*, the proposal is identified as being 'Impact Assessable' development with the following Development Codes deemed to potentially contain relevant Assessment Benchmarks for the proposal:

- Centre and entertainment activities code
- Engineering works and services code
- Excavation and filling code
- Water quality code
- Landscaping code
- Parking access and loading code

### 7.1.5 Relevant State Codes

The following are identified as the relevant State Codes applicable to the proposal:

- SDAP State Code 1 - Development in a state-controlled road environment
- SDAP State Code 6 - Protection of state transport networks

### 7.1.6 Relevant Planning Scheme Policies

Under the *City of Mount Isa Planning Scheme*, the following Planning Scheme Policies are deemed applicable:

- Engineering works & services planning scheme policy;



The requirements of this Planning Scheme Policy are addressed and contained in the attached Civil Engineering Services Report prepared by L+R Engineers Managers Scientists report. Refer to report for details.

## 8.0 CONCLUSION

The proposal is consistent with the intent of the Mixed Use Zone and contains no elements of conflict to the provisions of the identified applicable Overlays for the site.

Accordingly the proposal represents substantial compliance with the assessment benchmarks of the applicable codes, together with all applicable Overlay and Secondary Codes.

The proposal will not cause any significant impact on the surrounding area, instead providing for a positive, functional development which will satisfy user needs and enhance the surrounding environment.

In this regard, the proposal demonstrates an acceptable development outcome and, therefore, warrants approval subject to reasonable and relevant conditions.

## 9.0 APPENDIX A

### 9.1 CITY OF MOUNT ISA PLANNING SCHEME 2020 ASSESSMENT BENCHMARKS

---

#### 9.1.1 Mixed Use Zone Code

##### *Purpose and Overall Outcomes*

*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:*

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

*(2) The scale, character and built form of development contributes to a high standard of amenity.*

*(3) 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.*

*(4) New non-residential activities or significant expansion of existing non-residential activities do not impact on the amenity of surrounding sensitive land uses.*

*(5) Development incorporates and facilitates sustainable practices including maximising energy efficiency and water conservation appropriate to Mount Isa's semi-arid environment.*

*(6) 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.*

*(7) Development is supported by appropriate open space, recreational areas to support the needs of the local community.*



*(8) Development is supported by appropriately designed transport infrastructure that facilitates efficient and safe transport use, safe cycling and walking.*

*(9) Natural features such as creeks, gullies, waterways, wetlands and vegetation are protected from the impacts of development.*

*(10) Development is provided with appropriate infrastructure and services.*

## **RESPONSE**

The proposal does not compromise the purpose of the Mixed Use Zone as described above.

The proposed works will support the delivery of the above desired outcomes for the Mixed Use Zone through the delivery of a development proposal that enhances the desired outcomes of the Zone through the provision of a mix of uses and activities including retail & commercial uses of a scale, character and built form that contributes to a high standard of amenity.

The location of the extended built form is considered appropriate given that the property fronts Barkly Highway and will not negatively impact on the amenity of surrounding sensitive land uses.

The subject site is in a location that is not subject to environmental constraint such as vegetation, bushfire or flooding and is appropriately supported by significant transport infrastructure that facilitates efficient and safe transport use, including safe cycling and walking opportunities.

Provision of appropriate service infrastructure is also readily achievable.

### 9.1.2 Airport Environs Overlay Code

*Performance Outcomes and Acceptable Outcomes (relevant provisions)*

Performance Outcomes	Acceptable Outcomes	Compliance
<p><b>Development in Operational airspace, as identified in: <a href="#">State Planning Policy (SPP) Interactive Mapping System – Infrastructure: Strategic Airports</a> and Aviation Facilities:</b></p> <ul style="list-style-type: none"> <li>• Obstacle limitation surface contours</li> <li>• Obstacle limitation surface area</li> </ul>		
<p><b>PO 1</b>                      Development does not create a permanent or temporary physical or transient obstruction in a strategic airport’s operational airspace.</p>	<p><b>AO 1.1</b>                      Buildings and structures do not encroach into the airport’s operational airspace</p> <p><b>AO 1.2</b>                      Cranes or other equipment used during construction do not encroach into the airport’s operational airspace.</p> <p><b>AO 1.3</b>                      Landscaping does not include vegetation that at maturity will encroach into the airport’s operational airspace.</p> <p><b>AO 1.4</b>                      Transient activities associated with development such as parachuting, hot air ballooning and hang gliding will not occur within the airport’s operational airspace.</p>	<p>The proposed building height does not extend into the operational airspace of the airport, including cranes or other utilised construction equipment.</p> <p>No landscaping capable of encroaching into the operational airspace of the airport is proposed.</p> <p>No transient activities such as parachuting, hot air ballooning or hang gliding will occur within the airport’s operational airspace.</p>
<p><b>Development in Operational airspace, as identified in: <a href="#">State Planning Policy (SPP) Interactive Mapping System – Infrastructure: Strategic Airports</a></b></p>		

<p><b>and Aviation Facilities:</b></p> <ul style="list-style-type: none"> <li>• Light restriction zone (Zones A-D)</li> <li>• Lighting area buffer 6km</li> </ul>		
<p><b>PO 2</b></p> <p>Development does not include or create external lighting or reflective surfaces that could distract or confuse pilots.</p>	<p><b>AO 2.1</b></p> <p>Development within the lighting buffer zone for the strategic airport does not include any of the following types of outdoor lighting:</p> <ul style="list-style-type: none"> <li>• straight parallel lines of lighting 500 m to 1000 m long; or</li> <li>• flare plumes; or</li> <li>• upward shining lights; or</li> <li>• flashing lights; or</li> <li>• laser lights; or</li> <li>• sodium lights; or</li> <li>• reflective surfaces.</li> </ul> <p><b>AO 2.2</b></p> <p>Development within the lighting buffer zone for the strategic airport does not emit light that will exceed the maximum light intensity specified for the area.</p>	<p>The proposal does not include any external lighting or reflective surfacing that could be distract or confuse pilots –</p> <p>The proposal does not include straight parallel lines of lighting 500 m to 1000 m long; flare plumes; upward shining lights; flashing lights; laser lights; sodium lights; or reflective surfaces.</p>
<p><b>Remainder of Code not applicable</b></p>		

### 9.1.3 Major Infrastructure Overlay Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<b>Major energy transmission facilities</b>		
<p><b>PO 1</b></p> <p>Development involving a <i>sensitive land use</i> is sufficiently separated from major electricity infrastructure or substations to minimise the likelihood of nuisance or complaint.</p>	<p><b>AO 1.1</b></p> <p><i>Sensitive land uses</i> do not encroach within 20 metres of from <b>Major electricity infrastructure or substations</b> depicted in the <b>Major infrastructure overlay</b>.</p> <p><b>AO 1.2</b></p> <p>Development for a <i>child care centre, hospital or educational establishment</i> ensures that buildings and outdoor activity areas are <i>setback</i> from the most proximate boundary of an electricity transmission line easement as follows:</p> <p>(a) A 20 metre separation distance for transmission lines between 33kV and 133kV; and</p> <p>(b) A 30 metre separation distance for transmission lines between 133kV and 275kV; and</p> <p>(c) A 40 metre separation distance for transmission lines greater than 275kV.</p>	<p>The proposal does not involve sensitive land uses such as childcare, hospitals or educational establishments.</p>
<p><b>PO 2</b></p> <p>There is sufficient space within the site to establish landscaping which substantively assists in screening and softening obtrusive major electricity and substations.</p>	<p><b>AO 2.1</b></p> <p>A minimum 3-metre-wide densely planted landscaped buffer is provided along the boundary adjoining major electricity infrastructure or substations as depicted in the <b>Major</b></p>	<p>The proposal includes a landscaped perimeter however the proposal does not include a major electricity substation.</p>

	<p><b>infrastructure overlay</b>, which:</p> <p>(a) includes provision for advanced trees and shrubs that will grow to a minimum height of 10 metres; and</p> <p>(b) comprises species as outlined in <b>Schedule 6.4: Preferred</b></p>	
<p><b>PO 3</b></p> <p>Major electricity infrastructure on private land is included in an easement.</p>	<p><b>AO 3.1</b></p> <p>Existing infrastructure easements are maintained and where none currently exist, new easements are created which are sufficient for the electricity provider's requirements.</p>	<p>The proposal does not include major electricity infrastructure on privately owner lands.</p>
<b>State transport infrastructure</b>		
<p><b>PO 4</b></p> <p>Development does not impact on the safety and efficiency of the state transport network.</p>	<p><b>AO 4.1</b></p> <p>No acceptable outcome is prescribed</p>	<p>The proposal will not impact on the safety and efficiency of the State Transport networks. No new or changed access points are proposed to the site.</p>
<p><b>PO 5</b></p> <p>Development does not compromise the orderly provision or upgrading of the state transport network or infrastructure.</p>	<p><b>AO 5.1</b></p> <p>No acceptable outcome is prescribed</p>	<p>The proposal will not disaffect the orderly provision or upgrading of the State Transport network or infrastructure.</p>
<p><b>PO 6</b></p> <p>Development within Transport noise corridors as depicted in the <b>Major infrastructure overlay</b>; is:</p> <p>(a) set back from the corridor to avoid adverse impacts to the operation of the road corridor; and</p> <p>(b) located, designed, orientated and constructed to minimise the emission of noise, vibration and dust emissions from the State-controlled road and Railway.</p>	<p><b>AO 6.1</b></p> <p>Development accords with the Queensland Development Code. In particular <b>MP 4.4 – Buildings In A Transport Noise Corridor</b>.</p>	<p>The proposed development will accord with the provisions of the Queensland Development Code to the extent required.</p>

Stock routes		
<p><b>PO 7</b></p> <p>In the rural zone, development on or adjacent to stock routes as depicted in the Major infrastructure overlay does not impact on use of stock routes for the movement and grazing of livestock.</p>	<p><b>AO 7.1</b></p> <p>In the Rural zone, development on or adjacent to stock routes as depicted in the <b>Major infrastructure overlay</b> is limited to <i>rural activities</i> which do not impede the movement and grazing of livestock.</p>	<p>The proposal is not located within the Rural Zone.</p>
Bulk water infrastructure and High-pressure gas pipelines		
<p><b>PO 8</b></p> <p>Development adjacent or close to bulk water infrastructure and high-pressure gas pipelines maintains integrity of these pipelines and allows for access for required maintenance and upgrade activities.</p>	<p><b>AO 8.1</b></p> <p>No acceptable outcome is prescribed</p>	<p>The proposal is not within close proximity to bulk water infrastructure or high-pressure gas pipelines.</p>

### 9.1.4 Centre and Entertainment Activities Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<p><b>Table 9.3.1.1 – Centre and entertainment activities code:</b></p> <ul style="list-style-type: none"> <li>• Assessment benchmarks for assessable development and</li> <li>• Requirements for accepted development</li> </ul>		
<p><b>Amenity and safety</b></p>		
<p><b>PO 1</b></p> <p>Development contributes to an active, safe and vibrant pedestrian environment during the day and evening by:</p> <p>(a) locating uses at <i>ground level</i> that activate the <i>road frontage</i>; and</p> <p>(b) providing <i>front building lines</i> that facilitate casual surveillance by maintaining visual connections with the street; and</p> <p>(c) avoiding blank <i>front building lines</i> by placing doors and windows at frequent intervals; and</p> <p>(d) locating each <i>shop frontage</i> so they directly face the street; and</p> <p>(e) is safely accessible to patrons.</p>	<p><b>AO 1.1</b></p> <p><i>Ground floor</i> uses that are located adjacent to the street are restricted to:</p> <p>(a) <i>centre activities</i>; and</p> <p>(b) <i>entertainment activities</i>; and</p> <p>(c) <i>community activities</i>; and</p> <p>(d) <i>service industry uses</i></p> <p>and these uses occupy a minimum of 75 per cent of the <i>road frontage</i>.</p> <p>Note—components of <i>residential activities</i> that may be located adjacent to the street are limited to a lobby, mailboxes and vehicle access to parking areas.</p> <p><b>AO 1.2</b></p> <p>Each <i>ground floor</i> use has a pedestrian doorway entrance direct from the footpath that is separate from entrances to <i>adjoining land uses</i> and vehicle entrances.</p>	<p>The entirety of the ground floor contains Centre Activities being a Hotel and Shop, with the Hotel component also constituting an Entertainment Activity.</p> <p>Built form outcomes are largely set with the proposal being a renovation and updating of the existing facilities on site.</p>

	<p><b>AO 1.3</b>                  Building walls facing a road incorporate pedestrian entrances and/or windows for a minimum of 75 per cent of the total wall area.</p> <p><b>AO 1.4</b>                  Development design does not obstruct pedestrian movement on the footpath.</p>	<p>The proposal poses no obstruction to pedestrian movements on the footpath.</p>
<p><b>PO 2</b>                  Outdoor lighting enhances safety and maintains the amenity of the surrounding area without creating obtrusive light emissions either directly or by reflection.</p>	<p><b>AO 2.1</b>                  Outdoor lighting is designed, installed, operated and maintained in accordance with the parameters and requirements of <i>Australian Standard 4282-1997 Control of the Obtrusive Effects of Outdoor Lighting</i>.</p>	<p>The proposal can be conditioned accordingly.</p>
<p><b>PO 3</b>                  Development does not adversely impact on the existing or future amenity of adjoining and nearby land uses, including, but not limited to the impacts of:</p> <ul style="list-style-type: none"> <li>(a) air pollution; and</li> <li>(b) noise; and</li> <li>(c) vibration; and</li> <li>(d) odour; and</li> <li>(e) dust; and</li> <li>(f) lack of privacy; and</li> <li>(g) other emissions.</li> </ul>	<p><b>AO 3.1</b>                  Development achieves the air quality design objectives set out in the <i>Environmental Protection (Air) Policy 2008</i>.</p> <p><b>AO 3.2</b>                  Development achieves the acoustic quality objectives for sensitive receptors set out in the <i>Environmental Protection (Noise) Policy 2008</i>.</p> <p><b>AO 3.3</b>                  Development does not involve Environmentally Relevant Activities (ERAs).</p>	<p>The proposal will not result in adverse impacts on the amenity of any existing or future nearby land uses regarding air pollution, noise, vibration, odour, dust, privacy or other emissions. The use is existing and proposed for retention with most works relating to aesthetic and operational upgrades.</p>



	<p><b>AO 3.4</b></p> <p>Vibrations produced on-site do not exceed the maximum acceptable levels identified in Australian Standard <i>AS 2670.2 Evaluation of human exposure to whole of body vibration, Part 2: continuous and shock induced vibration in buildings (1-80Hz)</i>.</p> <p><b>AO 3.5</b></p> <p>Odour emissions produced on-site cannot be detected beyond the boundaries of the <i>site</i>.</p> <p><b>AO 3.6</b></p> <p>Where food or cooking odour is released:</p> <ul style="list-style-type: none"><li>(a) Exhaust vents are separated from adjacent uses by a minimum distance of 6 metres horizontally; and</li><li>(b) Odour is discharged vertically and directed away from the adjacent uses; and</li></ul> <p><b>AO 3.7</b></p> <p>Impacts from dust produced on-site do not extend beyond the boundaries of the <i>site</i>.</p> <p><b>AO 3.8</b></p> <p>Development on a <i>site</i> that has a common boundary with an existing <i>sensitive land use</i>, or a lot in the Low density residential zone, Medium density residential zone, Community facilities zone, Mixed-use zone or</p>	
--	---	--

	<p>Rural residential zone:</p> <p>(a) has a 1.8-metre-high solid fence provided along the entire common boundary; and</p> <p>(b) screens all noise emitting devices, such as air-conditioning equipment, pumps and ventilation fans; and</p> <p>(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</p> <p>(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.</p>	
<p><b>PO 4</b></p> <p>Development, including the adjoining pedestrian footpath area, is maintained at all times in a clean, sanitary and tidy condition.</p>	<p><b>AO 4.1</b></p> <p>A lockable tap is provided on the front façade or as close to the <i>road frontage</i> as possible (but not extending beyond to property boundary) to allow cleaning of the development frontage.</p>	<p>The proposal can be conditioned accordingly.</p>
<p><b>Built form, character, design and scale</b></p>		
<p><b>PO 5</b></p> <p>Development:</p> <p>(a) reflects and enhances the existing character of the area and surrounding land uses; and</p> <p>(b) contributes to a cohesive <i>streetscape</i> and built form; and</p> <p>(c) is of a <i>building height</i>, bulk and form that is proportionate to, and commensurate with, the <i>site</i></p>	<p><b>AO 5.1</b></p> <p><i>Building height</i> (including all structures) is not greater than:</p> <p>(a) 10.5 metres and two <i>storeys</i>, in the following zones:</p> <ul style="list-style-type: none"> <li>• Rural; or</li> <li>• Rural residential; or</li> </ul> <p>(b) 10.5 metres, in Local centre zone: or</p>	<p>Maximum building height is not proposed to be altered with the highest portions of the existing built form largely “out of scope” for the proposal.</p>

<p>area; and</p> <p>(d) avoids adverse amenity impacts on adjoining or nearby premises; and</p> <p>(e) does not prejudice the development of <i>adjoining sites</i> and enables existing and future buildings to be appropriately separated from each other.</p>	<p>(c) 15 metres and a maximum 8.5 metres <i>podium</i> height, in the Principal centre zone; or</p> <p>(d) 6 metres in the Open space zone; or</p> <p>(e) 8.5 metres in all other zones.</p> <p><b>AO 5.2</b></p> <p><i>Site cover</i> is not greater than:</p> <p>(a) 5 per cent in the following zones:</p> <ul style="list-style-type: none"> <li>• Rural residential; or</li> <li>• Open space; or</li> </ul> <p>(b) 25 per cent in the Sport and recreation zone; or</p> <p>(c) 50 per cent in the following zones:</p> <ul style="list-style-type: none"> <li>• Low density residential; or</li> <li>• Township; or</li> </ul> <p>(d) 60 per cent in the following zones:</p> <ul style="list-style-type: none"> <li>• Medium density residential; or</li> <li>• Mixed use; or</li> <li>• Local centre; or</li> </ul> <p>(e) 70 per cent in the Principal centre zone; or</p> <p>(f) 75 per cent in the following zones:</p> <ul style="list-style-type: none"> <li>• Low impact industry; or</li> <li>• Medium Impact industry; or</li> <li>• Special industry; or</li> <li>• Community facilities; or</li> <li>• Special purpose.</li> </ul>	<p>Proposed site cover is 28.6% compliant with the maximum of 60% for the Mixed Use Zone.</p>
--	---	---

