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Murray & Associates (Qld) Pty Ltd

**MURRAY &
ASSOCIATES**
SURVEYORS & TOWN PLANNERS



ACN 075 543 154 ABN 81 075 543 154

14 July 2020

The Chief Executive Officer
Mount Isa City Council
23 West Street
MOUNT ISA QLD 4825

Attention: Development Assessment

Dear Sir/Madam,

**APPLICATION FOR A DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE OF
PREMISES TO ESTABLISH A DUAL OCCUPANCY**

Property Description: Lot 15 on MPH14000
Property Address: 99 East St, The Gap QLD 4825
Proposed Development: Application for a Development Permit for Material Change of Use to establish Dual Occupancy
Local Government: Mount Isa City Council
Planning Scheme: City of Mount Isa Planning Scheme
Our Reference: 400062
Applicant: Iuri Cerednic

On behalf of Iuri Cerednic, please find attached our Application for a Development Permit for Material Change of Use to establish Dual Occupancy involving land described as Lot 15 on MPH14000, situated at 99 East St, The Gap.

In support of this application, please find attached:

- DA Form 1 & Signed Company Landowners Consent Form;
- A digital copy of Planning Report No. 400062 prepared by Murray & Associates (Qld) Pty Ltd, including Appendices A-E.

Please note that Council's Assessment Fee, being \$2785.00 will be provided upon receipt of an application Reference Number.

We look forward to receiving Council's favourable Decision Notice for this proposal in due course.

Yours faithfully,

Andrew Bell
Director / Registered Surveyor / Senior Town Planner
MURRAY & ASSOCIATES (QLD) PTY LTD

Sunshine Coast

15-17 Currie Street Nambour
65 Bungama St Maroochydore
PO Box 246 Nambour 4560
Phone (07) 5441 2188 (N)
Phone (07) 5443 9646 (M)

Caboolture

4/75 King Street
PO Box 377 Caboolture 4510
Phone (07) 5495 1478

Gympie

24 Reef Street
PO Box 57 Gympie 4570
Phone (07) 5482 1484

Emerald

Unit 1, 17 Opal Street
PO Box 665 Emerald 4720
Phone (07) 4987 5363

Roma

22 Lewis Street
PO Box 1244 Roma 4455
Phone (07) 4622 1666

Chinchilla

39 Heeney Street
PO Box 243 Chinchilla 4413
Phone (07) 4662 8100

DA Form 1 – Development application details

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

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

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

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

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

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

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

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

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Iuri Cerednic C/- Murray & Associates (Qld) Pty Ltd
Contact name (only applicable for companies)	Andrew Bell
Postal address (P.O. Box or street address)	PO Box 665
Suburb	Emerald
State	QLD
Postcode	4720
Country	Australia
Contact number	(07) 4987 5363
Email address (non-mandatory)	andrewb@mursurv.com
Mobile number (non-mandatory)	N/A
Fax number (non-mandatory)	N/A
Applicant's reference number(s) (if applicable)	400062

2) Owner's consent

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

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

PART 2 – LOCATION DETAILS

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

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

3.1) Street address and lot on plan

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
		99	East Street	The Gap
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4825	15	MPH14000	Mount Isa City Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

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

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

Coordinates of premises by longitude and latitude

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

Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) (if applicable)
		<input type="checkbox"/> 54 <input type="checkbox"/> 55 <input type="checkbox"/> 56	<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other: <input type="text"/>	

3.3) Additional premises

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

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

In or adjacent to a water body or watercourse or in or above an aquifer
 Name of water body, watercourse or aquifer:

On strategic port land under the *Transport Infrastructure Act 1994*
 Lot on plan description of strategic port land:
 Name of port authority for the lot:

In a tidal area
 Name of local government for the tidal area (if applicable):
 Name of port authority for tidal area (if applicable):

On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*
 Name of airport:

<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>
EMR site identification: <input type="text"/>
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>
CLR site identification: <input type="text"/>

5) Are there any existing easements over the premises?
Note: Easement uses vary throughout Queensland and are to be identified correctly and accurately. For further information on easements and how they may affect the proposed development, see [DA Forms Guide](#).

Yes – All easement locations, types and dimensions are included in plans submitted with this development application

No

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

a) What is the type of development? *(tick only one box)*

Material change of use Reconfiguring a lot Operational work Building work

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

Development permit Preliminary approval Preliminary approval that includes a variation approval

c) What is the level of assessment?

Code assessment Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal *(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):*

Material Change of Use to establish Dual Occupancy

e) Relevant plans
Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see [DA Forms guide: Relevant plans](#).

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

6.2) Provide details about the second development aspect

a) What is the type of development? *(tick only one box)*

Material change of use Reconfiguring a lot Operational work Building work

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

Development permit Preliminary approval Preliminary approval that includes a variation approval

c) What is the level of assessment?

Code assessment Impact assessment *(requires public notification)*

d) Provide a brief description of the proposal *(e.g. 6 unit apartment building defined as multi-unit dwelling, reconfiguration of 1 lot into 3 lots):*

e) Relevant plans
Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see [DA Forms Guide: Relevant plans](#).

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

6.3) Additional aspects of development

Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application

Not required

Section 2 – Further development details

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

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition <i>(include each definition in a new row)</i>	Number of dwelling units <i>(if applicable)</i>	Gross floor area (m ²) <i>(if applicable)</i>
Dual Occupancy	Dual occupancy— (a) means a residential use of premises for 2 households involving (i) 2 dwellings (whether attached or detached) on a single lot or 2 dwellings (whether attached or detached) on separate lots that share a common property; and (ii) any domestic outbuilding associated with the dwellings; but (b) does not include a residential use of premises that involves a secondary dwelling.	2	571

8.2) Does the proposed use involve the use of existing buildings on the premises?

Yes

No

Division 2 – Reconfiguring a lot

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

9.1) What is the total number of existing lots making up the premises?	
9.2) What is the nature of the lot reconfiguration? <i>(tick all applicable boxes)</i>	
<input type="checkbox"/> Subdivision <i>(complete 10)</i>	<input type="checkbox"/> Dividing land into parts by agreement <i>(complete 11)</i>
<input type="checkbox"/> Boundary realignment <i>(complete 12)</i>	<input type="checkbox"/> Creating or changing an easement giving access to a lot from a constructed road <i>(complete 13)</i>

10) Subdivision

10.1) For this development, how many lots are being created and what is the intended use of those lots:

Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:

Number of lots created		
10.2) Will the subdivision be staged?		
<input type="checkbox"/> Yes – provide additional details below <input type="checkbox"/> No		
How many stages will the works include?		
What stage(s) will this development application apply to?		

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

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

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

Division 3 – Operational work

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

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

PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application

Mount Isa City Council

16) Has the local government agreed to apply a superseded planning scheme for this development application?

- Yes – a copy of the decision notice is attached to this development application
- The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
- No

PART 5 – REFERRAL DETAILS

17) Does this development application include any aspects that have any referral requirements?

Note: A development application will require referral if prescribed by the Planning Regulation 2017.

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

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

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

<input type="checkbox"/> Urban design <input type="checkbox"/> Water-related development – taking or interfering with water <input type="checkbox"/> Water-related development – removing quarry material (<i>from a watercourse or lake</i>) <input type="checkbox"/> Water-related development – referable dams <input type="checkbox"/> Water-related development – levees (<i>category 3 levees only</i>) <input type="checkbox"/> Wetland protection area
Matters requiring referral to the local government: <input type="checkbox"/> Airport land <input type="checkbox"/> Environmentally relevant activities (ERA) (<i>only if the ERA has been devolved to local government</i>) <input type="checkbox"/> Heritage places – Local heritage places
Matters requiring referral to the Chief Executive of the distribution entity or transmission entity: <input type="checkbox"/> Infrastructure-related referrals – Electricity infrastructure
Matters requiring referral to: <ul style="list-style-type: none"> • The Chief Executive of the holder of the licence, if not an individual • The holder of the licence, if the holder of the licence is an individual <input type="checkbox"/> Infrastructure-related referrals – Oil and gas infrastructure
Matters requiring referral to the Brisbane City Council: <input type="checkbox"/> Ports – Brisbane core port land
Matters requiring referral to the Minister responsible for administering the Transport Infrastructure Act 1994: <input type="checkbox"/> Ports – Brisbane core port land (<i>where inconsistent with the Brisbane port LUP for transport reasons</i>) <input type="checkbox"/> Ports – Strategic port land
Matters requiring referral to the relevant port operator, if applicant is not port operator: <input type="checkbox"/> Ports – Land within Port of Brisbane’s port limits (<i>below high-water mark</i>)
Matters requiring referral to the Chief Executive of the relevant port authority: <input type="checkbox"/> Ports – Land within limits of another port (<i>below high-water mark</i>)
Matters requiring referral to the Gold Coast Waterways Authority: <input type="checkbox"/> Tidal works or work in a coastal management district (<i>in Gold Coast waters</i>)
Matters requiring referral to the Queensland Fire and Emergency Service: <input type="checkbox"/> Tidal works or work in a coastal management district (<i>involving a marina (more than six vessel berths)</i>)

18) Has any referral agency provided a referral response for this development application?		
<input type="checkbox"/> Yes – referral response(s) received and listed below are attached to this development application <input checked="" type="checkbox"/> No		
Referral requirement	Referral agency	Date of referral response
Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application, or include details in a schedule to this development application (<i>if applicable</i>).		

PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules	
<input checked="" type="checkbox"/> I agree to receive an information request if determined necessary for this development application <input type="checkbox"/> I do not agree to accept an information request for this development application Note: <i>By not agreeing to accept an information request I, the applicant, acknowledge:</i>	

- that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties
 - Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.
- Further advice about information requests is contained in the [DA Forms Guide](#).