	<p><b>AO 5.3</b></p> <p>Buildings and other structures are <i>setback</i> from any <i>road frontage</i>:</p> <p>(a) in the Rural residential zone, a minimum 30 metres; or</p> <p>(b) in the Rural zone, a minimum 200 metres; or</p> <p>(c) in the Special industry zone, a minimum 10 metres; or</p> <p>(d) In the Low impact industry and Medium Impact Industry zone:</p> <ul style="list-style-type: none"> <li>• 10 metres from any <i>road frontage</i> to the Barkly Highway; or</li> <li>• six metres from any other <i>road frontage</i>; or</li> </ul> <p>(e) In the Local centre zone, in accordance with Table 9.3.1.3 – Local centre zone road and boundary <i>setbacks</i>; or</p> <p>(f) In the Principal centre zone, in accordance with Table 9.3.1.4 – Principal centre zone road and boundary <i>setbacks</i>; or (g) in any other zone, a minimum six metres.</p> <p><b>AO 5.4</b></p> <p>The <i>development footprint</i> excluding <i>landscaping</i> is <i>setback</i>:</p> <p>(a) in the Rural residential zone, a minimum 20 metres from the side and rear boundary; or</p> <p>(b) in the Rural zone, a minimum 100 metres from the side and rear boundary</p>	<p>The existing and proposed site includes a built form footprint setback more than 3m however includes car parking and manoeuvring areas within 3m of the boundaries.</p> <p>The subject site presents a unique circumstance however being an island site – with road frontages to</p>
--	--	---

	<p>(c) In the Local centre zone, in accordance with Table 9.3.1.3 – Local centre zone road and boundary setbacks; or</p> <p>(d) In the Principal centre zone, in accordance with Table 9.3.1.4 – Principal centre zone road and boundary setbacks; or</p> <p>(e) in the Mixed use zone, a minimum three metres from any side boundary and 3 metres from the rear boundary; or</p> <p>(f) in any other zone, a minimum three metres from any side and rear boundary.</p> <p><b>AO 5.5</b></p> <p>In the following zones:</p> <ul style="list-style-type: none"> <li>• Local centre zone; or</li> <li>• Principal centre zone</li> </ul> <p>Development between the <i>front building line</i> and the <i>road frontage</i> is limited to parking, vehicle and pedestrian access and <i>landscaping</i>.</p>	<p>all sides, effectively therefore having no side or rear boundaries (no shared boundaries). The impact therefore of not having a 3m setback is lessened as it is assumed this setback is require to minimise impacts on adjacent development, which, in this case, there is none.</p>
<p><b>PO 6</b></p> <p>The <i>ground floor</i> 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.</p>	<p><b>AO 6.1</b></p> <p>The minimum floor to ceiling height for the <i>ground floor</i> is at least 4 metres.</p>	<p>The existing built form contains heights on the ground floor of approximately 4m - however given the existing nature of the built form this cannot be altered.</p>
<p><b>PO 7</b></p> <p>Development ensures that the location and design of building services and equipment is not a dominant feature of the <i>streetscape</i>.</p>	<p><b>AO 7.1</b></p> <p>Building services and equipment including plant, refrigeration, air-conditioning and ventilation equipment, fire egress and control rooms and</p>	<p>Building services and equipment, including plant, refrigeration. Air condition, fire egress and control rooms, comms rooms and the like are sensitively sited to ensure that they do not result in visual blight.</p>

	telecommunications satellite dishes are not located on any <i>front building line</i> that faces a road.	
<p><b>PO 8</b></p> <p>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.</p>	<p><b>AO 8.1</b></p> <p>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.</p>	<p>The built form provides for a highly articulated elevational treatment to all elevations. Building bulk and scale are broken up and diminished through a variety of means including colour, finishes, materials, recesses and projections.</p>
<p><b>PO 9</b></p> <p>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.</p>	<p><b>AO 9.1</b></p> <p>Buildings adjacent to a street intersection emphasise the prominence of the intersection by:</p> <p>(a) providing a 4 metre by 4 metre corner truncation that is dedicated as road reserve (refer Figure a); and</p> <p>(b) incorporating a 45 degree building chamfer, abutting the corner truncation, for the first 8.5m in height, measured from <i>ground level</i>, or two storeys (Refer Figure a).</p>	<p>The subject site is an island however it is not considered that any of the 4 corners are configured in such a way as to result in pedestrian movement conflict.</p>
<b>Environmental management and ecological sustainability</b>		
<p><b>PO 10</b></p> <p>Development results in energy efficient buildings that respond to local climatic conditions.</p>	<p><b>AO 10.1</b></p> <p>Development incorporates:</p> <p>(a) window tints (<b>Refer Figure b</b>); or</p> <p>(b) window hoods or eaves that protrude at least 0.6 metres from the window, measured perpendicular to the window (<b>Refer figure b</b>).</p> <p><b>AO 10.2</b></p> <p>In zones other than the Principal centre zone, doors incorporate sun and rain shelter, such as overhangs</p>	<p>Energy efficiency requirements under the NCC will be required to be installed / achieved in order for the proposed works to receive Building Approval via private certification.</p>

	or awnings that protrude at least 0.9 metres, measured perpendicular to the door ( <b>Refer figure c</b> ).	
<b>Fences and gates</b>		
<p><b>PO 11</b>                  Fencing must:</p> <ul style="list-style-type: none"> <li>(a) contribute positively to the character of the <i>streetscape</i>; and</li> <li>(b) enable casual surveillance of the street; and</li> <li>(c) enable use of private open space; and</li> <li>(d) enhance the amenity of the <i>site</i>; and</li> <li>(e) provide buffering from potentially incompatible adjacent uses nearby; and</li> <li>(f) protect the privacy of adjoining and nearby premises; and</li> <li>(g) be constructed of high quality materials;</li> </ul> <p>And</p> <ul style="list-style-type: none"> <li>(h) provide for adequate sight lines.</li> </ul>	<p><b>AO 11.1</b>                  A fence that is constructed forward of any <i>front building line</i> that faces a <i>road frontage</i> (including <i>front building lines</i> that face both <i>road frontages</i> on a corner lot):</p> <ul style="list-style-type: none"> <li>(a) has a height, measured from <i>ground level</i>, that is not greater than:                         <ul style="list-style-type: none"> <li>(i) 1.8 metres where the fence is at least 50 per cent transparent                                  (Refer Figure d); or</li> <li>(ii) 1.5 metres where the fence is solid or not greater than 50 per cent transparent (Refer Figure e); and</li> </ul> </li> <li>(b) does not incorporate solid steel sheeting such as Colorbond or Zincaneal above 1.5 metres in height (Refer Figure f); and</li> <li>(c) incorporates detailing or indentations where the fence is greater than 10 metres in length in any direction.</li> </ul> <p><b>AO 11.2</b>                  The height of side or rear boundary fences must not be greater than 1.8 metres, measured from <i>ground level</i>.</p> <p><b>AO 11.3</b></p>	<p>No fencing is proposed in this instance.</p>

	<p>Where a <i>sensitive land use</i> is proposed adjacent to an existing lawfully established nonresidential use a 1.8-metre-high solid screen fence must be erected along all common boundaries.</p> <p><b>AO 11.4</b>          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 <i>road frontages</i>, are not greater than 1 metre in height, measured from <i>ground level</i> (Refer Figure g).</p>	
<p><b>PO 12</b>          Gates do not open beyond the lot boundary.</p>	<p><b>AO 12.1</b>          Gates located on a lot boundary do not open outward onto the street or an <i>adjoining property</i>.</p>	<p>Gates are not proposed</p>
<b>Landscaping</b>		
<p><b>PO 13</b>  <i>Landscaping</i> treatments enhance the amenity and character of the <i>site</i>; and soften the visual dominance of hard surface areas buildings.</p>	<p><b>AO 13.1</b>          On lots that do not require a zero <i>setback</i> from <i>road frontages</i>, a densely planted 2-metre-deep landscape strip is provided along the full width of all <i>road frontages</i> of the <i>site</i>, excluding vehicle and pedestrian access points (Refer Figure h).</p> <p><b>AO 13.2</b>          Where development has a common boundary to an <i>existing sensitive land use</i>, or a lot in the:</p> <ul style="list-style-type: none"> <li>• Low density residential zone; or</li> <li>• Medium density residential zone; or</li> <li>• Community facilities zone; or</li> </ul>	<p>Perimeter landscaping is proposed to all four road frontages for the subject site.</p> <p>The subject site does not contain a common lot boundary to a sensitive land use.</p>



	<ul style="list-style-type: none"> <li>• Rural residential zone; or</li> <li>• Township Zone</li> </ul> <p>a densely planted landscape strip is provided:</p> <p>(a) along the entire common boundary; and</p> <p>(b) is at least 2 metres in width.</p>	
<b>Steep slopes or unstable soils</b>		
<p><b>PO 14</b></p> <p>Development must be adequately address the constraints of steeply sloping or unstable land.</p>	<p><b>AO 14.1</b></p> <p>Building work is not undertaken on land that has a maximum slope greater than 15 per cent.</p> <p><b>AO 14.2</b></p> <p>Building work undertaken on a slope greater than 10 per cent does not involve cut and/or fill greater than:</p> <p>(a) 1 metre in height or depth at any point;</p> <p>and</p> <p>(b) 50 m3 in total volume.</p> <p><b>AO 14.3</b></p> <p>Areas between a building's floor and the <i>ground level</i>, or between outdoor deck areas and the <i>ground level</i>, are screened from public view by using lattice or similar screening or <i>landscaping</i>.</p> <p><b>AO 14.4</b></p> <p>Driveways are not steeper than 20 per cent.</p>	<p>The subject site is not identified as being a steep slope or containing unstable soils.</p>
<b>Storage and waste management</b>		

<p><b>PO 15</b></p> <p>Storage areas for equipment, goods, materials, and refuse containers are:</p> <p>(a) located on-site; and</p> <p>(b) screened from the street and any <i>adjoining land</i> that is located in a Low density residential zone, Medium density residential zone, Mixed use zone or Rural residential zone; and</p> <p>(c) adequately sized to accommodate the refuse generated on-site; and</p> <p>(d) conveniently accessible to collection and delivery vehicles; and</p> <p>(e) designed and equipped to be kept clean and dust free at all times.</p>	<p><b>AO 15.1</b></p> <p>Refuse container storage areas are:</p> <p>(a) located on-site; and</p> <p>(b) not located within any required <i>setback</i> or <i>landscaping</i> areas; and</p> <p>(c) not located within a <i>flood hazard area</i>; and</p> <p>(d) screened from public view, by a solid fence or wall that is 1.8 metres in height, measured from <i>ground level</i>; and</p> <p>(e) provided on an imperviously sealed pad that drains to an approved waste disposal system; and</p> <p>(f) provided with a tap; and</p> <p>(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.</p> <p><b>AO 15.2</b></p> <p>Other outdoor storage areas (other than areas adjacent to the street designed for the display of goods to the public for sale) are:</p> <p>(a) not located within any of the required <i>setback</i> area; and</p> <p>(b) in an enclosed area or otherwise screened from view from the street, other public areas and <i>adjoining properties</i>.</p> <p><b>AO 15.3</b></p>	<p>Refuse storage areas are not located within any required setback or landscaping area, nor are they located within a Flood impacted area of the site.</p> <p>Refuse storage areas are contained within visually screened areas on impervious ground.</p>
---	--	--

	<p>Materials stored on-site that are capable of generating air contaminants either by wind or when disturbed, are managed by:</p> <p>(a) being wholly enclosed in a building or storage bins; or</p> <p>(b) a program to suppress material so it cannot become airborne.</p>	
<p><b>PO 16</b></p> <p>Development does not release liquid waste or other potential contaminants.</p>	<p><b>AO 16.1</b></p> <p>Development provides for the on-site collection, treatment and disposal of liquid waste and other potential contamination sources.</p> <p><b>AO 16.2</b></p> <p>Development provides for spills to be wholly contained and retained on-site for subsequent removal and disposal by an approved means.</p> <p><b>AO 16.3</b></p> <p>Roof water is directed away from areas of potential contamination.</p>	<p>The proposal does not include a use type that will result in the discharge of liquid waste or other potential contaminants.</p>
<p><b>Traffic, access and parking</b></p>		
<p><b>PO 17</b></p> <p>The design and layout of vehicle parking, loading, crossover and access areas:</p> <p>(a) provides safe and efficient vehicular and pedestrian movement; and</p> <p>(b) enables the loading and unloading of goods and</p>	<p><b>AO 17.1</b></p> <p>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.</p>	<p>The proposal includes existing carparking areas that are predominately sealed. Carparking areas are proposed to be resurfaced and line marked as part of the proposed scope works for the site.</p> <p>Existing loading and unloading facilities are located on site and are not proposed for alteration as part of</p>

<p>waste to occur wholly within the <i>site</i>; and (c) does not impact on street parking; and (d) prevents the loss of on-street parking.</p>	<p><b>AO 17.2</b> All loading and unloading facilities, including loading docks, receiving areas and loading bays are provided on-site.</p> <p><b>AO 17.3</b> Development does not result in a reduction in the number of existing on-street parking spaces, loading bays or taxi zones.</p>	<p>the proposed scope of works.</p> <p>The proposal will not reduce the number of existing on-street parking spaces or loading bays or taxi zones.</p>
<p><b>PO 18</b> On-site car parking does not dominate the frontage of the premises and maintain the amenity of the street and adjacent properties.</p>	<p><b>AO 18.1</b> On-site car parking is not located between the building and the <i>primary road frontage</i>.</p>	<p>The existing facility is located on an allotment with 4 street frontages with the built form centrally located. Carparking therefore exists between the building and road frontages however this is a historical layout issue that cannot be resolved within this proposal for renovation of the existing on site development.</p>
<p><b>Provisions specific to certain uses</b></p>		
<p><b>PO 19</b> <i>Hotel, bar and nightclub entertainment facilities</i> are appropriately located and designed so as not to cause nuisance to adjoining or nearby uses.</p>	<p><b>AO 19.1</b> <i>Hotel, bar and nightclub entertainment facility</i> uses are located no higher than the first level above the <i>ground floor</i> of the building.</p>	<p>Existing building height in number of stories is not proposed to be altered. The exiting upper level uses (accommodation and function spaces) are generally considered to be of lower impact and are not proposed to be altered (outside of scope of proposal)</p>
<p><b>Table 9.3.1.2 – Centre and entertainment activities code:</b></p> <ul style="list-style-type: none"> <li>• <b>Assessment benchmarks for assessable development only</b></li> </ul>		
<p><b>Amenity and safety</b></p>		
<p><b>PO 1</b> Development incorporates key elements of Crime Prevention Through Environmental Design (CPTED) to</p>	<p><b>AO 1.1</b> Development design and layout provides: (a) opportunities for casual surveillance and</p>	<p>The existing site development is sought to be renovated, and through such renovation the key elements of Crime Prevention Through</p>

enhance safety of the <i>site</i> , adjoining streets and surrounding area.	<p>sightlines; and</p> <p>(b) exterior building designs which promote safety; and</p> <p>(c) adequate identification of uses and ownership; and</p> <p>(d) adequate lighting; and</p> <p>(e) appropriate way-finding mechanisms (e.g. signage); and</p> <p>(f) prevention of entrapment locations; and</p> <p>(g) prevention of access to roof areas and other premises.</p>	Environmental Design (CPTED) will be incorporated where possible improve safety on the site, along with the adjoining streets and surrounding area.
<p><b>PO 2</b></p> <p>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 <i>industry activities</i> and <i>rural activities</i>.</p>	No Acceptable outcome is prescribed.	The existing site development is sought to be renovated. Potential adverse impacts that may be caused by noise, odour, lighting and dust emissions from existing lawful uses will be minimised to the extent possible through considered design.
<p><b>PO 3</b></p> <p>The design of accommodation and residential buildings incorporates acoustic measures to mitigate noise from other centre uses, including <i>hotels</i> and <i>nightclub entertainment facilities</i>.</p>	<p><b>AO 3.1</b></p> <p>Development achieves the acoustic quality objectives for sensitive receptors set out in the <i>Environmental Protection (Noise) Policy 2008</i>.</p>	The existing accommodation activities on site will not be altered or expanded as per to the proposed scope of works.
<b>Built form, character, design and scale</b>		
<p><b>PO 4</b></p> <p>Development incorporates graffiti-prevention measures.</p>	<p><b>AO 4.1</b></p> <p>Building and <i>site</i> design incorporates a combination of the following features:</p> <p>(a) shrubbery planted against walls and fences; and</p>	The proposed renovation works for the site will include design and landscaping elements that work to minimise graffiti.