PART 7 – FURTHER DETAILS

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

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

List of approval/development application references	Reference number	Date	Assessment manager
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			

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

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

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

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

- Yes – show cause or enforcement notice is attached
 No

23) Further legislative requirements

Environmentally relevant activities

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

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

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

Proposed ERA number:		Proposed ERA threshold:	
Proposed ERA name:			
<input type="checkbox"/> Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.			

Hazardous chemical facilities

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

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

No

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

Clearing native vegetation

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

- Yes – this development application includes written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)
- No

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

Environmental offsets

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

- Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter
- No

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

Koala habitat in SEQ Region

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

- Yes – the development application involves premises in the koala habitat area in the koala priority area
- Yes – the development application involves premises in the koala habitat area outside the koala priority area
- No

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

Water resources

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

- Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development
- No

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

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

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

Waterway barrier works

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

- Yes – the relevant template is completed and attached to this development application
- No

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

Marine activities

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

- Yes – an associated resource allocation authority is attached to this development application, if required under the *Fisheries Act 1994*
- No

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

Quarry materials from a watercourse or lake

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

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

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

Quarry materials from land under tidal waters

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

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

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

Referable dams

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

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

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

Tidal work or development within a coastal management district

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

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

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

Queensland and local heritage places

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

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

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

Name of the heritage place:		Place ID:	
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Brothels

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

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

Decision under section 62 of the Transport Infrastructure Act 1994

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

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

PART 8 – CHECKLIST AND APPLICANT DECLARATION

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

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

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

Date received: Reference number(s):

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

QLeave notification and payment			
<i>Note: For completion by assessment manager if applicable</i>			
Description of the work			
QLeave project number			
Amount paid (\$)		Date paid (dd/mm/yy)	
Date receipted form sighted by assessment manager			
Name of officer who sighted the form			

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

I, Iurie Cerednic
And I, Alexandra Cerednic

as owners of the premises identified as follows:

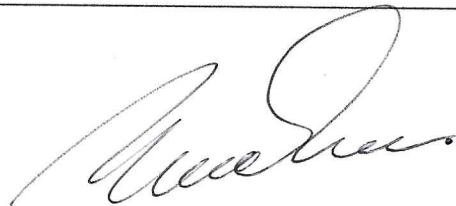
Lots 15 on MPH14000, situated at 88 East St, The Gap QLD 4825.

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

Murray & Associates (Qld) Pty Ltd

on the premises described above for:

Application for a Development Permit for Material Change of Use to establish Dual Occupancy

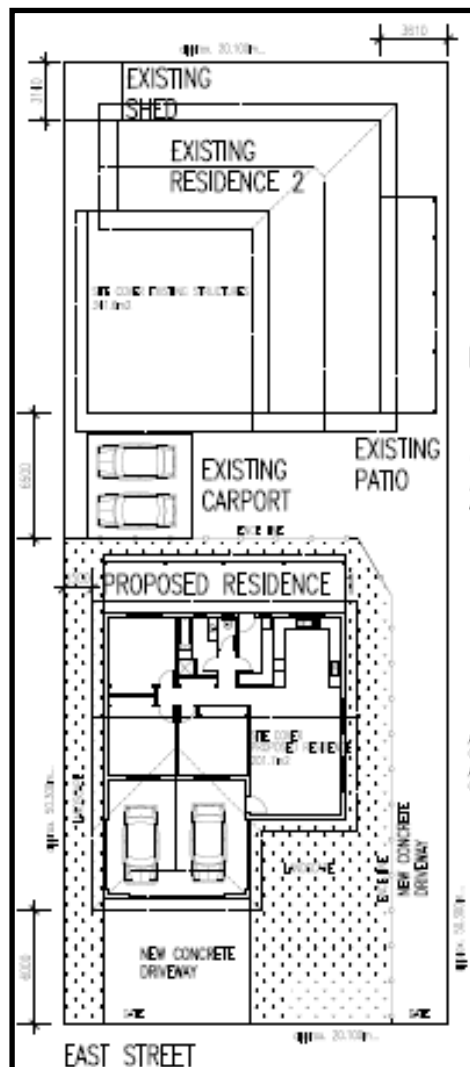
 6.7.2020

 6/7/2020

PLANNING REPORT

No. 400062

Application for a Development Permit for Material Change of Use to establish Dual Occupancy involving land described as Lot 15 on MPH14000, situated at 99 East St, The Gap Qld 825.



Prepared on Behalf of: Iuri Cerednic

July 2020

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Appendices

Appendix A – Current Title Search

Appendix B – Survey Plan and SmartMap

Appendix C – Design Plans

Appendix D – Code Assessment

Appendix E – State Code Assessment

Contact Details

Murray & Associates (Qld) Pty Ltd
Town Planning Consultant

Contact: Andrew Bell
Address: PO Box 665
Emerald Qld 4720

Phone: (07) 4987 5363

Email: andrewb@mursurv.com

1.0 Summary

SITE DETAILS

Address	99 East St, The Gap QLD 4825
Real Property Description	Lot 15 on MPH14000
Subject Land Area	1,012m ²
Local Authority	Mount Isa City Council
Current Registered Landowner	Iurie Cerednic & Alexandra Cerednic

PLANNING SCHEME DESIGNATIONS

Planning Scheme	City of Mount Isa Planning Scheme 2020
Zone Map	Zone Map ZM04
Zone	Medium Density Residential Zone

APPLICATION DETAILS

Applicant	Iuri Cerednic
Proposal	Application for a Development Permit for Material Change of Use to establish Dual Occupancy
Application Type	Development Permit
Level of Assessment	Code Assessment (non-conforming Accepted Development subject to requirements)

PROJECT TEAM

Town Planning	Murray & Associates (QLD) Pty Ltd
Design Consultant	R.J. Design

2.0 Introduction

Murray & Associates (Qld) Pty Ltd have been commissioned to prepare this Planning Report on behalf of Iuri Cerednic in support of an Application for a Development Permit for Material Change of Use to establish Dual Occupancy involving land described as Lot 15 on MPH14000, situated at 99 East St, The Gap QLD 4825.

Iurie Cerednic & Alexandra Cerednic, as the Current Registered Landowners of the subject site, have provided written consent to the proposed development by signing the Individual Landowner's Consent Form (Planning Act 2016), which accompanies this Planning Report. Also accompanying this Planning Report is completed DA Form 1 – Development Application Details.

The subject site incorporates an area of 1,012m² and is included within the Medium Density Residential Zone, in accordance with Zone Map ZM04 of the City of Mount Isa Planning Scheme 2020. The proposed development is Code Assessable as it does not meet the requirements for Accepted Development, as determined in accordance with Section 5.5 Categories of Development and Assessment – Material Change of Use, Table 5.5.2 – Medium Density Residential Zone of the City of Mount Isa Planning Scheme 2020.

This Planning Report provides an assessment of the development proposal against the applicable provisions of the City of Mount Isa Planning Scheme 2020 and should be read in conjunction with the supporting information included within the Figures and Appendices, together with attached DA Form 1.

3.0 Characteristics of the Site and Surrounding Area

Overview

3.1.1 Location of Subject Site

The subject site is situated at 99 East Street, The Gap and is legally described as Lot 15 on MPH14000. The subject site is located within close proximity to Marian Street and within 1km of the services and amenities offered by the Mount Isa commercial centre to the west. Refer to **Figure 1** of this report, which provides a Locality Map of the subject site and surrounding area.

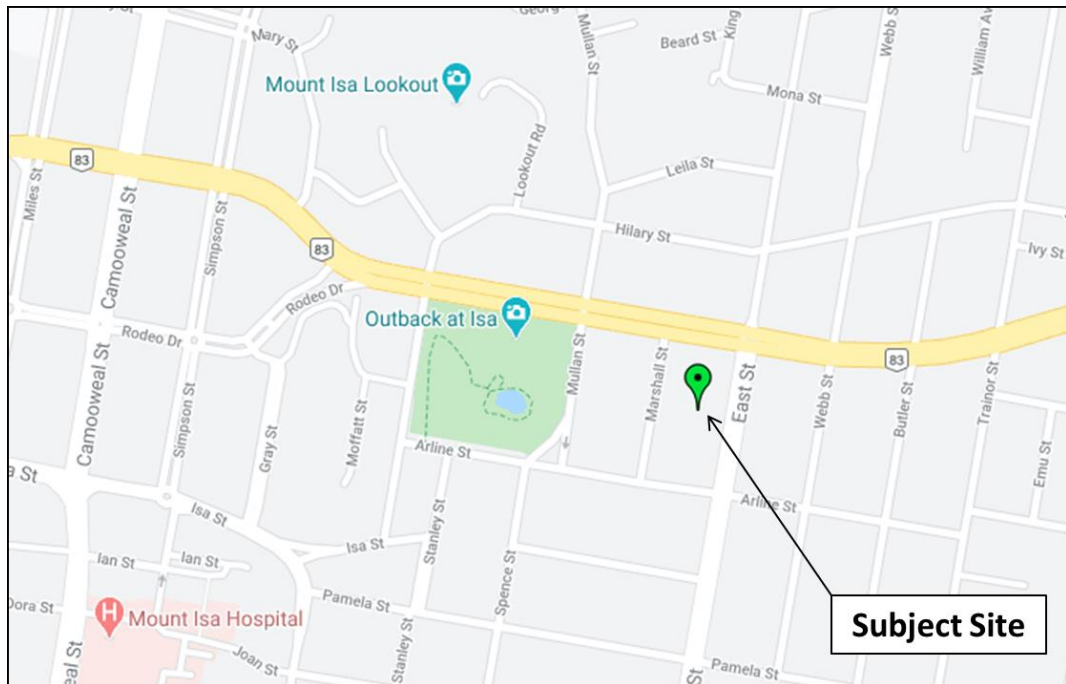


Figure 1 – Locality Map

3.1.2 Land Zoning

The subject site is included within the Medium Density Residential Zone, as identified in accordance with Zone Map ZM04 of the City of Mount Isa Planning Scheme 2020. An extract copy of Zone Map ZM04 is provided within **Figure 2** of this report.