	(b) designs with absence of natural ladders; and (c) minimal unbroken vertical service area; and (d) graffiti-deterrent surfaces.	
<p><b>PO 5</b>                  Development:                  (a) is constructed to a high standard; and                  (b) is easily maintained; and                  (c) is compatible with the streetscape and amenity of the local area.</p>	<p><b>AO 5.1</b>                  All aspects of development, including buildings, structures and parking areas are finished with high quality materials and colours that:                  (a) are durable and do not require high levels of maintenance; and                  (b) are not mirrored or highly reflective; and                  (c) have regard to and maintain continuity with adjoining facades; and                  (d) enhance the local <i>streetscape</i> character.</p>	<p>The proposed development includes high standard of construction that ensures easy and minimised maintenance whilst retaining compatibility with the amenity of the local area and the streetscape.</p>
<p><b>PO 6</b>                  The retention of existing buildings achieves a high quality built form.</p>	<p><b>AO 6.1</b>                  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 <i>streetscape</i> with for example, new materials, paint, awnings, new windows or doors.</p>	<p>The existing site development is sought to be renovated, with the end result being a high quality built form.</p>
<p><b>PO 7</b>                  Architectural features break up the visual mass of buildings.</p>	<p><b>AO 7.1</b>                  Visual mass is reduced by one or a combination of the following:                  (a) variations in colour, textures or materials;                  and                  (b) doors or windows placement; and                  (c) minor variations in wall alignment.</p>	<p>The proposed development includes architectural features that assist in the breakup of the visual mass of the built form, to minimise bulk and scale and provide for an interesting and attractive built form.</p>

<p><b>PO 8</b></p> <p>Buildings are designed to:</p> <p>(a) provide high quality design and architectural outcomes; and</p> <p>(b) contribute to an interesting, diverse but coherent roof form throughout the centre.</p>	<p><b>AO 8.1</b></p> <p>Building design incorporates articulation and variations in colour, parapet design heights, where possible.</p> <p><b>AO 8.2</b></p> <p>Development provides rooftops which:</p> <p>(a) contribute to the architectural distinction of the building and roofs; and</p> <p>(b) include combinations and variations of forms created through pitches, gables, skillions or other features.</p> <p><b>AO 8.3</b></p> <p>Development for rooftops are designed to:</p> <p>(a) incorporate and screen service structures, lift motor rooms, mechanical plant and equipment as architectural features; and</p> <p>(b) enable the future inclusion of service structures, lift motor rooms and mechanical plant and equipment, such as satellite dishes and telecommunications facilities, in an unobtrusive manner.</p>	<p>The proposed development includes architectural features including colour variation, material variations and design features to provide for a high quality architectural design outcome that will contribute the an interesting, diverse and high quality visual aesthetic in the street and surround area.</p>
<p><b>Environmental management and ecological sustainability</b></p>		
<p><b>PO 9</b></p> <p>The <i>site</i> layout responds sensitively to on-site and surrounding topography, drainage patterns and vegetation.</p>	<p><b>AO 9.1</b></p> <p>Development ensures:</p> <p>(a) earthworks on site are minimised; and</p>	<p>The existing site development is sought to be renovated, and as such the ability to maximise elements such as aspect or building orientation are</p>

	(b) natural drainage lines are retained; and (c) existing vegetation (including street trees) is retained.	negligible.
<b>PO 10</b> Building design, <i>site</i> layout and <i>landscaping</i> facilitates the construction of energy efficient buildings that respond to local climatic conditions.	<b>AO 10.1</b> Building designs: (a) maximise solar access to the north in winter; and (b) minimise solar access to the east and west in the summer; and (c) maximise access to any prevailing summer breezes; and (d) minimise exposure to prevailing winter winds.	The existing site development is sought to be renovated, and as such the ability to maximise elements such as aspect or building orientation are negligible.
<b>Landscaping and Streetscape Design</b>		
<b>PO 11</b> <i>Landscaping</i> , street furniture and footpath treatments contribute to a high quality built form.	<b>AO 11.1</b> <i>Landscaping</i> , street furniture and footpath treatments are provided to the <i>road frontage</i> of the development <i>site</i> that: (a) are of a high quality standard; and (b) enhance the amenity of the public realm; and (c) reflect or enhance the existing landscape character of the centre; and (d) ensure good pedestrian connectivity; and (e) are located and planted to allow surveillance of the street and views into <i>shop</i> windows or display	Any installed landscaping, street furniture or footpath treatments required to be undertaken will be done so in a high quality built form.
<b>Steep Slopes or Unstable Soils</b>		
<b>PO 12</b> Where building work is undertaken on a <i>site</i> that	<b>AO 12.1</b>	The proposal does not contain steep slopes of



<p>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.</p>	<p>Where building work is undertaken on a <i>site</i> that:</p> <p>(a) is on land subject to a slope greater than 15 per cent; or</p> <p>(b) adjoins land that has a slope greater than 15 per cent; or</p> <p>(c) is subject to unstable land</p> <p>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:</p> <ul style="list-style-type: none"> <li>• the stability of the site, including associated buildings and infrastructure, will be maintained over the operational life of the development; and</li> <li>• the site is not subject to risk of landslide activity originating from other land, including land above the site; and</li> <li>• the development will not increase the risk of landslide on other land; and</li> <li>• specific reference is made to assembly uses, essential community infrastructure, vulnerable uses or difficult to evacuate uses.</li> </ul>	<p>unstable soils.</p>
<p><b>Traffic, parking and access</b></p>		
<p><b>PO 13</b></p> <p>The traffic and parking generated by the proposed development does not:</p> <p>(a) adversely affect the surrounding or future planned road network; and</p> <p>(b) adversely affect the amenity of the surrounding</p>	<p><b>AO 13.1</b></p> <p>A traffic impact assessment report is prepared by a registered professional traffic engineer that:</p> <p>(a) identifies the traffic impact, including any potential safety conflicts related to the development and on-street car parking demands; and</p>	<p>The uses are existing with the subject proposal being a renovation and “updating” of the facility. The proposal will not have a detrimental impact on the surrounding or future road network, create conflict with pedestrian movements, result in an increase demand for on street parking, nor result in the introduction of non-local traffic onto residential</p>

neighbourhood; and (c) create safety conflicts with pedestrians; and (d) result in an increased demand for on street car parking; and (e) result in the introduction of non-local traffic into local residential streets.	(b) demonstrates the <i>site</i> has safe and convenient vehicular and pedestrian access; and  (c) outlines mitigation measures to appropriately address the related traffic impacts.	streets.
<b>PO 14</b> On-site parking and vehicle manoeuvring areas are located and designed to minimise conflicts between motor vehicles and pedestrians.	<b>AO 14.1</b> Buildings and activity areas are located to prevent potentially hazardous vehicular or pedestrian movements.	The proposal seeks to formalise largely informal parking on site. This includes the clear delineation of safe pedestrian movement areas within these vehicle movement areas.
<b>PO 15</b> Development facilitates a functional overall road hierarchy and maximise the safety and efficiency of the State-controlled road network.	<b>AO 15.1</b> Where new or upgraded road access is proposed:  • 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)	The proposal will not impact the existing surrounding road network. No alterations to the existing network or access points to the network are proposed.
<b>Provisions specific to certain uses</b>		
<b>PO 16</b> <i>Hotel bar and nightclub entertainment facility</i> uses are appropriately located and designed so as not cause nuisance to adjoining and nearby uses.	<b>AO 16.1</b> <i>Hotel, bar and nightclub entertainment facility</i> uses are not located on lots adjacent to a Low or medium residential zone, Mixed use, Rural residential zone or Township zone, or an existing <i>sensitive land use</i> .	The existing site development, sought to be renovated is located within the Mixed Use Zone. This is an existing scenario, not a scenario sought to be created.
<b>PO 17</b> <i>Agricultural supplies stores, bulk landscape supplies, hardware and trade supplies, garden centres or</i>	No acceptable outcome is prescribed.	The proposal is not for an agricultural supplies store, bulk landscape supplies, hardware or trade supplies,

<p><i>showrooms</i> are:</p> <p>(a) limited in area and frontage; and</p> <p>(b) provide a high level of activation and interface with the street; and</p> <p>(c) are not dominated by parking at the <i>road frontage</i>; and</p> <p>(d) provide high quality and attractive facades.</p>		garden centres or showroom use type.
<b>Provisions specific to the Principal centre zone</b>		
<p><b>PO 18</b></p> <p>Within the Principal centre zone, development reflects and enhances the character and the amenity of the CBD and contributes to a cohesive <i>built form</i> character and <i>streetscape</i> by:</p>	<p><b>AO 18.1</b></p> <p>Development within the Principal centre zone is:</p> <p>(a) sympathetic to surrounding built form; and</p> <p>(b) complements established building proportions and lot dimensions; and</p> <p>(c) contributes positively to the character of the immediate area; and</p> <p>(d) responds positively to heritage elements in the <i>streetscape</i>.</p>	The proposal is not located within the Principle Centre Zone.
<b>Provisions specific to the Rural zone</b>		
<p><b>PO 19</b></p> <p>Development in the Rural zone does not adversely impact on the ongoing operation of nearby <i>rural activities</i>.</p>	No acceptable outcome is prescribed.	The proposal is not located within the Rural Zone.

### 9.1.5 Engineering works and services code

Refer to the attached Civil Engineering Services Report prepared by L+R Engineers Managers Scientists report for details. Relevant provisions of this Code are addressed within this specialist report.

### 9.1.6 Excavation and filling code

Refer to the attached Civil Engineering Services Report prepared by L+R Engineers Managers Scientists report for details. Relevant provisions of this Code are addressed within this specialist report.

### 9.1.7 Water quality code

Refer to the attached Civil Engineering Services Report prepared by L+R Engineers Managers Scientists report for details. Relevant provisions of this Code are addressed within this specialist report.

### 9.1.8 Landscaping Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<p><b>Table 9.4.5.1 –Landscaping code:</b></p> <ul style="list-style-type: none"> <li>• Assessment benchmarks for assessable development and</li> <li>• Requirements for accepted development</li> </ul>		
<p><b>Landscape Design</b></p>		
<p><b>PO 1</b></p> <p><i>Landscaping</i> contributes to the amenity and appearance of the development and the character of the city.</p>	<p><b>AO 1.1</b></p> <p>Planting for landscape buffers incorporate:</p> <ul style="list-style-type: none"> <li>(a) endemic or other native species as provided in <b>Schedule 6.4: Preferred plants planning scheme policy</b>; and</li> <li>(b) planting with a size at maturity that is:                             <ul style="list-style-type: none"> <li>(i) in the case of street trees, a minimum height of 7 metres, except under power lines; or</li> <li>(ii) in the case of trees on other land, a minimum height of at least 75 per cent of the <i>building height</i> of the largest structure on the allotment;</li> </ul> </li> <li>and</li> <li>(c) all ground surfaces not covered by paving are covered by a groundcover; and</li> <li>(d) water reticulation for landscape maintenance.</li> </ul> <p><b>AO 1.2</b></p> <p>Planting for landscape buffers is at the following minimum densities:</p> <ul style="list-style-type: none"> <li>• large trees, 8 metre centres; or</li> </ul>	<p>The site currently contains extremely minimal landscaping.</p> <p>The proposed alterations will include formalisation of the carparking and manoeuvring area. As part of this formalisation, it is proposed to incorporate landscaping to the internal carparking areas within the site, together with the retention and restoration of the existing perimeter landscaping of the site.</p> <p>Refer to existing and proposed site plans for details.</p> <p>Chosen landscaping elements will reflect the identified requirements as listed within AO1.2</p>

	<ul style="list-style-type: none"> <li>• small trees, 3 metre centres; or</li> <li>• shrubs, 1.5 metre centres; or</li> <li>• groundcover, 0.5 - 1 metre centres.</li> </ul>	
<b>Table 9.4.5.2 – Landscaping code:</b> • Assessment benchmarks for assessable development only		
<b>Planting Standards</b>		
<p><b>PO 1</b>                  Landscape planting is installed at an appropriate standard and adequately established and maintained.</p>	<p><b>AO 1.1</b>                  Minimum plant stock sizes are:</p> <ul style="list-style-type: none"> <li>• for street and feature trees: 45 litre bag;</li> <li>• for other trees: 25 litre bag;</li> <li>• for shrubs, 200 millimetre pot;</li> <li>• for groundcovers, 140 millimetre pot.</li> </ul> <p><b>AO 1.2</b>                  Spacing for trees, shrubs and groundcover is:</p> <ul style="list-style-type: none"> <li>• for trees higher than 10 metres at maturity: 8-10 metre centres;</li> <li>• for trees between 5 metres and 10 metres high at maturity: 5-8m centres;</li> <li>• for shrubs higher than 1.5 metres at maturity: 1 - 2 metre centres;</li> <li>• for groundcovers, other than grass: 0.5 - 1 metre centres.</li> </ul> <p><b>AO 1.3</b>  <i>Landscaping</i> is installed and established in accordance with <b>Schedule 6: Engineering</b></p>	<p>The site currently contains extremely minimal landscaping.</p> <p>The proposed alterations will include formalisation of the carparking and manoeuvring area. As part of this formalisation, it is proposed to incorporate landscaping to the internal carparking areas within the site, together with the retention and restoration of the existing perimeter landscaping of the site.</p> <p>Refer to existing and proposed site plans for details.</p> <p>Chosen landscaping elements will reflect the identified requirements as listed within AO1.1, AO1.2 and AO1.3.</p>

works and services planning scheme policy.		
<b>Landscaping Principles</b>		
<p><b>PO 2</b></p> <p>Development is to have an area of the allotment appropriately landscaped to enhance its appearance and provide an adequate level of amenity for occupants and <i>adjoining land uses</i>.</p>	<p><b>AO 2.1</b></p> <p>For <i>residential activities</i> other than a <i>dwelling house</i>, <i>landscaping</i> includes:</p> <p>(a) a minimum of 1 tree for every 6 metres of <i>site</i> perimeter; and</p> <p>(b) shrubs of sufficient height and size at maturity are placed so as to completely screen blank walls, sheds, plant and machinery, refuse storage areas and similar elements of the development; and</p> <p>(c) low shrubs and groundcover provide complete coverage of unsealed surfaces;</p> <p>and</p> <p>(d) at least 10 per cent of the area of the allotment is landscaped in such a way that the full effect of the <i>landscaping</i> is visible from the street.</p> <p><b>AO 2.2</b></p> <p>For activities other than <i>residential activities</i>, <i>landscaping</i> includes:</p> <p>(a) large trees that achieve a canopy spread at maturity over a minimum of 40 per cent of the perimeter of the <i>site</i>; and</p> <p>(b) at least 25 per cent of trees that achieve a height at maturity above the level of the building parapet or eave; and</p> <p>(c) spreading trees and shrubs to maximise the</p>	<p>The site currently contains extremely minimal landscaping.</p> <p>The proposed alterations will include formalisation of the carparking and manoeuvring area. As part of this formalisation, it is proposed to incorporate landscaping to the internal carparking areas within the site, together with the retention and restoration of the existing perimeter landscaping of the site.</p> <p>Refer to existing and proposed site plans for details.</p> <p>Chosen landscaping elements will (to the extent possible considering the subject site and majority of the proposed development is existing) reflect the identified requirements as listed within AO2.2</p>

	<p>screening effect of vegetation; and</p> <p>(d) 1 spreading canopy tree with mulched surround and groundcover for every 6 car parking spaces; and</p> <p>(e) at least 10 per cent of the area of the allotment is landscaped in such a way that the full effect of the <i>landscaping</i> is visible from the street.</p>	
<b>Restoration of Disturbed Areas</b>		
<p><b>PO 3</b></p> <p>Ground surfaces which are disturbed by construction activities are restored to at least their original condition.</p>	<p><b>AO 3.1</b></p> <p>Where the surface of the ground is disturbed by construction activities and is not subsequently covered by a building, paving or other <i>landscaping</i>, the surface is to be restored to its original condition by:</p> <p>(a) stockpiling and respreading the original topsoil; and</p> <p>(b) planting the affected area with species to match the original plant cover; and</p> <p>(c) maintaining the plants until they are established; and</p> <p>(d) if the original vegetation required maintenance, on-going maintenance to the new plants to promote healthy and vigorous growth.</p>	<p>Any areas of site disturbance will be reinstated to a condition superior to that of the existing scenario.</p>
<b>Access and Safety</b>		
<p><b>PO 4</b></p> <p><b><i>Landscaping</i> enhances access and personal safety.</b></p>	<p><b>AO 4.1</b></p> <p>Paved surfaces are slip-resistant, stable and trafficable in all weather conditions.</p> <p><b>AO 4.2</b></p>	<p>Chosen landscaping elements will (comply with and reflect the identified requirements as listed within AO4.1, AO4.2, AO4.3 and AO4.4 to the extent relevant or possible.</p>



	<p>Landscape design complies with Australian Standard AS1428.1-2010 <i>Design for access and mobility</i>.</p> <p><b>AO 4.3</b>  <i>Landscaping</i> does not obstruct visibility within parks, playgrounds, pathways and vehicle parking areas.</p> <p><b>AO 4.4</b>                      Trees with a clear trunk height at maturity of at least 1.8 metres and groundcover with a maximum height of 0.3 metres are used in <i>landscaping</i> along street footpaths, pathways, vehicle parking areas, street corners and street lighting.</p>	
<b>Landscape buffers</b>		
<p><b>PO 5</b>                      Appropriately designed landscape buffers are provided between incompatible uses for visual screening and noise attenuation.</p>	<p><b>AO 5.1</b>                      Where landscaped buffers strips are required by an applicable code, a combination of the following elements is incorporated or provided:</p> <ul style="list-style-type: none"> <li>(a) earth mounding; or</li> <li>(b) screen fencing of durable materials and construction; or</li> <li>(c) planting with dense foliage which extends to the ground.</li> </ul> <p><b>AO 5.2</b>                      Planting for landscape buffers is at the following minimum densities is:</p>	<p>The site currently contains extremely minimal landscaping.</p> <p>The proposed alterations will include formalisation of the carparking and manoeuvring area. As part of this formalisation, it is proposed to incorporate landscaping to the internal carparking areas within the site, together with the retention and restoration of the existing perimeter landscaping of the site.</p> <p>This external landscaping is considered to constitute and achieve the requirements of the “landscape buffer”.</p>

	<ul style="list-style-type: none"><li>• for large trees: 8 metre centres;</li><li>• for small trees: 3 metre centres;</li><li>• for shrubs: 1.5 metre centres;</li><li>• for groundcovers: 0.5-1 metre centres.</li></ul>	
--	---	--

### 9.1.9 Parking Access and Loading Code

#### Performance Outcomes and Acceptable Outcomes

Performance Outcomes	Acceptable Outcomes	Compliance
<b>Table 9.4.6.1 – Parking, access and loading code:</b> <ul style="list-style-type: none"> <li>• Assessment benchmarks for assessable development and</li> <li>• requirements for accepted development</li> </ul>		
<b>Access</b>		
<b>PO 1</b> The layout, design and construction of the access: (a) is safe, convenient and legible for all users including people with disabilities, pedestrians and cyclists; and (b) does not interfere with the planned function, safety, capacity and operation of the transport network; and (c) includes appropriate and sufficient signage to ensure safe and convenient use.	<b>AO 1.1</b> Vehicle access to the <i>site</i> complies with Australian Standard AS2890.1-2004 <i>Parking facilities – Off-street car parking</i> .  <b>AO 1.2</b> Dedicated pedestrian entry to the <i>site</i> and building is provided separately from vehicle entry and maneuvering areas.  <b>AO1.3</b> Except where for a <i>dwelling house</i> or <i>dual occupancy</i> , the development layout allows for forward entry and exit of vehicles.	Vehicle access to the site is existing.  Formalisation of carparking areas will ensure compliance with Australian Standard AS2890.1-2004 <i>Parking facilities – Off-street car parking</i> .  The development layout facilitates forward entry and exit of vehicles.
<b>PO 2</b> A suitable crossover is provided that does not compromise existing <i>landscaping</i> .	<b>AO 2.1</b> Except in the Rural and Rural residential zones, dedicated vehicular access across the verge is	Vehicle accesses to the site is existing and not proposed for alteration. No street trees require removal to facilitate the retention of the existing

	<p>provided which complies with <b>Schedule 6: Engineering works and services planning scheme policy.</b></p> <p><b>AO 2.2</b>                  No street trees are removed.</p>	(multiple) access points.
<p><b>PO 3</b>                  Driveway widths are minimised to maintain amenity and character of local area.</p>	<p><b>AO 3.1</b>                  Maximum total driveway widths are:                  (a) 6 metres for an allotment where principal use is a <i>residential activity</i>; or                  (b) 16 metres or 50 per cent of the length of the <i>road frontage</i>, whichever is the lesser for an allotment where principal use is a <i>centre activity, entertainment activity or Industry activity</i>; or                  (c) 6 metres where the principal use is not indicated in (a) or (b) above.</p>	Vehicle accesses to the site is existing and not proposed for alteration.
<b>Vehicle Parking</b>		
<p><b>PO 4</b>                  Sufficient parking spaces are provided for the number and type of vehicles likely to be associated with the development.</p>	<p><b>AO 4.1</b>                  Development complies with the parking requirements in Table 9.4.6.3 and Table 9.4.6.3(b) Minimum on-site parking requirements</p> <p><b>AO 4.2</b>                  No additional parking is required where a single use:                  (a) is located in the Principal centre zone; and                  (b) utilises an existing building (where not increasing the GFA by more than 50m<sup>2</sup>); and                  (c) comprises a total GFA of not more than 100m<sup>2</sup>;</p>	<p>The subject site currently contains a Hotel and Drive through Bottle Shop facility. These are intended to be retained and renovated. Sizes are relatively similar with the hotel actually reducing slightly in GFA. This is offset by the bottle Shop increasing by a similar amount.</p> <p>Currently the site includes informal parking provision for 16 cars.</p>

	<p>and                      (d) does not result in the loss of any existing car parks.</p> <p><b>AO 4.3</b>                      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.</p> <p><b>AO 4.4</b>                      All parking, access and maneuvering requirements are met on-site.</p>	<p>The proposal will formalise the carparking on the site to accommodate 142 spaces</p>
<p><b>PO 5</b>                      Vehicle parking areas are designed, constructed and maintained so as to provide safe and efficient parking and circulation for vehicles, cyclists and pedestrians.</p>	<p><b>AO 5.1</b>                      Vehicle parking and access areas:                      (a) are sealed with a durable, material that will reduce the amount of dust generated by vehicle movement; and                      (b) are clearly delineated; and                      (c) comply with <i>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)</i>.</p>	<p>Carparking areas are proposed to be resurfaced as part of the scope of works for the carpark area ensuring they are sealed with a durable material that reduces dust.</p> <p>Through linemarking of the resurfaced areas the area will be clearly delineated. Sizing, separation and layout will comply with Australian Standard AS2890.1-2004 Parking facilities – Offstreet car parking</p>
<p><b>Access</b></p>		
<p><b>PO 1</b>                      The layout, design and construction of access:                      (a) is safe, convenient and legible for all users including people with disabilities, pedestrians and</p>	<p>No acceptable outcome is prescribed.</p>	<p>No alterations deletions or additions of site access are proposed within the proposed scope of works.</p>

<p>cyclists; and</p> <p>(b) does not interfere with the planned function, safety, capacity and operation of the transport network; and</p> <p>(c) includes appropriate and sufficient signage to ensure safe and convenient use.</p>		
<p><b>PO 2</b></p> <p>On-site parking and vehicle manoeuvring areas are located and designed to minimise conflicts and hazards between motor vehicles and pedestrians.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Site layout is existing and as such the location of areas aren't really subject to change. The proposal does however propose formalisation of the layout and increased user legibility through linemarking and the installation of landscaped islands, which will in turn create a more legible site for users, resulting in a lessened conflict between motor vehicles and pedestrians</p>
<p><b>PO 3</b></p> <p>For <i>hardware and trade supplies</i>, on-site parking and vehicle manoeuvring areas for vehicles with trailers are located to minimise conflicts and hazards between motor vehicles and pedestrians.</p>	<p><b>AO 3.1</b></p> <p>On-site parking and manoeuvring areas are provided for vehicles with trailers separate from the main car park area and pedestrian access.</p>	<p>The proposal is not for a hardware or trade supplies store</p>
<p><b>PO 4</b></p> <p>Convenient access is provided for vehicles (including taxis) carrying wheelchair bound passengers.</p>	<p><b>AO 4</b></p> <p>Where for a <i>health care services</i> use involving a medical centre, a drop off / set down area is provided at the entrance to the medical centre.</p>	<p>The proposal is not for a health care service</p>
<p><b>Amenity</b></p>		
<p><b>PO 5</b></p> <p>The amenity of adjoining <i>residential activities</i> is not diminished by lighting and noise impact from vehicle parking areas.</p>	<p><b>AO 5.1</b></p> <p>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</p>	<p>The existing site is not adjoined by residential activities that will be adversely impacted by light or noise impacts from vehicle parking areas.</p>

	density residential zone or adjacent to any <i>sensitive land use</i> .	
<b>Service vehicles</b>		
<p><b>PO 6</b></p> <p>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.</p>	<p><b>AO 6.1</b></p> <p>The design and operation of vehicle loading and unloading areas complies with Australian Standard AS2890.2-2002 Parking facilities – Commercial vehicle facilities.</p> <p><b>AO 6.2</b></p> <p>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 - G34 -13: Design Vehicles and Turning Path Templates (1995).</p>	<p>Existing loading and unloading operations on the site will not be altered by the proposal. These activities will continue in the same manner and location as they currently operate.</p>
<b>Landscaping</b>		
<p><b>PO 7</b></p> <p>Vehicle parking areas are landscaped in a manner which enhances their appearance and assists in buffering surrounding land uses.</p>	<p><b>AO 7.1</b></p> <p>Except where otherwise provided by the applicable activity or zone code, parking areas and driveways are screened by:</p> <p>(a) a <i>landscaping</i> buffer of at least 1.5 metres width where adjacent to the Low density residential zone or Medium density residential zone, or <i>sensitive land use</i>; or</p> <p>(b) a <i>landscaping</i> buffer of at least 2 metres width where adjacent to a <i>road frontage</i> or public open space.</p>	<p>The proposal includes landscape buffering to all sides as the site has frontage to road to all sides.</p> <p>Wheelstops will be provided as required to ensure the protection of landscaped areas.</p>

	<p><b>AO 7.2</b></p> <p>Except for a <i>dwelling house</i> or <i>dual occupancy</i>, wheelstops or other barriers are provided in designated parking areas to prevent vehicles from driving into or damaging landscaped areas.</p>	
<b>Shade structures</b>		
<p><b>PO 8</b></p> <p>Parking areas located external to a building and ancillary to the development provide shade by way of mature trees or shade structures.</p>	<p><b>AO 8.1</b></p> <p>All parking areas are shaded by either:</p> <p>(a) shade trees at a maximum spacing of 1 shade tree per 4 car parks planted to achieve mature form; or</p> <p>(b) a shade structure that is set back from the street and consistent with the character of the area.</p> <p>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.</p>	<p>The proposed alterations include formalisation of the internal carparking and manoeuvring area. As part of this formalisation, it is proposed to incorporate landscaping to the carparking areas within the site, together with the retention and restoration of the existing perimeter landscaping of the site.</p> <p>This island landscaping together with perimeter landscaping presents the ability to incorporate shade trees to provide shade for the carparking areas on the site.</p>
<b>Bicycle and Pedestrian Facilities</b>		
<p><b>PO 9</b></p> <p>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.</p>	<p><b>AO 9.1</b></p> <p>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</p> <p><b>AO 9.2</b></p> <p>Development provides bicycle parking and storage that:</p>	<p>The proposed use is not considered to require the provision of bicycle parking spaces or EOPT facilities. Accordingly none are proposed.</p>



	<p>(a) is identifiable, convenient and safely accessible; and                  (b) does not adversely impact on visual amenity; and                  (c) does not impede the movement of pedestrians or other vehicles.</p> <p><b>AO 9.3</b>                  Development provides bicycle end of trip facilities including:                  (a) shower facilities; and                  (b) bicycle storage; and                  (c) personal storage.</p> <p>For <i>long-stay</i> bicycle parking, facilities are provided in accordance with Table 9.4.6.4 Minimum standards for bicycle <i>long-stay</i> end of trip facilities.</p>	
<b>Applicable Parking Rates / Bicycle spaces and Service Vehicles</b>		
<p><b>Hotel</b></p>	<p><b>Cars:</b> 1 space per 15m<sup>2</sup> of <i>total use area</i> available to the public (excluding accommodation rooms); plus 1 space per accommodation room; plus For any drive through facility, queuing space within the <i>site</i> for 3 vehicles being served or awaiting service.</p> <p><b>Bicycles (Visitor):</b> 1 per 25 m2 bar floor area 1 per 100 m2 beer garden</p> <p><b>Bicycles (Employee):</b> 1 per 25 m2 bar floor area 1 per 100 m2 beer garden</p>	<p>The subject site currently contains a Hotel and Drive through Bottle Shop facility. These are intended to be retained and renovated. Sizes are relatively similar with the hotel actually reducing slightly in GFA. This is offset by the bottle Shop increasing by a similar amount.</p> <p>Currently the site includes informal parking provision for 16 cars.</p> <p>The proposal will formalise the carparking on the site to accommodate 142 spaces</p>

	<p><b>Service Vehicle:</b> 1 AV</p>	
<p><b>Shop</b></p>	<p><b>Cars:</b> 1 space per 20m<sup>2</sup> of GFA</p> <p><b>Bicycles (Visitor):</b> 1 per 500 m<sup>2</sup> GFA over 1000 m<sup>2</sup> GFA</p> <p><b>Bicycles (Employee):</b> 1 space per 300m<sup>2</sup> GFA</p> <p><b>Service Vehicle:</b> Less than 500m<sup>2</sup> GFA – One (1) HRV;                      500m<sup>2</sup> –1,999m<sup>2</sup> GFA – One (1) AV; 2,000m<sup>2</sup> GFA plus                      – No specific rate.</p>	<p>The subject site currently contains a Hotel and Drive through Bottle Shop facility. These are intended to be retained and renovated. Sizes are relatively similar with the hotel actually reducing slightly in GFA. This is offset by the bottle Shop increasing by a similar amount.</p> <p>Currently the site includes informal parking provision for 16 cars.</p> <p>The proposal will formalise the carparking on the site to accommodate 142 spaces</p>

### 9.1.10 SDAP Code 1 - Development in a State-Controlled road environment

#### Performance Outcomes and Acceptable Outcomes

**Table 1.1 Development in general**

Performance outcomes	Acceptable outcomes	Response
<b>Buildings, structures, infrastructure, services and utilities</b>		
<p><b>PO1</b>                      The location of the development does not create a safety hazard for users of the <b>state-controlled road</b>.</p>	<p><b>AO1.1</b>                      Development is not located in a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO1.2</b>                      Development can be maintained without requiring access to a <b>state-controlled road</b>.</p>	<p>The proposed alterations to the existing hotel and drive through bottle shop will not create a safety hazard for state-controlled road users.</p>
<p><b>PO2</b>                      The design and construction of the development does not adversely impact the <b>structural integrity</b> or physical condition of the <b>state-controlled road</b> or <b>road transport infrastructure</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p>The proposed alterations to the existing hotel and drive through bottle shop will not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure.</p>
<p><b>PO3</b>                      The location of the development does not obstruct <b>road transport infrastructure</b> or adversely impact the operating performance of the <b>state-controlled road</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p>The proposed alterations to the existing hotel and drive through bottle shop will not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road.</p>
<p><b>PO4</b>                      The location, placement, design and operation of advertising devices, visible from the <b>state-controlled road</b>, do not create a safety hazard for users of the <b>state-controlled road</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p>The proposed alterations to the existing hotel and drive through bottle shop will not create a safety hazard for state-controlled road users through the location, placement, design or operation of advertising devices, visible from the</p>

Performance outcomes	Acceptable outcomes	Response
		state-controlled road.
<p><b>PO5</b>                      The design and construction of buildings and <b>structures</b> does not create a safety hazard by distracting users of the <b>state-controlled road</b>.</p>	<p><b>AO5.1</b>                      Facades of buildings and <b>structures</b> fronting the <b>state-controlled road</b> are made of non-reflective materials.</p> <p>AND</p> <p><b>AO5.2</b>                      Facades of buildings and <b>structures</b> do not direct or reflect point light sources into the face of oncoming traffic on the <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO5.3</b>                      External lighting of buildings and <b>structures</b> is not directed into the face of oncoming traffic on the <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO5.4</b>                      External lighting of buildings and <b>structures</b> does not involve flashing or laser lights.</p>	<p>The proposed alterations to the existing hotel and drive through bottle shop will not create a safety hazard by distraction for state-controlled road users.</p>
<p><b>PO6</b>                      Road, pedestrian and bikeway bridges over a <b>state-controlled road</b> are designed and constructed to prevent projectiles from being thrown onto the <b>state-controlled road</b>.</p>	<p><b>AO6.1</b>                      Road, pedestrian and bikeway bridges over the <b>state-controlled road</b> include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.</p>	<p>The proposal does not include any road, pedestrian or bikeway bridges over a state-controlled road.</p>

Performance outcomes	Acceptable outcomes	Response
<b>Landscaping</b>		
<b>PO7</b> The location of landscaping does not create a safety hazard for users of the <b>state-controlled road</b> .	<b>AO7.1</b> Landscaping is not located in a <b>state-controlled road</b> .  AND  <b>AO7.2</b> Landscaping can be maintained without requiring access to a <b>state-controlled road</b> .  AND  <b>AO7.3</b> Landscaping does not block or obscure the sight lines for vehicular access to a <b>state-controlled road</b>	The location style and extent of landscaping will have no detrimental impact on the safety of the state-controlled road network for users.
<b>Stormwater and overland flow</b>		
<b>PO8</b> Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	The proposal does not change or materially impact the stormwater run-off or overland flow impacts on the on the state-controlled road network.
<b>PO9</b> Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	The proposal does not change or materially impact the stormwater run-off or overland flow impacts on the on the state-controlled road network.
<b>PO10</b> Stormwater run-off or overland flow from the development site does not adversely impact the <b>structural integrity</b> or physical condition of the <b>state-controlled road</b> or <b>road transport</b>	No acceptable outcome is prescribed.	The proposal does not change or materially impact the stormwater run-off or overland flow impacts on the on the state-controlled road network.

Performance outcomes	Acceptable outcomes	Response
<p>infrastructure.</p>		
<p><b>PO11</b>                      Development ensures that stormwater is lawfully discharged.</p>	<p><b>AO11.1</b>                      Development does not create any new points of discharge to a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO11.2</b>                      Development does not concentrate flows to a <b>state-controlled road</b>.</p> <p>AND</p> <p><b>AO11.3</b>                      Stormwater run-off is discharged to a <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO11.4</b>                      Development does not worsen the condition of an existing <b>lawful point of discharge</b> to the <b>state-controlled road</b>.</p>	<p>The proposal does not change or materially impact the stormwater run-off or overland flow impacts on the on the state-controlled road network.</p>
<p><b>Flooding</b></p>		
<p><b>PO12</b>                      Development does not result in a material worsening of flooding impacts within a <b>state-controlled road</b>.</p>	<p><b>AO12.1</b>                      For all flood events up to 1% <b>annual exceedance probability</b>, development results in negligible impacts (within +/- 10mm) to existing flood levels within a <b>state-controlled road</b>.</p> <p>AND</p>	<p>The proposal does not change or materially impact the flooding impacts on the state-controlled road network.</p>

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

**Table 1.2 Vehicular access, road layout and local roads**

Performance outcomes	Acceptable outcomes	Response
<b>Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection</b>		
<b>PO15</b> The location, design and operation of a <b>new or changed access</b> to a <b>state-controlled road</b> does not compromise the safety of users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	The proposal does not include new or changed access to the state-controlled road network.
<b>PO16</b> The location, design and operation of a <b>new or changed access</b> does not adversely impact the <b>functional requirements</b> of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	The proposal does not include new or changed access to the state-controlled road network.
<b>PO17</b> The location, design and operation of a <b>new or changed access</b> is consistent with the <b>future intent</b> of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	The proposal does not include new or changed access to the state-controlled road network.
<b>PO18</b> <b>New or changed access</b> is consistent with the access for the relevant <b>limited access road policy</b> : 1. <b>LAR 1</b> where direct access is prohibited; or 2. <b>LAR 2</b> where access may be permitted, subject to assessment.	No acceptable outcome is prescribed.	The proposal does not include new or changed access to the state-controlled road network.
<b>PO19</b> <b>New or changed access</b> to a <b>local road</b> within 100 metres of an intersection with a <b>state-controlled road</b> does not compromise the safety of users of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	The proposal does not include new or changed access to the state-controlled road network.
<b>PO20</b> <b>New or changed access</b> to a <b>local road</b> within 100 metres of an intersection with a <b>state-controlled road</b>	No acceptable outcome is prescribed.	The proposal does not include new or changed access to the state-controlled road network.



Performance outcomes	Acceptable outcomes	Response
does not adversely impact on the operating performance of the intersection.		
<b>Public passenger transport and active transport</b>		
<b>PO21</b> Development does not compromise the safety of users of <b>public passenger transport infrastructure, public passenger services and active transport infrastructure.</b>	No acceptable outcome is prescribed.	The proposed development will not adversely affect or compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure.
<b>PO22</b> Development maintains the ability for people to access <b>public passenger transport infrastructure, public passenger services and active transport infrastructure.</b>	No acceptable outcome is prescribed.	The proposed development will not adversely affect the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure.
<b>PO23</b> Development does not adversely impact the operating performance of <b>public passenger transport infrastructure, public passenger services and active transport infrastructure.</b>	No acceptable outcome is prescribed.	The proposed development will not adversely affect the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.
<b>PO24</b> Development does not adversely impact the <b>structural integrity</b> or physical condition of <b>public passenger transport infrastructure and active transport infrastructure.</b>	No acceptable outcome is prescribed.	The proposed development will not adversely affect the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure.

**Table 1.3 Network impacts**

Performance outcomes	Acceptable outcomes	Response
<b>PO25</b> Development does not compromise the safety of users of the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	The proposed development will have no impact on the safety of users of the state-controlled road network.