Figure 2 – Zone Map

3.1.3 Surrounding Land Uses

The subject site is surrounded by properties that are likewise included within the Medium Density Residential Zone, comprising of a mixture single detached and multiple unit residential dwellings. Land further to the north along Marian Street (as well as to the west and scattered pockets) is included in the Mixed Use Zone and comprises a variety of residential and business activities. Refer to **Figure 2** above which contains an extract of Zone Map ZM04, identifying the subject site and surrounding properties.

3.1.4 Current Registered Landowners

The Current Registered Landowners of the subject site are Iurie Cerednic & Alexandra Cerednic, as confirmed by the Current Title Search; a copy of which is included at **Appendix A** of this report.

3.1.5 Dimensions, Easements, Shape and Topography

The subject site is regular in shape and comprises an area of 1,012m² of relatively level topography. For complete site dimensions, refer to **Appendix B** of this report for a copy of the Survey Plan and SmartMap. In addition, it is noted that the subject site is not encumbered by any easements in favour of a

distribution entity or third-party interest, as confirmed by the Current Title Search included at **Appendix A** of this report.

3.1.6 Built and Natural Site Features

The subject site features an existing single detached residential dwelling at the rear of the site. The remainder of the property comprises lawn/vacant area.

3.1.7 Access & Services

The subject site currently gains access via an existing driveway extending from East Street, which traverses the south of the site's front boundary. It is noted that East Street is operating at a sufficient capacity to cater for the proposed development.

The existing on-site dwelling comprises access to all necessary urban infrastructure including a reticulated supply of electricity, telecommunications, water supply and sewerage disposal.

4.0 Material Change of Use

4.1 Proposed Development

This application seeks approval for a Development Permit for Material Change of Use to establish Dual Occupancy involving land described as Lot 15 on MPH14000, situated at 99 East St, The Gap.

Design Plans have been prepared by R.J. Design, and are attached at **Appendix C** of this report. As demonstrated by the Design Plans, the existing single storey bedroom dwelling will be maintained in its current position at the rear of the lot, with a newly established access point and sealed driveway to be constructed for access. The proposed second dwelling unit is a single storey three (3) bedroom dwelling and is proposed to be established between the road frontage and the existing dwelling, with access provided from the existing access crossover (to be widened).

The proposed development is Code Assessable due to non-compliances with the Residential Activities Code of the City of Mount Isa Planning Scheme 2020, which elevate the level of assessment from Accepted Development. As such, the subject application is to be assessed against the Performance Outcomes of the Residential Activities Code.

Overall, it is noted that the proposed development complies with the performance outcomes specified within the Residential Activities Code. A full assessment of the proposal against the Residential Activities Code has been prepared by Murray & Associates and is included at **Appendix D** of this report.

4.1.1 Setbacks, Site Cover & Landscaping

Current boundary setbacks associated with the existing dwelling will be maintained. The proposed second dwelling is setback 6m from the East Street front boundary, 1.5m from the western side boundary and over 4m from the eastern boundary line, in accordance with AO4.2 of Table 9.3.6.1 of the Residential Activities Code and *Table 9.3.6.3 Residential activities - minimum side and rear boundary setbacks*.

Landscaping areas are provided on the site, comprising 160m² (~16%) and including a width greater than 2m along the frontage in accordance with AO10.1 and AO10.2 of Table 9.3.6.1 of the Residential Activities Code. Site Cover is below 60% - being 56.5% - in accordance with AO4.4.

4.1.2 Access and Car Parking

The driveway & crossover servicing the existing dwelling is to be upgraded to afford access to the double carport of the proposed new dwelling. The establishment of a new driveway and crossover on the northern end of the site's frontage will afford access to the existing rear dwelling and lead to the existing covered carport.

4.1.3 Waste Management

Each dwelling contains sufficient area to store one (1) general waste bin and one (1) recycling bin within close proximity of each dwelling to enable easy access and storage. The bins will not be visible from the street frontage and therefore, screening of bins is not considered necessary. Bins will be wheeled to the kerbside of East Street to be collected on the applicable day.

4.1.4 Provision of Services and Stormwater Management

The provision of urban infrastructure services, as outlined under Section 3.1.7 of this report, will be made available to the proposed second dwelling and the existing residence will still comprise access to the necessary services located in the street.

All stormwater generated as a result of the proposed development can be lawfully discharged to the kerb and channel along East Street.

5.0 Triggered Overlays

5.1 Overlays

The subject site is constrained by the following overlays, in accordance with the Overlay Maps of the City of Mount Isa Planning Scheme 2020:-

- Bicycle Network Overlay - Overlay Map OM-BN-02 - Principal Cycle Network Path; and
- Major Infrastructure Road Hierarchy Overlay - Overlay Map OM-RH-04 - Distributor Road.

5.1.1 Bicycle Network Overlay

East Street is identified as a Principal Cycle Network Path in accordance with Overlay Map OM-BN-02. It is noted that the road reserve will not be altered by the proposed development and that the existing footpath will be maintained where driveway crossovers are not located.

5.1.2 Major Infrastructure Road Hierarchy Overlay

East Street is identified as a Distributor Road in accordance with Overlay Map OM-RH-04. It is noted that a dual occupancy is an envisaged use for the site's medium density residential zoning and is in keeping with surrounding land uses accessing the distributor road.

6.0 Level of Assessment & Strategic Framework

As stated under Section 1.0 and Section 2.0 of this report, the proposed development is 'Code Assessable', as stipulated in accordance with Section 5.5 Categories of Development and Assessment – Material Change of Use, Table 5.5.2 Medium Density Residential Zone of the City of Mount Isa Planning Scheme 2020.

The proposed development is Code Assessable due to not complying with the requirements for Accepted Development. As the proposed development remains consistent with the preferred development type for the zone, an assessment of the proposed development in relation to the Strategic Frameworks is not considered necessary.

6.1 Code Assessment

In accordance with Part 5 – Tables of Assessment, Section 5.5 Categories of Development and Assessment – Material Change of Use, Table 5.5.2 Medium Density Residential Zone of the City of Mount Isa Planning Scheme 2020, the following codes are applicable to a development of this nature: -

- Residential activities code;
- Parking, access and loading code;
- Landscaping code;
- Excavation and filling code; and
- Engineering works and services code.

It is noted that the Code Assessable development application is triggered due to non-compliances with the Residential activities code, and that the proposed dual occupancy is compliant with the requirements of the Engineering works and services code, the Excavation and filling code, the Landscaping code and the Parking, access and loading code. As such, an assessment of these codes is not considered necessary and an assessment against the Residential activities code only has been prepared by Murray & Associates (Qld) Pty Ltd and is included at **Appendix D** of this report.

7.0 State Planning

7.1 Referral Agencies

The Planning Act 2016 and the Planning Regulation 2017 provide the legislative framework within Queensland for authorities (Local and State Government) to assess development applications. Matters that require assessment may be delegated to the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) for assessment by the State Assessment and Referral Agency (SARA).

Following a review of the SARA DA Online Mapping System, it is acknowledged that this application requires referral to DSDMIP for assessment by SARA for state-controlled matters (triggered by 100m proximity to intersection with state-controlled road).

7.2 State Planning Policy

The State Planning Policy (SPP) outlines the Queensland Government's policies regarding matters of state interest in land use planning and development. The SPP only applies to development assessment if the planning scheme has not yet appropriately integrated the SPP. If a discrepancy arises between a local planning scheme and a state planning policy, the state planning policy overrides the planning scheme. As outlined within Part 2 of the City of Mount Isa Planning Scheme 2020, the SPP has been incorporated into the planning scheme where applicable. The *Environment and heritage - Coastal environment* and *Infrastructure - Strategic ports* interests have not been integrated, as they are not relevant to the Mount Isa City Council Local Government Area. In light of the above, an assessment of the proposed development against the SPP is not required.

6.0 Conclusions and Recommendations

This application provides justification for a Development Permit for Material Change of Use to establish Dual Occupancy involving land described as Lot 15 on MPH14000, situated at 99 East St, The Gap, on the following grounds:-

- The proposal does not conflict with the existing residential amenity of the locality and integrates well with the surrounding area;
- The proposed second dwelling has been designed with consideration to the existing site features;
- The Dual Occupancy (specifically the proposed second dwelling) can gain access to all necessary services currently available to the subject site, including a reticulated supply of telecommunications, electricity, water supply and sewerage disposal;
- All proposed habitable areas are free of natural hazard (bushfire, flood etc.);
- All stormwater generated on the subject site is able to be discharged to the existing lawful point of discharge in the street without causing a nuisance to surrounding properties; and
- The proposal provides justification against all applicable elements of the City of Mount Isa Planning Scheme 2020 and the non-complying elements of the Dual Occupancy Code have been adequately addressed.

Thus, it is recommended that Council issue a favourable Development Permit for Material Change of Use to establish Dual Occupancy involving land described as Lot 15 on MPH14000, situated at 99 East St, The Gap.