Performance outcomes	Acceptable outcomes	Response
<b>PO26</b> Development ensures <b>no net worsening</b> of the operating performance of the <b>state-controlled road network</b> .	No acceptable outcome is prescribed.	The proposed development will not result in a net worsening of the operating performance of the state-controlled road network.
<b>PO27</b> Traffic movements are not directed onto a <b>state-controlled road</b> where they can be accommodated on the <b>local road</b> network.	No acceptable outcome is prescribed.	The proposed development will not alter or reduce the existing site accesses, including multiple existing access points to the surrounding local road network.
<b>PO28</b> Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	The proposed development does not involve haulage.
<b>PO29</b> Development does not impede delivery of <b>planned upgrades of state-controlled roads</b> .	No acceptable outcome is prescribed.	The proposed development will have no impact on the delivery of planned upgrades of state-controlled roads.
<b>PO30</b> Development does not impede delivery of <b>corridor improvements</b> located entirely within the <b>state-controlled road corridor</b> .	No acceptable outcome is prescribed.	The proposed development will have no impact on the delivery of corridor improvements located entirely within the state-controlled road corridor.

**Table 1.4 Filling, excavation, building foundations and retaining structures**

Performance outcomes	Acceptable outcomes	Response
<b>PO31</b> Development does not create a safety hazard for users of the <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	The proposal does not include filling, excavation, building foundations or retaining structures within proximity to the state-controlled road network.
<b>PO32</b> Development does not adversely impact the operating performance of the <b>state-controlled road</b> .	No acceptable outcome is prescribed.	The proposal does not include filling, excavation,

Performance outcomes	Acceptable outcomes	Response
		building foundations or retaining structures within proximity to the state-controlled road network.
<b>PO33</b> Development does not undermine, damage or cause subsidence of a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	The proposal does not include filling, excavation, building foundations or retaining structures within proximity to the state-controlled road network.
<b>PO34</b> Development does not cause ground water disturbance in a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	The proposal does not include filling, excavation, building foundations or retaining structures within proximity to the state-controlled road network.
<b>PO35</b> Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or <b>structural integrity</b> of a <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	The proposal does not include filling, excavation, building foundations or retaining structures within proximity to the state-controlled road network.
<b>PO36</b> Filling and excavation associated with the construction of <b>new or changed access</b> do not compromise the operation or capacity of existing drainage infrastructure for a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	The proposal does not include filling, excavation, building foundations or retaining structures within proximity to the state-controlled road network.

**Table 1.5 Environmental emissions**

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

Performance outcomes	Acceptable outcomes	Response
<b>Reconfiguring a lot</b>		
<b>Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<p><b>PO37</b>                      Development minimises free field noise intrusion from a <b>state-controlled road</b>.</p>	<p><b>AO37.1</b>                      Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);</li> <li>2. in accordance with:                             <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ol> </li> </ol> <p>OR</p> <p><b>AO37.2</b>                      Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p> <p><b>AO37.3</b>                      Development provides a <b>solid gap-free fence</b> or other</p>	<p>The proposal includes not change or addition to accommodation activities on site.</p>

Performance outcomes	Acceptable outcomes	Response
	<b>solid gap-free structure</b> along the full extent of the boundary closest to the <b>state-controlled road</b> .	
<b>Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<b>PO38</b> Reconfiguring a lot minimises free field noise intrusion from a <b>state-controlled road</b> .	<b>AO38.1</b> Development provides noise barrier or earth mound which is designed, sited and constructed: <ol style="list-style-type: none"> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);</li> <li>2. in accordance with:                             <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ol> </li> </ol> <p>OR</p> <b>AO38.2</b> Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.	The proposal includes not change or addition to accommodation activities on site.
<b>Material change of use (accommodation activity)</b>		
<b>Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<b>PO39</b> Development minimises noise intrusion from a <b>state-controlled road</b> in <b>private open space</b> .	<b>AO39.1</b> Development provides a noise barrier or earth mound which is designed, sited and constructed:	The proposal includes not change to accommodation activities on site.

Performance outcomes	Acceptable outcomes	Response
	<ol style="list-style-type: none"> <li>1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for <b>private open space</b> at the ground floor level;</li> <li>2. in accordance with:                             <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</li> </ol> </li> </ol> <p>OR</p> <p><b>A039.2</b>                      Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for <b>private open space</b> by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p>	
<p><b>PO40</b>                      Development (excluding a <b>relevant residential building</b> or <b>relocated building</b>) minimises noise intrusion from a <b>state-controlled road</b> in <b>habitable rooms</b> at the facade.</p>	<p><b>A040.1</b>                      Development (excluding a <b>relevant residential building</b> or <b>relocated building</b>) provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for <b>habitable rooms</b>;</li> <li>2. in accordance with:                             <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of</li> </ol> </li> </ol>	<p>The proposal includes not change to accommodation activities on site.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</p> <p>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</p> <p>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p> <p><b>AO40.2</b>                      Development (excluding a <b>relevant residential building</b> or <b>relocated building</b>) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for <b>habitable rooms</b> by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p>	
<p><b>PO41</b>  <b>Habitable rooms</b> (excluding a <b>relevant residential building</b> or <b>relocated building</b>) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).</p>	<p>No acceptable outcome is provided.</p>	<p>The proposal includes not change to accommodation activities on site.</p>
<p><b>Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor</b></p>		
<p><b>PO42</b>                      Balconies, podiums, and roof decks include:</p> <ol style="list-style-type: none"> <li>a continuous <b>solid gap-free structure</b> or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);</li> <li>highly acoustically absorbent material treatment for the total area of the soffit above balconies,</li> </ol>	<p>No acceptable outcome is provided.</p>	<p>The proposal includes not change to accommodation activities on site.</p>

Performance outcomes	Acceptable outcomes	Response
podiums, and roof decks.		
<b>PO43</b> <b>Habitable rooms</b> (excluding a <b>relevant residential building</b> or <b>relocated building</b> ) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	The proposal includes not change to accommodation activities on site.
<b>Material change of use (other uses)</b>		
<b>Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<b>PO44</b> Development: <ol style="list-style-type: none"> <li>1. provides a noise barrier or earth mound that is designed, sited and constructed:               <ol style="list-style-type: none"> <li>a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all <b>outdoor education areas</b> and <b>outdoor play areas</b>;</li> <li>b. in accordance with:                   <ol style="list-style-type: none"> <li>i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or</li> </ol> </li> </ol> </li> <li>2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all <b>outdoor education areas</b> and <b>outdoor play areas</b> by</li> </ol>	No acceptable outcome is provided.	The proposal is not for a childcare centre, educational establishment or hospital.



Performance outcomes	Acceptable outcomes	Response
<p><b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</p>		
<p><b>PO45</b> Development involving a <b>childcare centre</b> or <b>educational establishment</b>:</p> <ol style="list-style-type: none"> <li>1. provides a noise barrier or earth mound that is designed, sited and constructed:</li> <li>2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2);</li> <li>3. in accordance with: <ol style="list-style-type: none"> <li>a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</li> <li>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</li> <li>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or</li> </ol> </li> <li>4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by <b>alternative noise attenuation measures</b> where it is not practical to provide a noise barrier or earth mound.</li> </ol>	No acceptable outcome is provided.	The proposal is not for a childcare centre, educational establishment or hospital.
<p><b>PO46</b> Development involving:</p> <ol style="list-style-type: none"> <li>1. <b>indoor education areas</b> and <b>indoor play areas</b>; or</li> <li>2. sleeping rooms in a <b>childcare centre</b>; or</li> <li>3. <b>patient care areas</b> in a <b>hospital</b> achieves the</li> </ol>	No acceptable outcome is provided.	The proposal is not for a childcare centre, educational establishment or hospital.

Performance outcomes	Acceptable outcomes	Response
maximum internal acoustic level in reference table 3 (items 3.2-3.4).		
<b>Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor</b>		
<p><b>PO47</b>                      Development involving a <b>childcare centre</b> or <b>educational establishment</b> which have balconies, podiums or elevated <b>outdoor play areas</b> predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a <b>state-controlled road</b> are provided with:</p> <ol style="list-style-type: none"> <li>1. a continuous <b>solid gap-free structure</b> or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia);</li> <li>2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated <b>outdoor play areas</b>.</li> </ol>	No acceptable outcome is provided.	The proposal is not for a childcare centre, educational establishment or hospital.
<p><b>PO48</b>                      Development including:</p> <ol style="list-style-type: none"> <li>1. <b>indoor education areas</b> and <b>indoor play areas</b> in a <b>childcare centre</b> or <b>educational establishment</b>; or</li> <li>2. sleeping rooms in a <b>childcare centre</b>; or</li> <li>3. <b>patient care areas</b> in a <b>hospital</b> located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).</li> </ol>	No acceptable outcome is provided.	The proposal is not for a childcare centre, educational establishment or hospital.
<b>Air, light and vibration</b>		

Performance outcomes	Acceptable outcomes	Response
<p><b>PO49</b>  <b>Private open space, outdoor education areas and outdoor play areas</b> are protected from air quality impacts from a <b>state-controlled road</b>.</p>	<p><b>AO49.1</b>                      Each dwelling or unit has access to a <b>private open space</b> which is shielded from a <b>state-controlled road</b> by a building, <b>solid gap-free fence</b>, or other <b>solid gap-free structure</b>.</p> <p>OR</p> <p><b>AO49.2</b>                      Each <b>outdoor education area</b> and <b>outdoor play area</b> is shielded from a <b>state-controlled road</b> by a building, <b>solid gap-free fence</b>, or other <b>solid gap-free structure</b>.</p>	<p>The proposal does not include dwellings or private open space, outdoor education areas or outdoor play areas required to be protected from air quality impacts from the state-controlled road network. .</p>
<p><b>PO50</b>  <b>Patient care areas</b> within <b>hospitals</b> are protected from vibration impacts from a <b>state-controlled road</b> or <b>type 1 multi-modal corridor</b>.</p>	<p><b>AO50.1</b>  <b>Hospitals</b> are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of 0.1m/s<sup>1.75</sup>.</p> <p>AND</p> <p><b>AO50.2</b> <b>Hospitals</b> are designed and constructed to ensure vibration in the ward of a <b>patient care area</b> does not exceed a vibration dose value of 0.4m/s<sup>1.75</sup>.</p>	<p>The proposal is not for a hospital.</p>
<p><b>PO51</b>                      Development is designed and sited to ensure light from infrastructure within, and from users of, a <b>state-controlled road</b> or <b>type 1 multi-modal corridor</b>, does not:</p> <ol style="list-style-type: none"> <li>1. intrude into buildings during night hours (10pm to 6am);</li> <li>2. create unreasonable disturbance during evening hours (6pm to 10pm).</li> </ol>	<p>No acceptable outcomes are prescribed.</p>	<p>The proposed use of the site and form of the buildings means that this element is of little relevance.</p>

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

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

Performance outcomes	Acceptable outcomes	Response
<p><b>PO55</b>            Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a <b>future state-controlled road</b> or <b>road transport infrastructure</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p>The proposed development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts on future state-controlled roads or road transport infrastructure.</p>
<p><b>PO56</b>            Development ensures that stormwater is lawfully discharged.</p>	<p><b>AO56.1</b>            Development does not create any new points of discharge to a <b>future state-controlled road</b>.</p> <p>AND</p> <p><b>AO56.2</b>            Development does not concentrate flows to a <b>future state-controlled road</b>.</p> <p>AND</p> <p><b>AO56.3</b>            Stormwater run-off is discharged to a <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO56.4</b>            Development does not worsen the condition of an existing <b>lawful point of discharge</b> to the <b>future state-controlled road</b>.</p>	<p>The existing site will continue to discharge stormwater to a lawful point, being the surrounding road and associated stormwater drainage network.</p>

### 9.1.11 SDAP Code 6 - SDAP State Code 6 - Protection of state transport networks

#### Performance Outcomes and Acceptable Outcomes

**Table 6.2 Development in general**

Performance outcomes	Acceptable outcomes	Response
<b>Network impacts</b>		
<b>PO1</b> Development does not compromise the safety of users of the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	The proposed development will not compromise the safety of users of the state-controlled road network.
<b>PO2</b> Development does not adversely impact the structural integrity or physical condition of a <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	The proposed development will not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure.
<b>PO3</b> Development ensures <b>no net worsening</b> of the operating performance the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	The proposed development will ensure no net worsening of the operating performance the state-controlled road network.
<b>PO4</b> Traffic movements are not directed onto a <b>state-controlled road</b> where they can be accommodated on the <b>local road</b> network.	No acceptable outcome is prescribed.	The proposed development will not change the existing traffic movements to or from the site and does not propose alteration of addition to the access points to the surrounding road network, including the state-controlled road network.
<b>PO5</b> Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	The proposed development does not involve such haulage.
<b>PO6</b> Development does not require a new <b>railway</b> level	No acceptable outcome is prescribed.	The proposed development will not impact a railway

Performance outcomes	Acceptable outcomes	Response
crossing.		corridor or rail transport infrastructure.
<b>PO7</b> Development does not adversely impact the operating performance of an existing <b>railway crossing</b> .	No acceptable outcome is prescribed.	The proposed development will not impact a railway corridor or rail transport infrastructure.
<b>PO8</b> Development does not adversely impact on the safety of an existing <b>railway crossing</b> .	No acceptable outcome is prescribed.	The proposed development will not impact a railway corridor or rail transport infrastructure.
<b>PO9</b> Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a <b>railway crossing</b> .	No acceptable outcome is prescribed.	The proposed development will not impact a railway corridor or rail transport infrastructure.
<b>PO10</b> Development does not create a safety hazard within the <b>railway corridor</b> .	No acceptable outcome is prescribed.	The proposed development will not impact a railway corridor or rail transport infrastructure.
<b>PO11</b> Development does not adversely impact the operating performance of the <b>railway corridor</b> .	No acceptable outcome is prescribed.	The proposed development will not impact a railway corridor or rail transport infrastructure.
<b>PO12</b> Development does not interfere with or obstruct the <b>railway transport infrastructure</b> or <b>other rail infrastructure</b> .	No acceptable outcome is prescribed.	The proposed development will not impact a railway corridor or rail transport infrastructure.
<b>PO13</b> Development does not adversely impact the structural integrity or physical condition of a <b>railway corridor</b> or <b>rail transport infrastructure</b> .	No acceptable outcome is prescribed.	The proposed development will not impact a railway corridor or rail transport infrastructure.
<b>Stormwater and overland flow</b>		

Performance outcomes	Acceptable outcomes	Response
<p><b>PO14</b>                      Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a <b>state transport corridor</b> or <b>state transport infrastructure</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p>No change or addition to stormwater run-off or overland flow will result from the development site to create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure.</p>
<p><b>PO15</b>                      Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a <b>state transport corridor</b> or <b>state transport infrastructure</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p>No change or addition to stormwater run-off or overland flow will result from the development site to create a material worsening of operating performance of a state transport corridor or state transport infrastructure.</p>
<p><b>PO16</b>                      Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the <b>state transport corridor</b> or <b>state transport infrastructure</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure.</p>
<p><b>PO17</b>                      Development associated with a <b>state-controlled road</b> or <b>road transport infrastructure</b> ensures that stormwater is lawfully discharged.</p>	<p><b>AO17.1</b>                      Development does not create any new points of discharge to a <b>state transport corridor</b> or <b>state transport infrastructure</b>.</p> <p>AND</p> <p><b>AO17.2</b>                      Development does not concentrate flows to a <b>state transport corridor</b>.</p> <p>AND</p> <p><b>AO17.3</b>                      Stormwater run-off is discharged to a <b>lawful point of</b></p>	<p>The proposed development does not create any new points of discharge to a state transport corridor or state transport infrastructure.</p>



Performance outcomes	Acceptable outcomes	Response
	<p><b>discharge.</b></p> <p>AND</p> <p><b>AO17.4</b>                      Development does not worsen the condition of an existing <b>lawful point of discharge</b> to a <b>state transport corridor</b> or <b>state transport infrastructure</b>.</p>	
<b>Flooding</b>		
<p><b>PO18</b>                      Development does not result in a material worsening of flooding impacts within a <b>state transport corridor</b> or <b>state transport infrastructure</b></p>	<p><i>For a state-controlled road or road transport infrastructure, all of the following apply:</i></p> <p><b>AO18.1</b>                      For all flood events up to 1% <b>annual exceedance probability</b>, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a <b>state transport corridor</b>.</p> <p>AND</p> <p><b>AO18.2</b>                      For all flood events up to 1% <b>annual exceedance probability</b>, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a <b>state transport corridor</b>.</p> <p>AND</p> <p><b>AO18.3</b>                      For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a <b>state transport corridor</b>.</p>	<p>The proposal will not result in a material worsening of flooding impacts within the state transport corridor or state transport infrastructure</p>

Performance outcomes	Acceptable outcomes	Response
	<p><i>No acceptable outcome is prescribed for a <b>railway corridor</b> or <b>rail transport infrastructure</b>.</i></p>	
<b>Drainage infrastructure</b>		
<p><b>PO19</b>                      Drainage infrastructure does not create a safety hazard in a <b>state transport corridor</b>.</p>	<p><i>For a <b>state-controlled road</b> environment, both of the following apply:</i></p> <p><b>AO19.1</b>                      Drainage infrastructure associated with, or in a <b>state-controlled road</b> is wholly contained within the development site, except at the <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO19.2</b>                      Drainage infrastructure can be maintained without requiring access to a <b>state transport corridor</b>.</p> <p><i>For a <b>railway</b> environment both of the following apply:</i></p> <p><b>AO19.3</b>                      Drainage infrastructure associated with a <b>railway corridor</b> or <b>rail transport infrastructure</b> is wholly contained within the development site.</p> <p>AND</p> <p><b>AO19.4</b>                      Drainage infrastructure can be maintained without requiring access to a <b>state transport corridor</b>.</p>	<p>The proposal will not adversely impact on existing drainage infrastructure within State Controlled Road transport infrastructure.</p>
<p><b>PO20</b>                      Drainage infrastructure associated with, or in a <b>state-</b></p>	<p>No acceptable outcome is prescribed.</p>	<p>The proposal will not adversely impact on existing</p>

Performance outcomes	Acceptable outcomes	Response
<b>controlled road or road transport infrastructure</b> is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.		drainage infrastructure within State Controlled Road transport infrastructure.
<b>Planned upgrades</b>		
<b>PO21</b> Development does not impede delivery of <b>planned upgrades of state transport infrastructure.</b>	No acceptable outcome is prescribed.	The proposal will not disaffect any planned upgrades.

**Table 6.3 Public passenger transport infrastructure and active transport**

Performance outcomes	Acceptable outcomes	Response
<b>PO22</b> Development does not damage or interfere with <b>public passenger transport infrastructure, active transport infrastructure or public passenger services.</b>	No acceptable outcome is prescribed.	The proposal will not damage or interfere with public passenger transport infrastructure, public passenger services or active transport infrastructure.
<b>PO23</b> Development does not compromise the safety of <b>public passenger transport infrastructure, public passenger services and active transport infrastructure.</b>	No acceptable outcome is prescribed.	The proposal will not disaffect the safety of public passenger transport infrastructure, public passenger services or active transport infrastructure.
<b>PO24</b> Development does not adversely impact the operating performance of <b>public passenger transport infrastructure, public passenger services and active transport infrastructure.</b>	No acceptable outcome is prescribed.	The proposal will not disaffect the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.
<b>PO25</b> Development does not adversely impact the structural integrity or physical condition of <b>public passenger transport infrastructure and active transport infrastructure.</b>	No acceptable outcome is prescribed.	The proposal will not disaffect the structural integrity or physical condition of public passenger transport infrastructure or active transport infrastructure.
<b>PO26</b> Upgraded or new <b>public passenger transport infrastructure and active transport infrastructure</b> is provided to accommodate the demand for <b>public passenger transport and active transport</b> generated by the development.	No acceptable outcome is prescribed.	The proposal does not propose new or upgraded public passenger transport infrastructure or active transport infrastructure

Performance outcomes	Acceptable outcomes	Response
<p><b>PO27</b>                      Development is designed to ensure the location of <b>public passenger transport infrastructure</b> prioritises and enables efficient <b>public passenger services</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p>The location of public passenger transport infrastructure will not result in the creation of inefficient public passenger services.</p>
<p><b>PO28</b>                      Development enables the provision or extension of <b>public passenger services, public passenger transport infrastructure and active transport infrastructure</b> to the development and avoids creating indirect or inefficient routes for <b>public passenger services</b>.</p>	<p>No acceptable outcome is prescribed.</p>	<p>The proposal will not disaffect any public passenger services or public passenger transport infrastructure or active transport infrastructure to the development. The proposal will not result in creating indirect or inefficient routes for public passenger services.</p>
<p><b>PO29</b>                      New or modified road networks are designed to enable development to be serviced by <b>public passenger services</b>.</p>	<p><b>AO29.1</b>                      Roads catering for buses are arterial or <b>sub-arterial roads</b>, collector or their equivalent.</p> <p>AND</p> <p><b>AO29.2</b>                      Roads intended to accommodate buses are designed and constructed in accordance with:</p> <ol style="list-style-type: none"> <li>1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads;</li> <li>2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads;</li> <li>3. Austroads Guide to Road Design (Parts 3, 4-4C and 6);</li> <li>4. Austroads Design Vehicles and Turning Path Templates;</li> <li>5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management</li> </ol>	<p>The proposal will create new, or modify existing road networks that cater to the servicing of the development by public passenger services.</p>

Performance outcomes	Acceptable outcomes	Response
	and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management;  AND  <b>AO29.3</b> Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	
<b>PO30</b> Development provides safe, direct and convenient access to existing and future <b>public passenger transport infrastructure</b> and <b>active transport infrastructure</b> .	No acceptable outcome is prescribed.	The proposal does not disaffect safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure.
<b>PO31</b> On-site vehicular circulation ensures the safety of both <b>public passenger transport services</b> and pedestrians.	No acceptable outcome is prescribed.	The proposal appropriately lays out the carparking areas to ensure safety for both pedestrians and public passenger transport services.
<b>PO32</b> <b>Taxi facilities</b> are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	The subject site has significant and multiple road frontages to allow for the installation of the listed requirements.
<b>PO33</b> Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and <b>booked hire services</b> other than taxis.	No acceptable outcome is prescribed.	The proposal provides for facilities to cater to demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.

Performance outcomes	Acceptable outcomes	Response
<p><b>PO34</b>  <b>Taxi facilities</b> are located and designed to provide convenient, safe and equitable access for passengers.</p>	<p><b>AO34.1</b>                      A <b>taxi facility</b> is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p> <p><b>AO34.2</b>  <b>Taxi facilities</b> are designed in accordance with:</p> <ol style="list-style-type: none"> <li>1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work;</li> <li>2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices</li> <li>3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities;</li> <li>4. Disability standards for accessible public</li> <li>5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992;</li> <li>6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements;</li> <li>7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</li> </ol>	<p>The subject site has significant and multiple road frontages to allow for the installation of the listed requirements.</p>
<p><b>PO35</b>                      Educational establishments are designed to ensure the safe and efficient operation of <b>public passenger services</b>, pedestrian and cyclist access and <b>active transport infrastructure</b>.</p>	<p><b>AO35.1</b>                      Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.</p>	<p>The proposal is not for an Educational establishment</p>

# Traffic Impact Assessment

55 Barkly Highway, Miles End  
Barkly Hotel Expansion Development





## Document Information

<b>Prepared for</b> ALH Group Pty Ltd c/- Cayas and Ward	<b>Job Reference</b> MOD23393QLD
<b>Project:</b> 55 Barkly Highway, Miles End Barkly Hotel Development Extension	

## Document Control

Version	Date	Description of Revision	Prepared by	Approved By
A	12/04/2024	Final	BF	HS

## RPEQ Certification

Harj Singh  
Director  
RPEQ 22364

*HSingh*

**MOUNT ISA CITY COUNCIL  
DEVELOPMENT APPROVAL**

**Permit No.: P06-23**

**Type of Development: Material Change of Use**

**Approved Use: Extension to Existing Hotel and (Bottle) Shop**

**Approved By: Mr Tim Rose**

**Title: Chief Executive Officer**

**Date: 13/08/2024**

*J.R.*

## MODUS TRANSPORT & TRAFFIC ENGINEERING

**ABN** 49 668 863 269

310 Edward Street  
Brisbane City QLD 4000

**P** 1300 606 408

**E** [info@moduseng.com.au](mailto:info@moduseng.com.au)

Modus has expanded its capabilities and assembled its systems, capital, and resources to drive value for customers via the delivery of a full suite of traffic engineering services.

Here at Modus, we are a team of engineers with extensive knowledge and experience providing quality service to both public and private sectors, from large contractors and developers to state and local governments.

Whether your project is a small residential development, mixed use development, a large commercial precinct or anything in between, our experienced traffic engineers will apply sound and practical traffic engineering principles to achieve an outstanding outcome for your project.

For more information about our company and the services we provide, please visit [www.modusengineering.com.au](http://www.modusengineering.com.au)

The information contained in this document is intended solely for the use of the client identified on the report cover for the purpose for which it has been prepared and no representation is made or is to be implied as being made to any third party. Other than for the exclusive use of our client, no part of this report may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic, mechanical, photocopying or otherwise, without the prior written permission of Modus.

**MOUNT ISA CITY COUNCIL  
DEVELOPMENT APPROVAL**

Permit No.: P06-23  
 Type of Development: Material Change of Use  
 Approved Use: Extension to Existing Hotel and (Bottle) Shop  
 Approved By: Mr Tim Rose  
 Title: Chief Executive Officer  
 Date: 13/08/2024

*Jhi*

**DA**  
NOT FOR CONSTRUCTION

- GENERAL NOTES:**  
(these notes apply to all drawings)
- These designs, drawings and specifications are copyright and the property of Cayas + Ward and must not be used, reproduced or copied wholly or in part without the permission of Cayas + Ward.
  - Do not scale - use figured dimensions in preference to scaled dimensions.
  - All dimensions must be checked on site prior to the commencement of construction and/or manufacture of any item.
  - Where demolition work is included, allow to make good all affected surfaces.
  - Ensure that all conditions of the building certification are complied with.
  - Where ambiguities or discrepancies exist, Cayas + Ward shall be contacted for clarification, or it will be deemed that the more expensive option has been allowed.
  - All work is to comply with all relevant sections of NCC and/or Australian Standards.
  - These drawings are to be read in conjunction with all other documentation, schedules & consultant documentation.
  - The contractor is to allow for all necessary floor preparation works.
  - Provide all warranties as per the manufacturers & suppliers standard warranties.
  - All materials, equipment, fixtures, fittings, etc. shall be new first quality without exception. Supply, delivery, storage, installation, etc. is to be as per the manufacturers most recent written recommendations.
  - Supply & install fire extinguishers to comply with Australian Standards to the area of the proposed work.
  - Termite protection is to be provided to comply with AS 3660.1-2000 and clarification to be provided on completion.
  - The construction and fit out of commercial kitchens and bars are to comply with AS 4674-2004.
  - Builder to inspect existing walls that are proposed to have new finishes and ensure that a suitable substrate is present or is provided to achieve the specified finish. Builder to inspect existing walls that are proposed to conceal services and ensure that an adequate cavity is present or provide furring channels.

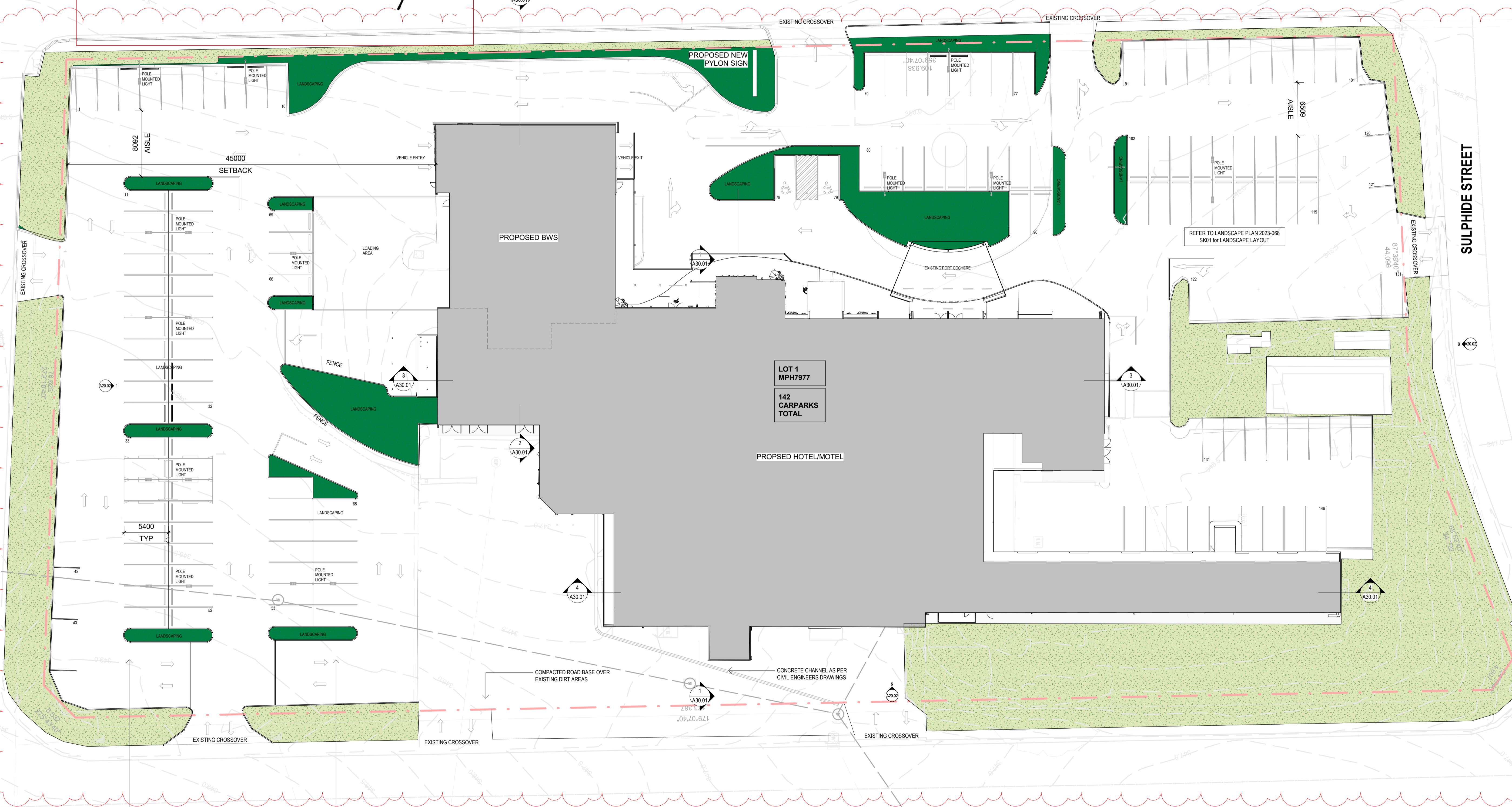
EXISTING LANDSCAPE  
 PROPOSED LANDSCAPE

KENTIA STREET

SULPHIDE STREET

BARKLY HIGHWAY

ROSEMARY AVENUE



- CARPARK SCOPE**
- RESURFACE CARPARK
  - LANDSCAPE ISLANDS
  - NEW CARPARK LIGHTING
  - REPAINT LINE MARKING AS SHOWN

**1 Proposed Site Plan**  
1 : 250

J	DA Issue	AT	12.04.24
I	Traffic Issue	AT	26.03.24
H	Consultant Issue	AT	19.02.24
G	DA Issue	AT	25.10.23
F	DA Issue	AT	27.09.23
E	Consultant Issue	AT	14.06.23
D	Client Issue	ED	11.05.23
C	Revised Issue	AT	11.05.23
B	BWS Issue	AT	08.05.23
A	Preliminary Drawings	AT	30.03.23
Issue	revision	initials	date

**Cayas + Ward**

Suite 2, 19-25 Musk Avenue, Kelvin Grove, PO Box 360, Watson QLD 4061  
 07 3556 6100 | e admin@cayasward.com.au  
 NSW Nominated Architect: Kimberley James Garton 8891

client ALH Group PTY. LTD.

project Barkly Hotel  
55 Barkly Hwy, Mount Isa  
QLD 4825

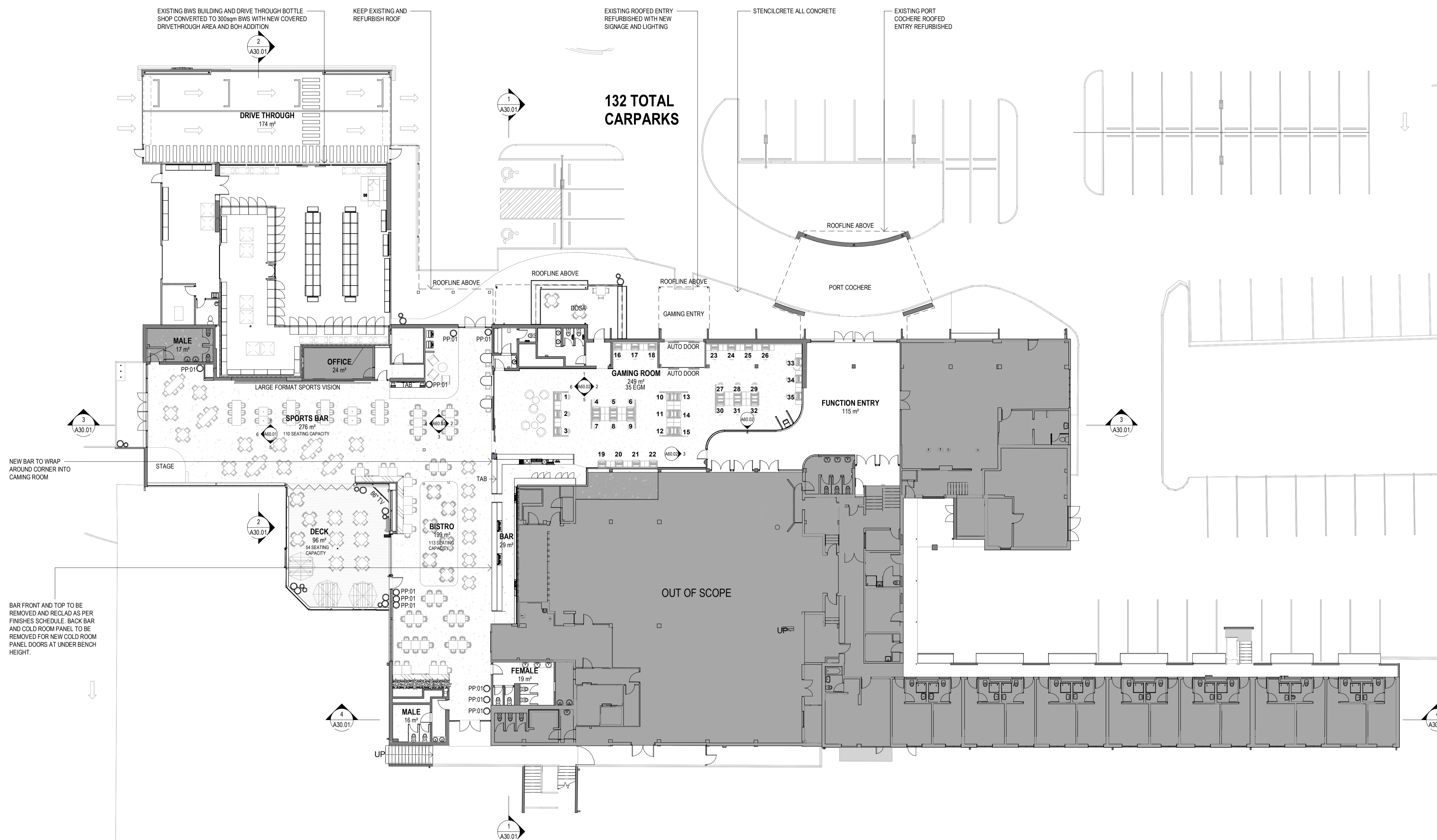
drawing title Proposed Site Plan

drawn AT  
 date MAR '23  
 scale 1 : 250@A1

project no.	drawing number	issue
2033	A00.05	J

GENERAL NOTES:  
(these notes apply to all drawings)

- These designs, drawings and specifications are copyright and the property of Cayas + Ward and must not be used, reproduced or copied wholly or in part without the permission of Cayas + Ward.
- Do not scale - use figured dimensions in preference to scaled dimensions.
- All dimensions must be checked on site prior to the commencement of construction and/or manufacture of any item.
- Where demolition work is included, allow to make good all affected surfaces.
- Ensure that all conditions of the building certification are complied with.
- Where ambiguities or discrepancies exist, Cayas + Ward shall be contacted for clarification, or it will be deemed that the more expensive option has been allowed.
- All work is to comply with all relevant sections of NCC and/or Australian Standards.
- These drawings are to be read in conjunction with all other documentation, schedules & consultant documentation.
- The contractor is to allow for all necessary floor preparation works.
- Provide all warranties as per the manufacturers & suppliers standard warranties.
- All materials, equipment, fixtures, fittings, etc. Shall be new first quality without exception. Supply, delivery, storage, installation, etc. is to be as per the manufacturers most recent written recommendations.
- Supply & install fire extinguishers to comply with Australian Standards to the area of the proposed work.
- Termitite protection is to be provided to comply with AS 3660.1-2000 and clarification to be provided on completion.
- The construction and fit out of commercial kitchens and bars are to comply with AS 4674:2004.
- Builder to inspect existing walls that are proposed to have new finishes and ensure that a suitable substrate is present or is provided to achieve the specified finish. Builder to inspect existing walls that are proposed to conceal services and ensure that an adequate cavity is present or provide furring channels.