Current Title Search

Survey Plan and SmartMap

Design Plans

Prepared by R.J. Design

Code Assessment

Prepared by Murray & Associates (Qld) Pty Ltd

State Code Assessment

Prepared by Murray & Associates (Qld) Pty Ltd

CURRENT TITLE SEARCH

NATURAL RESOURCES, MINES AND ENERGY, QUEENSLAND

Request No: 34328208

Search Date: 06/07/2020 09:53

Title Reference: 18805078

Date Created: 14/10/1994

REGISTERED OWNER

Interest

Dealing No: 711591237 21/04/2008

IURIE CEREDNIC	TENANT IN COMMON	1/4
ALEXANDRA CEREDNIC	TENANT IN COMMON	1/4
IURIE CEREDNIC		
ALEXANDRA CEREDNIC	JOINT TENANTS INTER SE	1/2
	AS TENANTS IN COMMON	

ESTATE AND LAND

Estate in Fee Simple

LOT 15 CROWN PLAN MPH14000
Local Government: MOUNT ISA

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 18805078 (Lot 15 on CP MPH14000)
2. MORTGAGE No 711591238 21/04/2008 at 09:25
WESTPAC BANKING CORPORATION A.B.N. 33 007 457 141

ADMINISTRATIVE ADVICES - NIL

UNREGISTERED DEALINGS - NIL

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

COPYRIGHT THE STATE OF QUEENSLAND (NATURAL RESOURCES, MINES AND ENERGY) [2020]

Requested By: D-ENQ GLOBALX

— INSET —
Scale : 3 chains to an inch

RIFLE RANGE
Firing MOUND

14000

F Book Box
Dup. for W. Myers
17.5.51

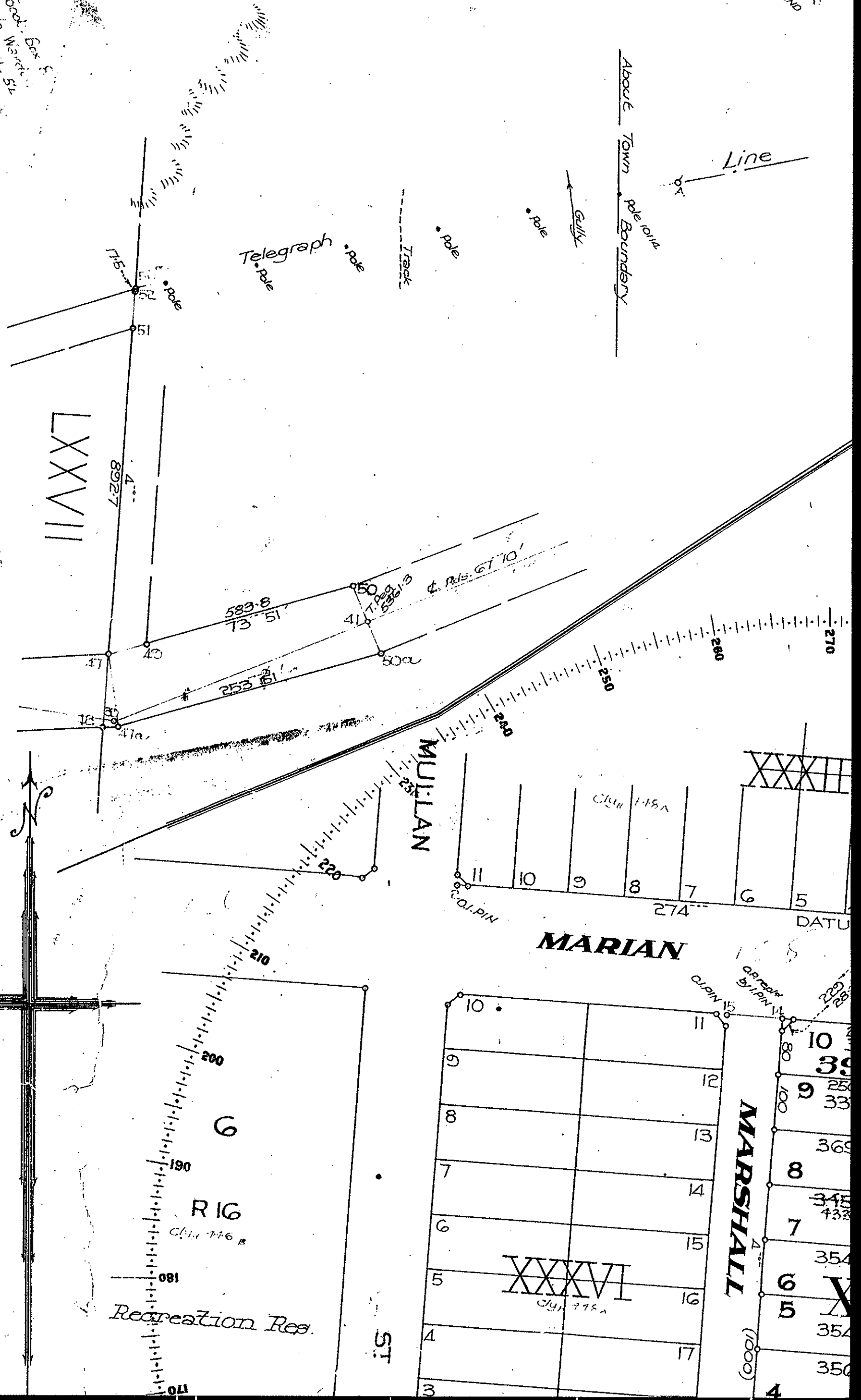
STMSH4

I hereby certify, on honour, that this survey has been carried out with the theodolite, and that the boundaries shown on the diagram accord with those marked and defined on the ground.

L. W. Myers
Staff Surveyor.

DATED _____
WITH MY LETTER NO. _____
DATED _____

SCALE 2 CHAINS TO AN INCH.
SURVEYED UNDER _____



00071

Iron Pins

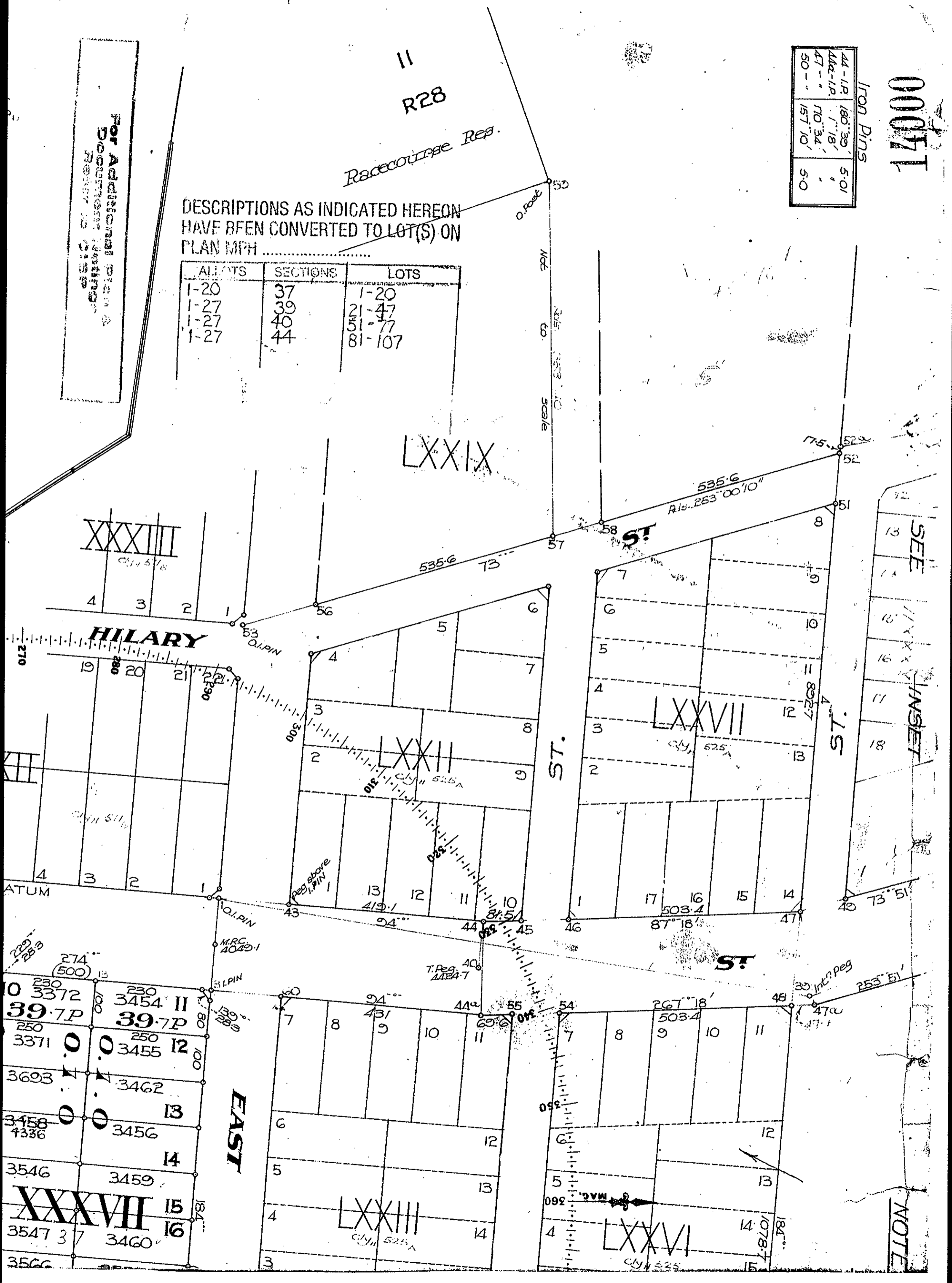
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46-1/P	1' 18"	"
47-1/P	170' 34"	"
50-1/P	157' 10"	5' 0"

II
R28
Racecourse Reg.

DESCRIPTIONS AS INDICATED HEREON
HAVE BEEN CONVERTED TO LOT(S) ON
PLAN MPH.....