1 Proposed Ground Floor  
1 : 200

**MOUNT ISA CITY COUNCIL  
DEVELOPMENT APPROVAL**

Permit No.: P06-23  
 Type of Development: Material Change of Use  
 Approved Use: Extension to Existing Hotel and (Bottle) Shop  
 Approved By: Mr Tim Rose  
 Title: Chief Executive Officer  
 Date: 13/08/2024

Jh.

H	DA Issue	AT	25.10.23
G	Revised BWS Issue	AT	13.10.23
F	DA Issue	AT	27.09.23
E	Consultant Issue	AT	14.06.23
D	Client Issue	ED	17.05.23
C	Revised Issue	AT	11.05.23
B	BWS Issue	AT	08.05.23
A	Preliminary Drawings	AT	30.03.23
Issue	revision	Initial	Date

**Cayas + Ward**

Suite 2, 19-25 Musk Avenue, Kelvin Grove, PO Box 360, Winton Q 4051  
 p: 07 3356 6100 e: admin@cayasward.com.au  
 NSW Nominated Architect: Kimberley James Garton 8891

client ALH Group PTY. LTD.

project Barkly Hotel  
 55 Barkly Hwy, Mount Isa  
 QLD 4825

drawing title Proposed Ground Floor  
 Plan

drawn AT  
 date MAR '23  
 scale 1 : 200@A1

project no. 2033  
 drawing number A10.12  
 issue H

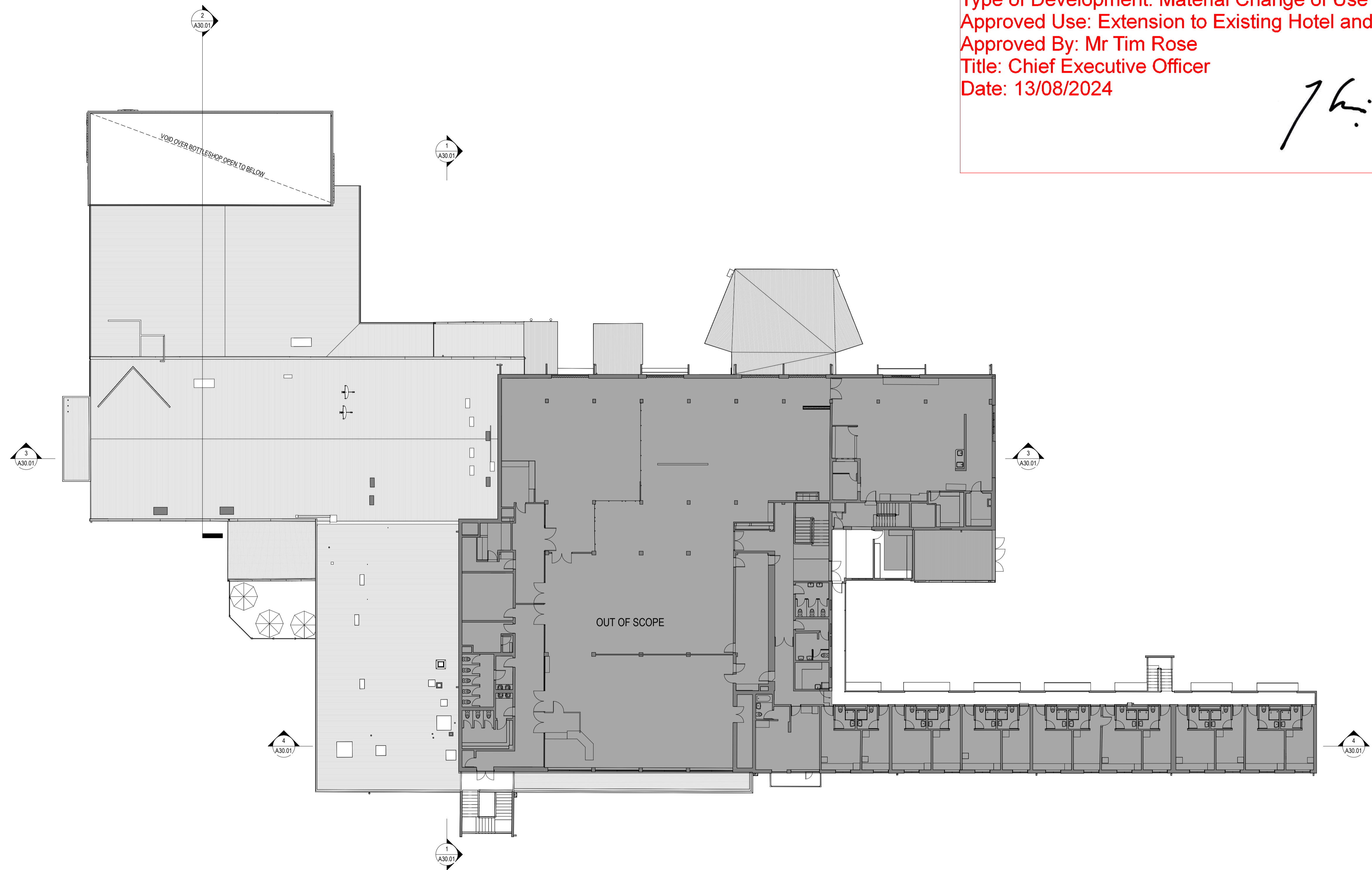
**MOUNT ISA CITY COUNCIL  
DEVELOPMENT APPROVAL**

**Permit No.: P06-23  
Type of Development: Material Change of Use  
Approved Use: Extension to Existing Hotel and (Bottle) Shop  
Approved By: Mr Tim Rose  
Title: Chief Executive Officer  
Date: 13/08/2024**

*Jhi*

**GENERAL NOTES:**  
(these notes apply to all drawings)

- These designs, drawings and specifications are copyright and the property of Cayas + Ward and must not be used, reproduced or copied wholly or in part without the permission of Cayas + Ward.
- Do not scale - use figured dimensions in preference to scaled dimensions.
- All dimensions must be checked on site prior to the commencement of construction and/or manufacture of any item.
- Where demolition work is included, allow to make good all affected surfaces.
- Ensure that all conditions of the building certification are complied with.
- Where ambiguities or discrepancies exist, Cayas + Ward shall be contacted for clarification, or it will be deemed that the more expensive option has been allowed.
- All work is to comply with all relevant sections of NCC and/or Australian Standards.
- These drawings are to be read in conjunction with all other documentation, schedules & consultant documentation.
- The contractor is to allow for all necessary floor preparation works.
- Provide all warranties as per the manufacturers & suppliers standard warranties.
- All materials, equipment, fixtures, fittings, etc. Shall be new first quality without exception. Supply, delivery, storage, installation, etc. is to be as per the manufacturers most recent written recommendations.
- Supply & install fire extinguishers to comply with Australian Standards to the area of the proposed work.
- Termite protection is to be provided to comply with AS 3660.1-2000 and clarification to be provided on completion.
- The construction and fit out of commercial kitchens and bars are to comply with AS 4674:2004.
- Builder to inspect existing walls that are proposed to have new finishes and ensure that a suitable substrate is present or is provided to achieve the specified finish. Builder to inspect existing walls that are proposed to conceal services and ensure that an adequate cavity is present or provide furring channels.



**1 Proposed First Floor**  
1 : 200

D	DA Issue	AT	25.10.23
C	DA Issue	AT	27.09.23
B	Consultant Issue	AT	14.06.23
A	Preliminary Drawings	AT	30.03.23
Issue	revision	initials	date

**Cayas  
+ Ward**

Suite 2, 19-25 Musk Avenue, Kelvin Grove, PO Box 360, Watson QLD 4061  
p: 07 3356 6100 e: admin@cayasward.com.au  
NSW Nominated Architect: Kimberley James Garton 8891

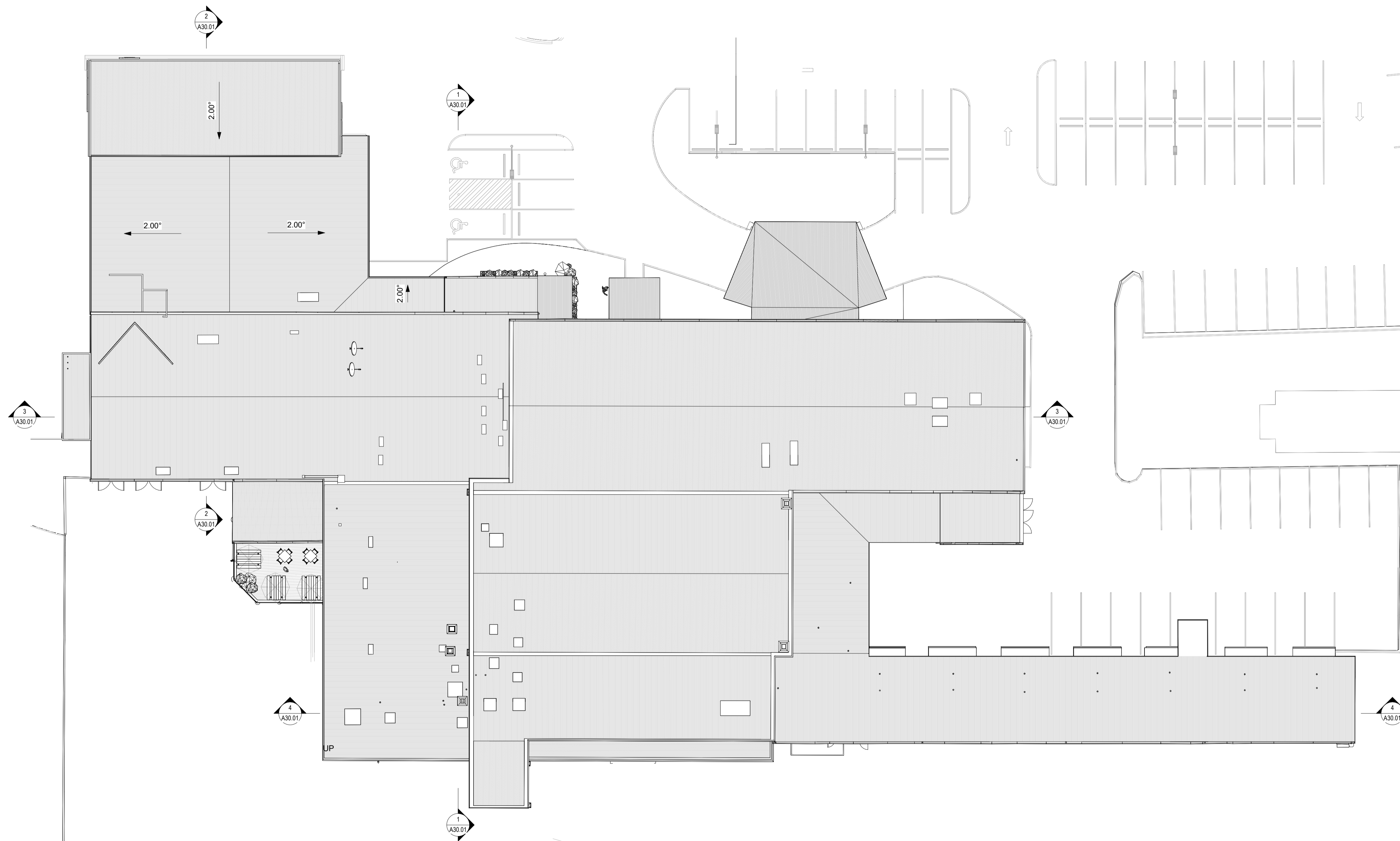
client	ALH Group PTY. LTD.
project	Barkly Hotel 55 Barkly Hwy, Mount Isa QLD 4825
drawing title	Proposed First Floor Plan

drawn	AT
date	MAR '23
scale	1 : 200@A1

project no.	drawing number	issue
2033	A10.22	D

**GENERAL NOTES:**  
(these notes apply to all drawings)

- These designs, drawings and specifications are copyright and the property of Cayas + Ward and must not be used, reproduced or copied wholly or in part without the permission of Cayas + Ward.
- Do not scale - use figured dimensions in preference to scaled dimensions.
- All dimensions must be checked on site prior to the commencement of construction and/or manufacture of any item.
- Where demolition work is included, allow to make good all affected surfaces.
- Ensure that all conditions of the building certification are complied with.
- Where ambiguities or discrepancies exist, Cayas + Ward shall be contacted for clarification, or it will be deemed that the more expensive option has been allowed.
- All work is to comply with all relevant sections of NCC and/or Australian Standards.
- These drawings are to be read in conjunction with all other documentation, schedules & consultant documentation.
- The contractor is to allow for all necessary floor preparation works.
- Provide all warranties as per the manufacturers & suppliers standard warranties.
- All materials, equipment, fixtures, fittings, etc. Shall be new first quality without exception. Supply, delivery, storage, installation, etc. is to be as per the manufacturers most recent written recommendations.
- Supply & install fire extinguishers to comply with Australian Standards to the area of the proposed work.
- Termite protection is to be provided to comply with AS 3660.1-2000 and clarification to be provided on completion.
- The construction and fit out of commercial kitchens and bars are to comply with AS 4674:2004.
- Builder to inspect existing walls that are proposed to have new finishes and ensure that a suitable substrate is present or is provided to achieve the specified finish. Builder to inspect existing walls that are proposed to conceal services and ensure that an adequate cavity is present or provide furring channels.



1 Proposed Roof  
1 : 200

E	DA Issue	AT	25.10.23
D	Revised BWS Issue	AT	13.10.23
C	DA Issue	AT	27.09.23
B	Consultant Issue	AT	14.06.23
A	Preliminary Drawings	AT	30.03.23
Issue	revision	initials	date

**Cayas + Ward**

Suite 2, 19-25 Musk Avenue, Kelvin Grove, PO Box 360, Watson Q 4061  
p:07 3356 6100 e:admin@cayasward.com.au  
NSW Nominated Architect: Kimberley James Garton 8891

client	ALH Group PTY. LTD.
project	Barkly Hotel 55 Barkly Hwy, Mount Isa QLD 4825
drawing title	Proposed Roof Plan

drawn	AT
date	MAR '23
scale	1 : 200@A1

project no.	drawing number	issue
2033	A12.02	E

**MOUNT ISA CITY COUNCIL  
DEVELOPMENT APPROVAL**

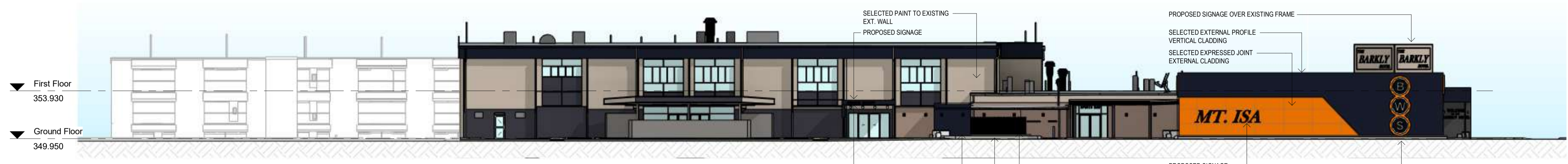
Permit No.: P06-23  
Type of Development: Material Change of Use  
Approved Use: Extension to Existing Hotel and (Bottle) Shop  
Approved By: Mr Tim Rose  
Title: Chief Executive Officer  
Date: 13/08/2024

*Tim Rose*

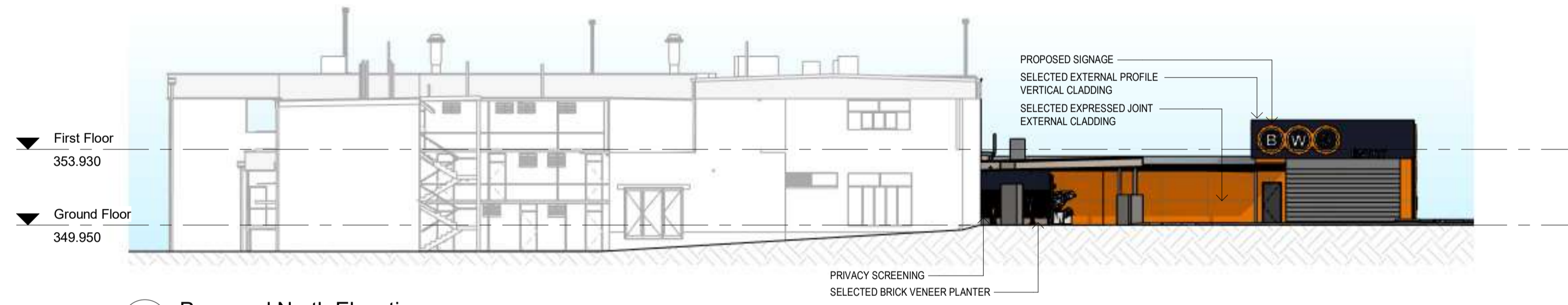
- GENERAL NOTES:**  
(these notes apply to all drawings)
- These designs, drawings and specifications are copyright and the property of Cayas + Ward and must not be used, reproduced or copied wholly or in part without the permission of Cayas + Ward.
  - Do not scale - use figured dimensions in preference to scaled dimensions.
  - All dimensions must be checked on site prior to the commencement of construction and/or manufacture of any item.
  - Where demolition work is included, allow to make good all affected surfaces.
  - Ensure that all conditions of the building certification are complied with.
  - Where ambiguities or discrepancies exist, Cayas + Ward shall be contacted for clarification, or it will be deemed that the more expensive option has been allowed.
  - All work is to comply with all relevant sections of NCC and/or Australian Standards.
  - These drawings are to be read in conjunction with all other documentation, schedules & consultant documentation.
  - The contractor is to allow for all necessary floor preparation works.
  - Provide all warranties as per the manufacturers & suppliers standard warranties.
  - All materials, equipment, fixtures, fittings, etc. Shall be new first quality without exception. Supply, delivery, storage, installation, etc. is to be as per the manufacturers most recent written recommendations.
  - Supply & install fire extinguishers to comply with Australian Standards to the area of the proposed work.
  - Termite protection is to be provided to comply with AS 3660.1-2000 and clarification to be provided on completion.
  - The construction and fit out of commercial kitchens and bars are to comply with AS 4674:2004.
  - Builder to inspect existing walls that are proposed to have new finishes and ensure that a suitable substrate is present or is provided to achieve the specified finish. Builder to inspect existing walls that are proposed to conceal services and ensure that an adequate cavity is present or provide furring channels.