ALLOTS	SECTIONS	LOTS
1-20	37	1-20
1-27	39	21-47
1-27	40	51-77
1-27	44	81-107

For Additional Plans &
Documents Contact
Refer to City



SEE
INSET

NOTE

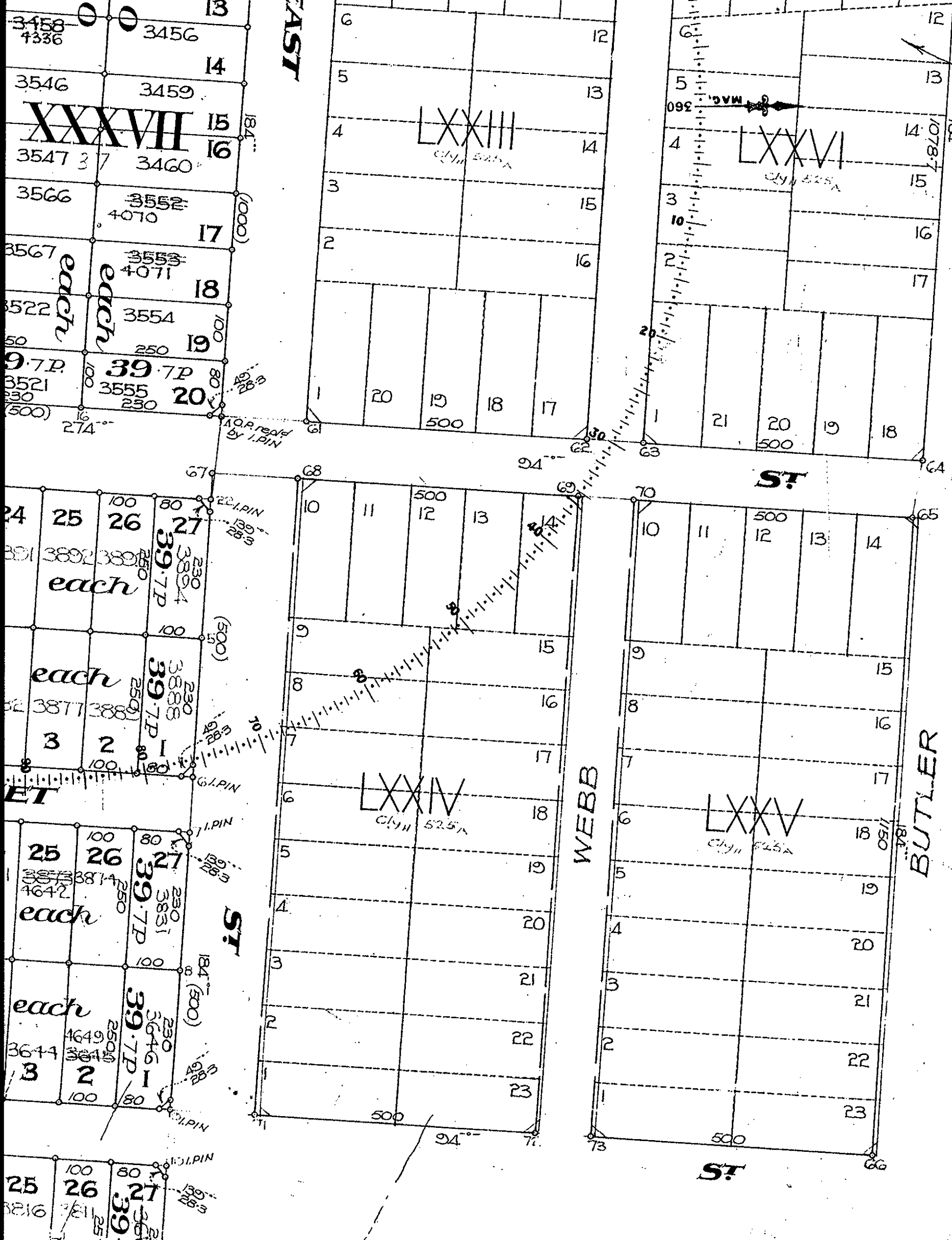
NOTE

All corners truncated EO links
 All homesteads shown are MHP's

Regs placed at numbered corners of Designed Sections.
 Corners to be truncated when surveyed.

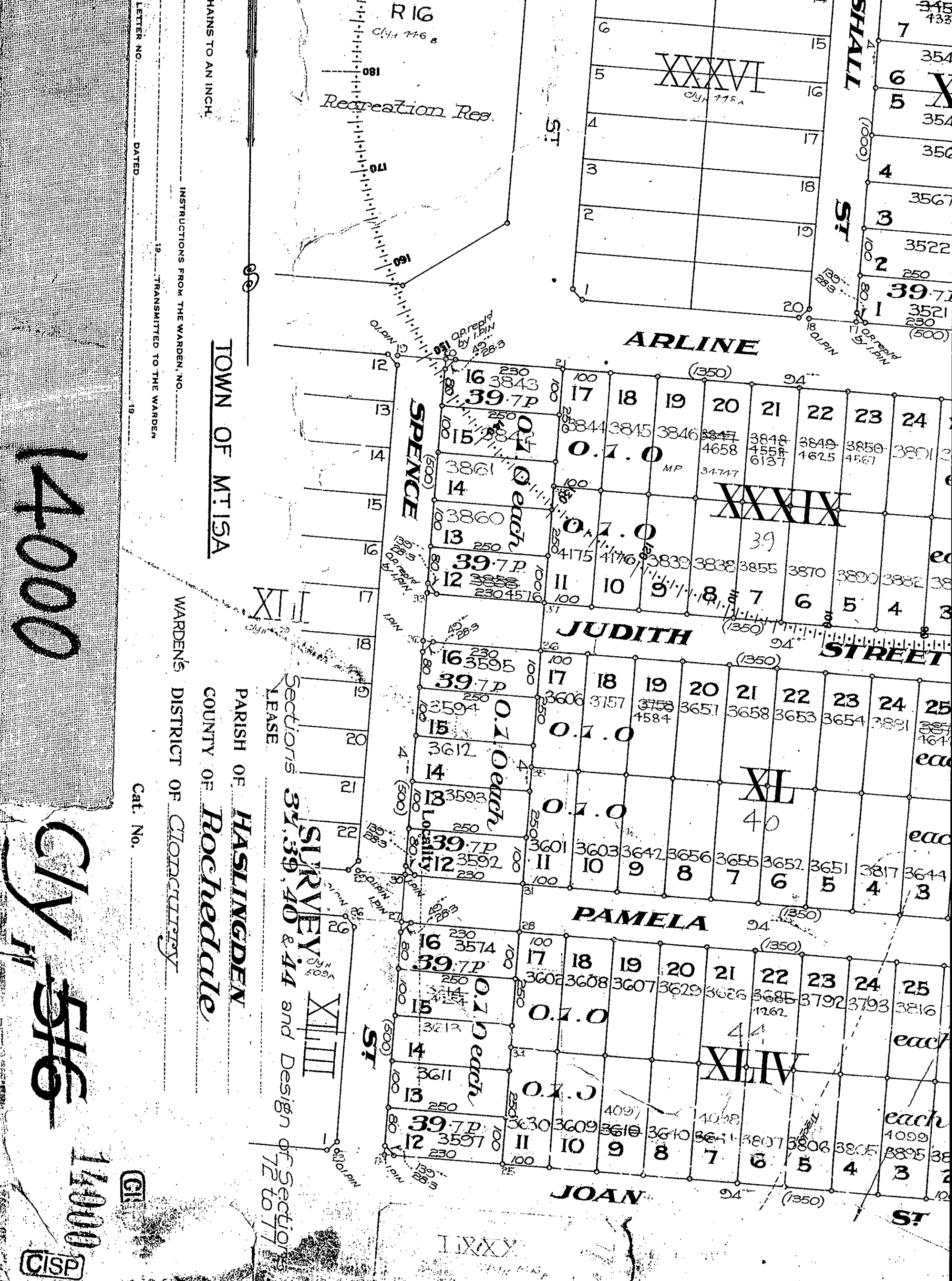
Lease Nos.

00071



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4-22	187 49	150 3
6-7	184	100
9-10	184	100
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17-18	274	100
19-20	94	100
23-24	94	100
26-27	94	100
27-30	94	100
32-33	4	100
36-37	4	100
1-43	94	150
1-Mac Reg.	184	100
44-44a	180 39	200 3
44-44b	184	100
45-46	87 18	100 7
47-47a	170 34	201 4
47-48	184	201 4
47-49	73 51	100 7
50-50a	157 10	200
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52 nd A	"	1490 0
A-B	33 40	67 0
1-39	98 25	1232 4
39-41	67 10	723 3
53-56	73	160 7
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64-65	180 73	100 5
22-67	4	50
67-68	94	150
69-70	"	100
9-71	"	150
72-73	"	100

(Approved)



TOWN OF M'ISA

PARISH OF HASLINGDEN
COUNTY OF ROCHEDALE

WARDENS DISTRICT OF CLOACTERY

LETTER NO. DATED

INSTRUCTIONS FROM THE WARDEN, NO. TRANSMITTED TO THE WARDEN

Cat. No.

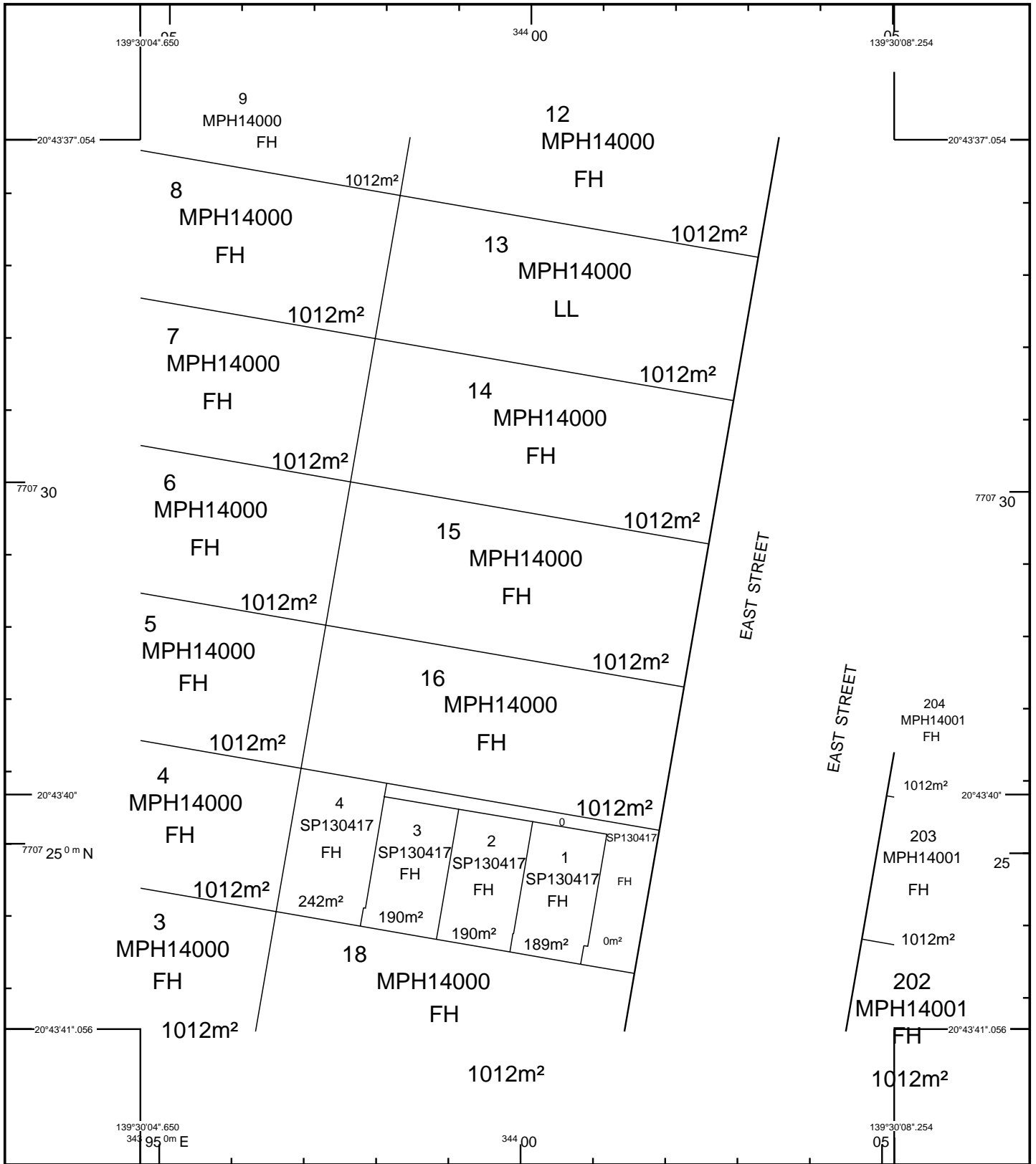
Sections 34, 39, 40 & 44 and Design of Sections 72 to 77

14000

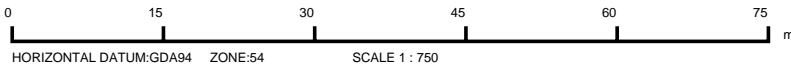
CY 576

14000

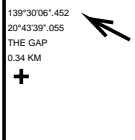
CISP



STANDARD MAP NUMBER
6856-43334



MAP WINDOW POSITION & NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

DCDB	15/MPH14000
Lot/Plan	1012m ²
Area/Volume	FREEHOLD
Tenure	MOUNT ISA CITY
Local Government	THE GAP
Locality	47887/11
Segment/Parcel	

CLIENT SERVICE STANDARDS

PRINTED (dd/mm/yyyy)	06/07/2020
DCDB	05/07/2020
Users of the information recorded in this document (the Information) accept all responsibility and risk associated with the use of the Information and should seek independent professional advice in relation to dealings with property.	
Despite Department of Natural Resources, Mines and Energy(DNRME)'s best efforts, DNRME makes no representations or warranties in relation to the Information, and, to the extent permitted by law, exclude or limit all warranties relating to correctness, accuracy, reliability, completeness or currency and all liability for any direct, indirect and consequential costs, losses, damages and expenses incurred in any way (including but not limited to that arising from negligence) in connection with any use of or reliance on the Information	
For further information on SmartMap products visit https://www.qld.gov.au/housing/buying-owning-home/property-land-valuations/smartmaps	

SmartMap

An External Product of SmartMap Information Services

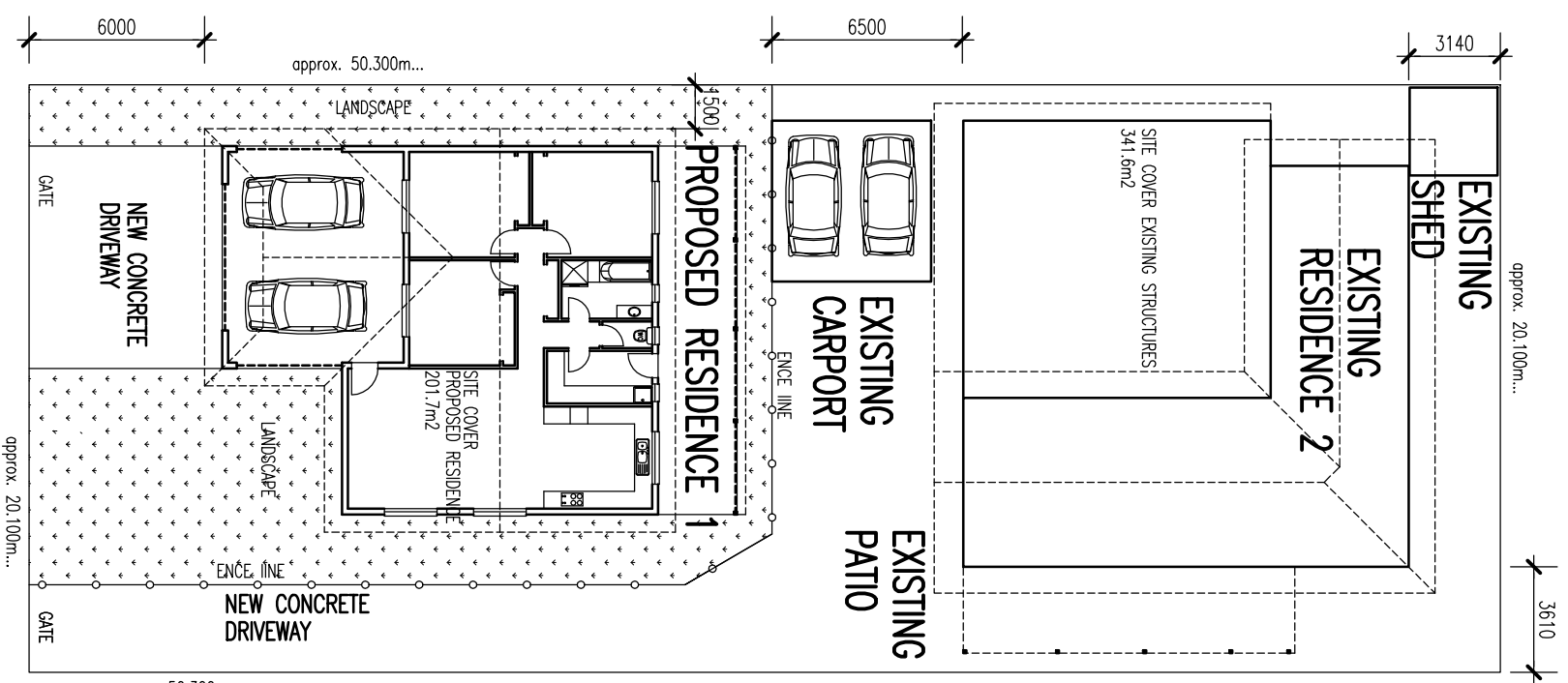
Based upon an extraction from the Digital Cadastral Data Base



Queensland Government

(c) The State of Queensland, (Department of Natural Resources, Mines and Energy) 2020.