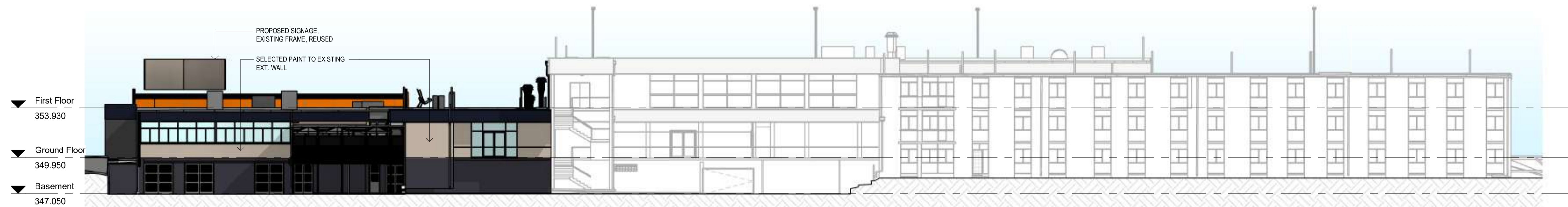
1 Proposed South Elevation  
1 : 200



2 Proposed West Elevation  
1 : 200



3 Proposed North Elevation  
1 : 200



4 Proposed East Elevation  
1 : 200

**MOUNT ISA CITY COUNCIL  
DEVELOPMENT APPROVAL**

Permit No.: P06-23  
 Type of Development: Material Change of Use  
 Approved Use: Extension to Existing Hotel and (Bottle) Shop  
 Approved By: Mr Tim Rose  
 Title: Chief Executive Officer  
 Date: 13/08/2024

*Jhi*

F	DA Issue	AT	25.10.23
E	DA Issue	TD	28.09.23
D	DA Issue	AT	27.09.23
C	Consultant Issue	AT	14.06.23
B	Client Issue	ED	17.05.23
A	BWS Issue	AT	08.05.23
Issue	revision	initials	date

### Cayas + Ward

Suite 2, 19-25 Musk Avenue, Kelvin Grove, PO Box 360, Watson QLD 4061  
p: 07 3356 6100 e: admin@cayasward.com.au  
NSW Nominated Architect: Kimberley James Garton 8891

client | ALH Group PTY. LTD.

project | Barkly Hotel  
55 Barkly Hwy, Mount Isa  
QLD 4825

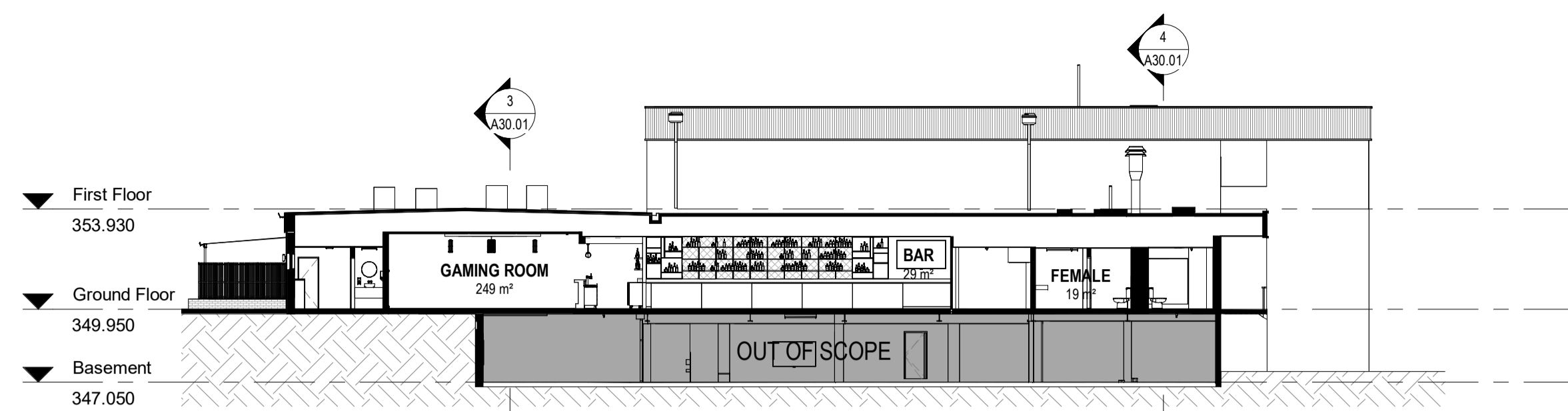
drawing title | Proposed Elevations

drawn | AT  
date | APR '23  
scale | 1 : 200@A1

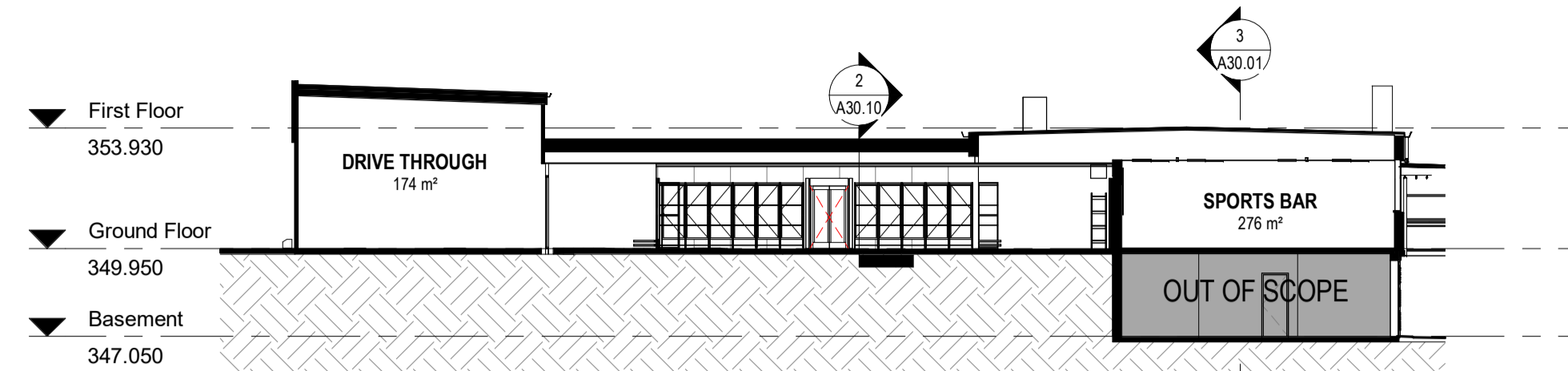
project no. | 2033  
drawing number | A20.02  
issue | F

GENERAL NOTES:  
(these notes apply to all drawings)

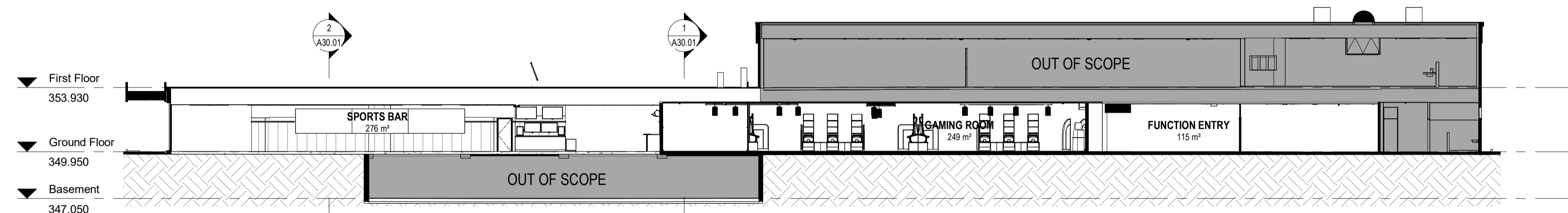
- These designs, drawings and specifications are copyright and the property of Cayas + Ward and must not be used, reproduced or copied wholly or in part without the permission of Cayas + Ward.
- Do not scale - use figured dimensions in preference to scaled dimensions.
- All dimensions must be checked on site prior to the commencement of construction and/or manufacture of any item.
- Where demolition work is included, allow to make good all affected surfaces.
- Ensure that all conditions of the building certification are complied with.
- Where ambiguities or discrepancies exist, Cayas + Ward shall be contacted for clarification, or it will be deemed that the more expensive option has been allowed.
- All work is to comply with all relevant sections of NCC and/or Australian Standards.
- These drawings are to be read in conjunction with all other documentation, schedules & consultant documentation.
- The contractor is to allow for all necessary floor preparation works.
- Provide all warranties as per the manufacturers & suppliers standard warranties.
- All materials, equipment, fixtures, fittings, etc. Shall be new first quality without exception. Supply, delivery, storage, installation, etc. is to be as per the manufacturers most recent written recommendations.
- Supply & install fire extinguishers to comply with Australian Standards to the area of the proposed work.
- Termite protection is to be provided to comply with AS 3660.1-2000 and clarification to be provided on completion.
- The construction and fit out of commercial kitchens and bars are to comply with AS 4674:2004.
- Builder to inspect existing walls that are proposed to have new finishes and ensure that a suitable substrate is present or is provided to achieve the specified finish. Builder to inspect existing walls that are proposed to conceal services and ensure that an adequate cavity is present or provide furring channels.



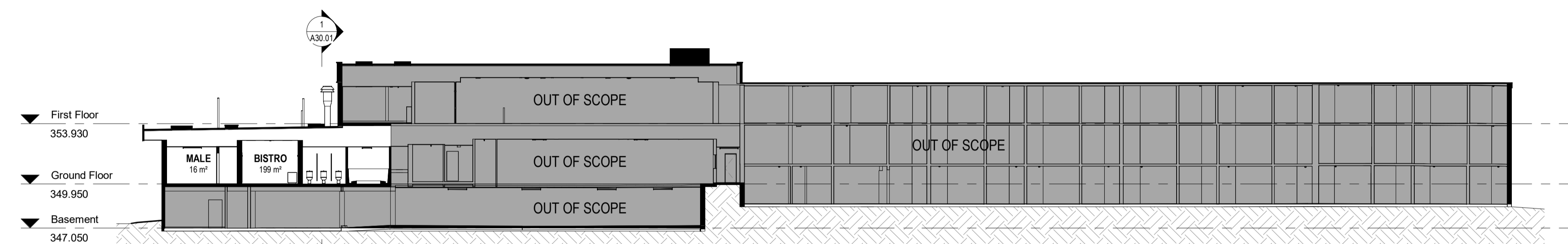
1 Proposed North Section 1  
1 : 200



2 Proposed North Section 2  
1 : 200



3 Proposed West Section 1  
1 : 200



4 Proposed West Section 2  
1 : 200

**MOUNT ISA CITY COUNCIL  
DEVELOPMENT APPROVAL**

Permit No.: P06-23  
 Type of Development: Material Change of Use  
 Approved Use: Extension to Existing Hotel and (Bottle) Shop  
 Approved By: Mr Tim Rose  
 Title: Chief Executive Officer  
 Date: 13/08/2024

*Jhi*

C	DA Issue	AT	25.10.23
B	DA Issue	AT	27.09.23
A	Consultant Issue	AT	14.06.23
Issue	Revision	Initials	Date

**Cayas  
+ Ward**

Suite 2, 19-25 Musk Avenue, Kelvin Grove, PO Box 360, Watson QLD 4051  
 p: 07 3356 6100 e: admin@cayasward.com.au  
 NSW Nominated Architect: Kimberley James Garton 8891

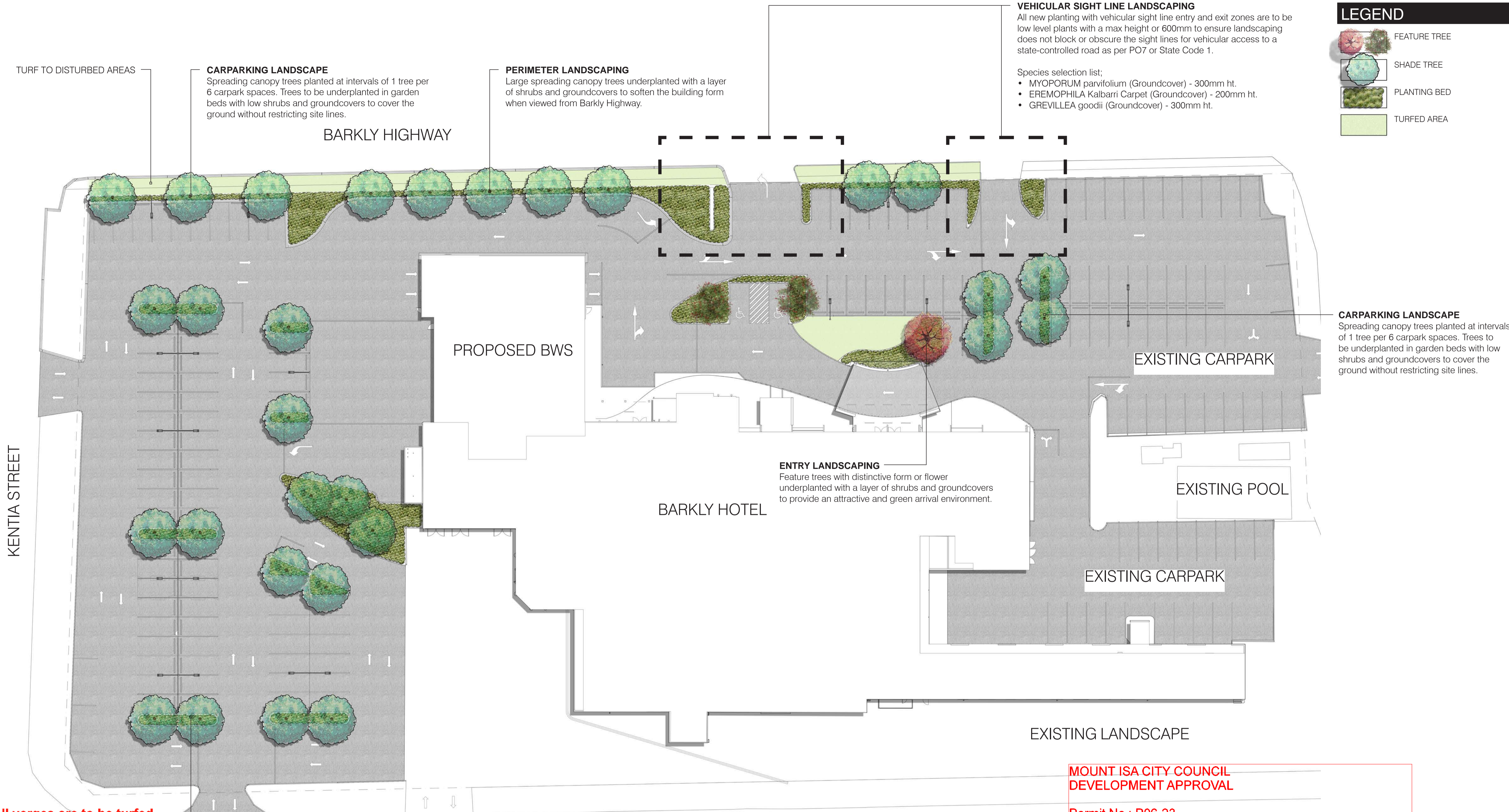
client | ALH Group PTY. LTD.

project | Barkly Hotel  
 55 Barkly Hwy, Mount Isa  
 QLD 4825

drawing title | Proposed Sections

drawn | AT  
 date | JUN '23  
 scale | 1 : 200@A1

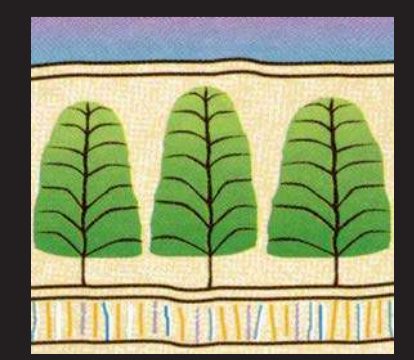
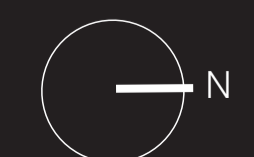
project no. | 2033  
 drawing number | A30.01  
 issue | C



**MOUNT ISA CITY COUNCIL  
DEVELOPMENT APPROVAL**

Permit No.: P06-23  
 Type of Development: Material Change of Use  
 Approved Use: Extension to Existing Hotel and (Bottle) Shop  
 Approved By: Mr Tim Rose  
 Title: Chief Executive Officer  
 Date: 13/08/2024

*Jh.*





# PLANT PALETTE (From City of Mt. Isa Preferred Plant Species List)

FEATURE TREE



Brachychiton  
rupestris



Delonix  
regia



Eucalyptus  
Summer Red

SHADE TREE



Brachychiton  
populneus



Melaleuca  
leucadendra



Peltophorum  
pterocarpum

SHRUBS



Callistemon  
Captain Cook



Callistemon  
Little John



Eremophila  
maculata Aurea



Eremophila  
maculata Purple



Grevillea  
Moonlight



Westringia  
Wynyabbie Gem

GRASSES/ STRAPPY LEAF



Dietes  
bicolour



Lomandra  
hystrix

GROUNDCOVERS



Eremophila  
Kalbarri Carpet



Grevillea  
goodii



Myoporum  
parvifolium

**MOUNT ISA CITY COUNCIL  
DEVELOPMENT APPROVAL**

Permit No.: P06-23  
 Type of Development: Material Change of Use  
 Approved Use: Extension to Existing Hotel and (Bottle) Shop  
 Approved By: Mr Tim Rose  
 Title: Chief Executive Officer  
 Date: 13/08/2024

*Jh*