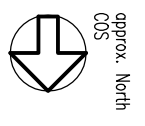


REQUIRED	PROVIDED
SITE AREA	1012m ²
SITE COVER	60%
LANDSCAPE	15%
CARPARKS	4

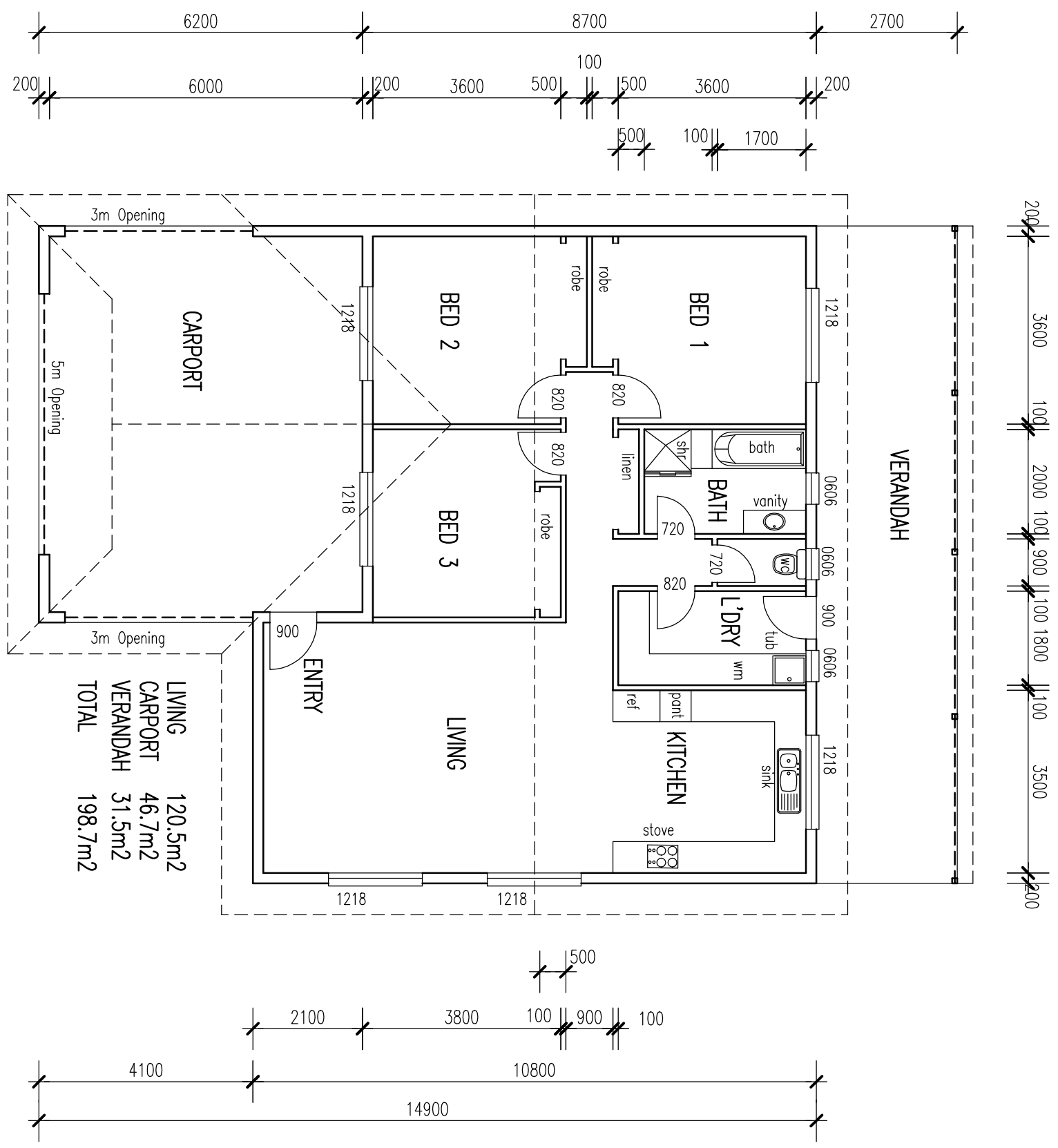
PROVIDED	REQUIRED
EXISTING RESIDENCE	341.6m ²
PROPOSED RESIDENCE	229.4m ²
TOTAL SITE COVER	571.0m ² = 56.5%
CAR SPACES	4 SPACES
LANDSCAPE	160m ² = approx. 16%

R.P.D.:
 LOT 15 ON MPH 14000
 PARISH OF HASLINGDEN
 COUNTY OF ROCHEDALE
 AREA 1012m²

ZONE.:
 RESIDENTIAL
 MEDIUM DENSITY



ALL SETOUT DIMENSION TO BE CHECKED/ CONFIRMED ON SITE
 ALL LEVELS TO BE CHECKED/ CONFIRMED ON SITE



LIVING	120.5m ²
CARPORY	46.7m ²
VERANDAH	31.5m ²
TOTAL	198.7m ²

EAST STREET SITE PLAN

1:250

Revision	DATE
A TOWNPLAN ISSUE	JUNE 2020

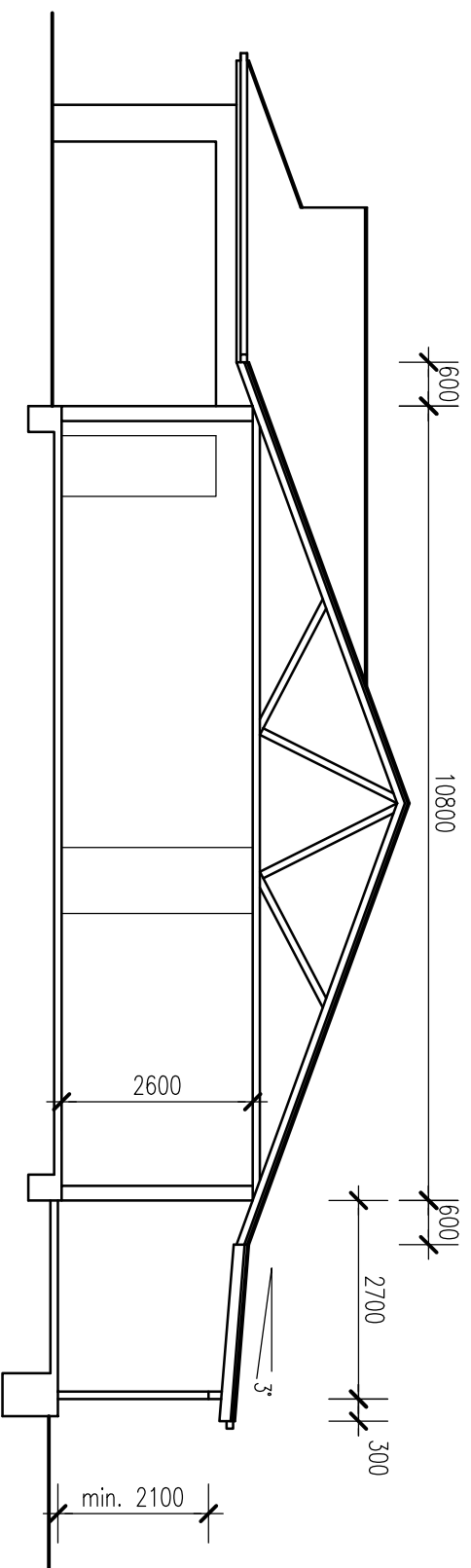
Zemindir Photography
 RENE KAPPELER Photographer
 web: <https://zemindirphotography.com.au>

interior design:
STUDIO MAALEM
 RENE KAPPELER INTERIOR DESIGNER

design:
R.J. DESIGN
 Copyright
 R. Kappeler, QBCC Lic. 041139
 PO BOX 3095 BRACKEN RIDGE
 QUEENSLAND 4017
 Phone: 0412 645 323
 E-mail: renek@rjdesign.com.au, web:rjdesign.com.au

TITLE	PROJECT	DATE
SITE PLAN, PROPOSED FLOOR PLAN	PROPOSED DUAL OCCUPANCY AT 99 EAST STREET, MOUNT ISA FOR I. CEREDNIC	JUNE 2020
		drawn RK
	scale 1:100, 1:250	issue A
JOB NR. RJ 2120/01	DWG. NR.	

COLORBOND ROOF SHEETING SCREW FIXED TO BATTENS
AS SPEC. BY MANUFACTURER
ENG. DESIGNED PREFABRICATED ROOFTRUSSES



SECTION

REFER ENG. DWG. FOR DETAILS OF
FOOTING AND SLAB DESIGN

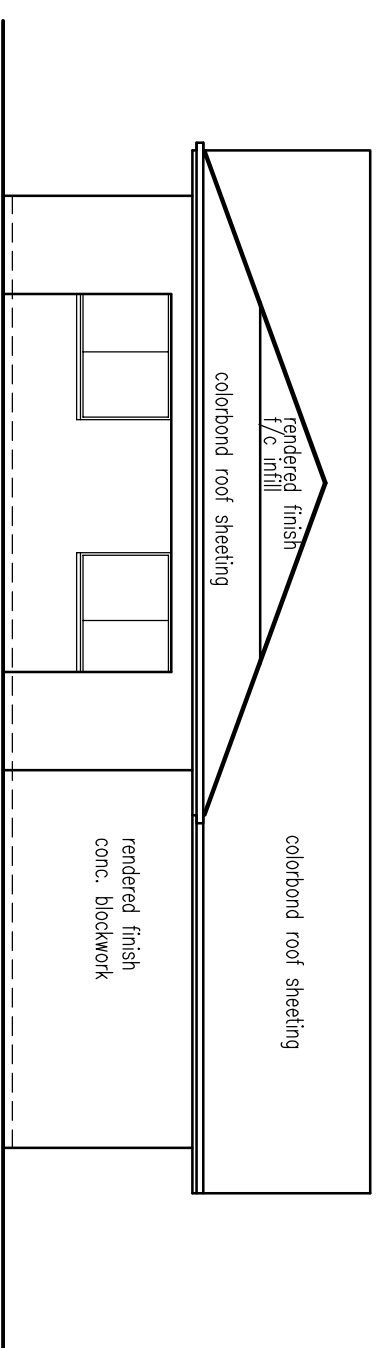
0.2mm POLYETHYLENE FILM UNDER SLAB
AND 50mm SANDBED
POISON TO AS 3660.1

NOTE

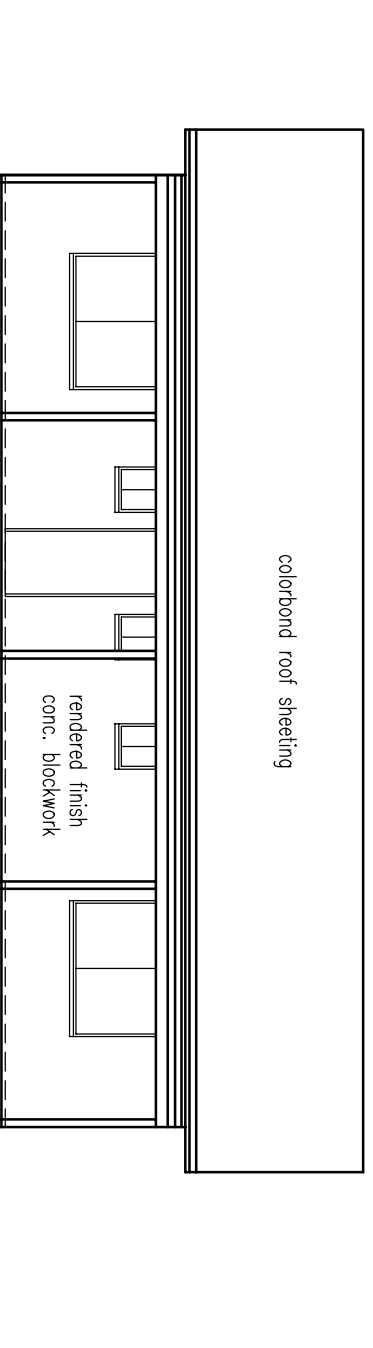
alu. framed sliding
windows and doors
provide TAMIC lift of hinges
to toilet doors

VERANDAH

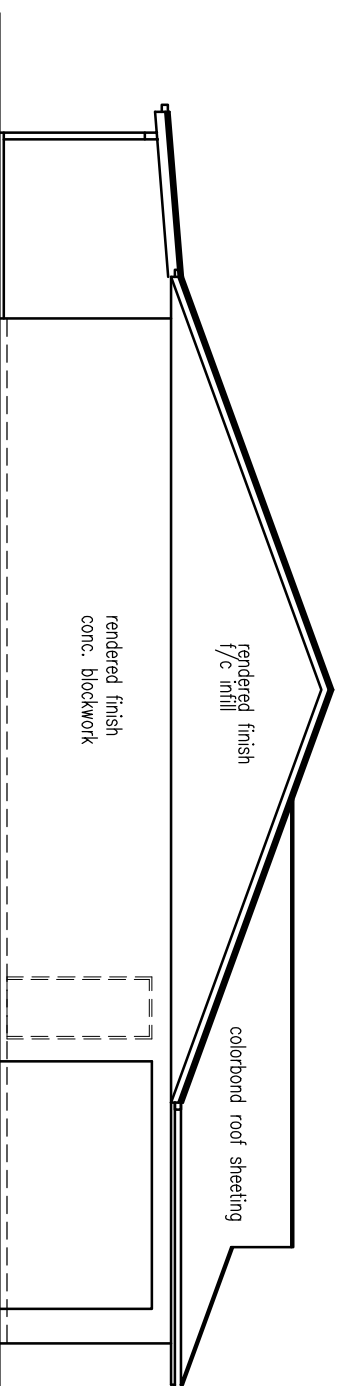
COLORBOND ROOF SHEETING
FIXED TO BATTENS AS PER
MANUFACTURER'S SPECIFICATION
ROOF BATTENS
1/75mm SCREW EACH CONNECTION
ROOF BEAM
2/M12 BOLTS TO POST
RAFTERS
1 FRAMING ANCHOR EACH END



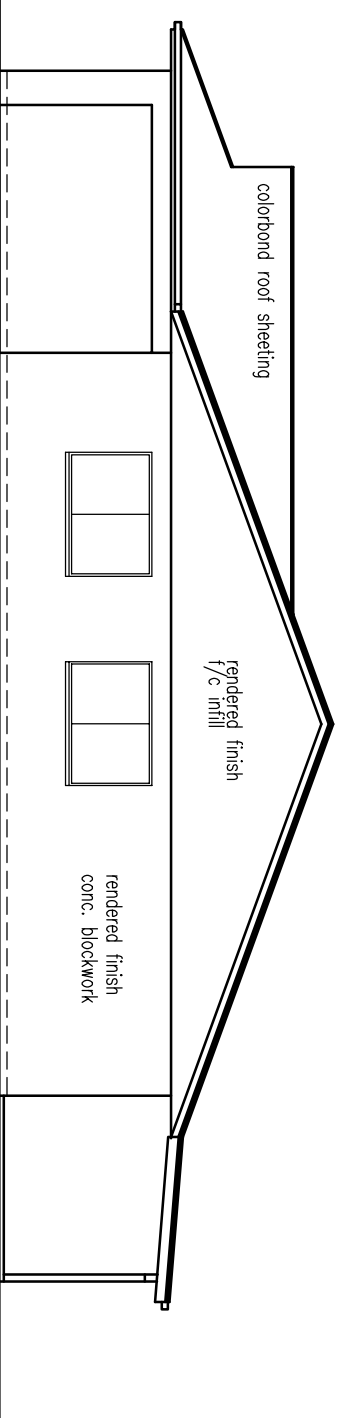
FRONT ELEVATION





REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION

Revision	A		TOWNPLAN ISSUE	JUNE 2020	 Zrin@din Photography RENE KAPPELER Interior Designer web: https://zainodindphotography.com.au		interior design: STUDIO MAALEM RENE KAPPELER INTERIOR DESIGNER 	design: R.J. DESIGN R. Kappeler, QBCC Lic. 041139 PO BOX 3095 BRACKEN RIDGE QUEENSLAND 4017 Phone: 0412 645 323 E-mail: renek@rjdesign.com.au , web:rjdesign.com.au	PROJECT PROPOSED DUAL OCCUPANCY AT 99 EAST STREET, MOUNT ISA FOR I. CEREDNIC	date JUNE 2020	drawn RK	scale 1:100	issue A	JOB NR. RJ 2120	DWG. NR. 02
CHECK ALL DIMENSION BEFORE CONSTRUCTION ALL WORK TO COMPLY WITH ALL RELEVANT AUSTRALIAN STANDARDS AND THE B.C.A.															
TITLE SECTION, ELEVATIONS															

Application for a Development Permit for Material Change of Use to establish Dual Occupancy involving land described as Lot 15 on MPH14000, situated at 99 East St, The Gap

9.1.1.1 Assessment benchmarks

Table 9.3.6.1 – Residential activities code:

- Assessment benchmarks for assessable development and
- Requirements for accepted development

Performance outcomes	Acceptable outcomes	Comment
Amenity and safety		
PO 1 Development does not adversely impact on the amenity of surrounding land uses or existing residential character.	AO 1.1 Air-conditioning equipment and other plant and equipment is to be located behind the <i>front building line</i> , and screened to reduce visibility and noise.	Complies. Mechanical equipment will be sufficiently screened from the street.
PO 2 Outdoor lighting maintains the amenity of the surrounding area and enhances safety without creating obtrusive light emissions either directly or by reflection.	AO 2.1 Outdoor lighting is designed, installed, operated and maintained in accordance with the parameters and requirements of <i>AS4282-Control of the Obtrusive Effects of Outdoor Lighting</i> .	Not applicable. The proposed development will not interfere with the existing street lighting and will not create obtrusive light sources.
PO 3 Development addresses the street, facilitates casual surveillance of the street and provides for safe pedestrian access.	AO 3.1 The main entry door is located on the building façade that faces the <i>primary road frontage</i> AO 3.2 There are windows on all building facades that face a street.	Performance Solution. As demonstrated by the Design Plans prepared by R.J. Designs at Appendix C , the carport and entrance are visible from the street to facilitate safe access and surveillance.
Built form, character, design, and scale		

<p>PO 4 Development is designed and located to:</p> <ul style="list-style-type: none"> (a) enhance the character of the area; and (b) integrate with other existing uses; and (c) provide for and maintain a sense of open space between buildings and other structures; and (d) not create adverse impacts on <i>adjoining premises</i>; and (e) be of a height, size, bulk and form consistent with the existing or preferred character of the zone; and (f) avoid reducing privacy; and (g) avoid increasing overshadowing of <i>adjoining premises</i>. 	<p>AO 4.1 Buildings and other structures are <i>setback</i>:</p> <ul style="list-style-type: none"> (a) in the Rural residential zone, a minimum 30 metres from any <i>road frontage</i>; or (b) in the Rural zone, a minimum 200 metres from any <i>road frontage</i>; or (c) In the Low impact industry and Medium Impact Industry zone: <ul style="list-style-type: none"> • 10 metres from any <i>road frontage</i> to the Barkly Highway; or • 6 metres from any other road frontage; or (d) In the Local centre zone, in accordance with Table 9.3.1.3 – Local centre zone road and boundary setbacks; or (e) In the Principal centre zone, in accordance with Table 9.3.1.4 – Principal centre zone road and boundary setbacks; or (f) in any other zone, a minimum 6 metres from any <i>road frontage</i>. <p>AO 4.2 Buildings and other structures comply with the minimum <i>setbacks</i> from the side and rear boundaries set out in Table 9.3.6.3 Residential activities - minimum road and boundary setbacks.</p> <p>AO 4.3 There is no more than one <i>dwelling house</i>, <i>caretaker's accommodation</i>, <i>community</i></p>	<p>Performance Solution.</p> <p>Current boundary setbacks associated with the existing dwelling will be maintained. The proposed second dwelling is setback 6m from the East Street front boundary, 1.5m from the western side boundary and over 4m from the eastern boundary line, in accordance with AO4.2 of Table 9.3.6.1 of the Residential Activities Code and <i>Table 9.3.6.3 Residential activities - minimum side and rear boundary setbacks</i>.</p> <p>Only one dual occupancy use (i.e. 2 units) is proposed to be located on the site.</p> <p>Site cover is under 60%.</p> <p>In relation to AO4.6, it is noted that two (2) driveway crossovers are proposed to facilitate the dual occupancy development. This is necessary to allow for appropriate vehicle movements and overall layout when consideration is given to retaining the existing dwelling house at the rear. This is in keeping with the surrounding area, as evidenced by the crossover arrangements to the south of the site along East Street, and will allow for a functional and safe development.</p>
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residence, dual occupancy or dwelling unit per lot.

AO 4.4

Site cover is not greater than:

- (a) 5 per cent in the following zones:
 - Rural residential; or
 - Open space; or
- (b) 25 per cent in the Sport and recreation zone; or
- (c) 50 per cent in the following zones:
 - Low density residential; or
 - Township; or
- (d) 60 per cent in the following zones:
 - Medium density residential; or
 - Mixed use; or
 - Local centre; or
- (e) 70 per cent in the Principal centre zone; or
- (f) 75 per cent in the following zones:
 - Low impact industry; or
 - Medium Impact industry; or
 - Special industry; or
 - Community facilities; or
 - Special purpose.

AO 4.5

Building height is not greater than:

- (a) 10.5 metres and two storeys, in the following zones:
 - Rural; or
 - Rural residential; or
- (b) 10.5 metres, in Local centre zone: or
- (c) 15 metres and a maximum 8.5 metres *podium* height, in the Principal centre zone: or
- (d) Six metres in the Open space zone; or
- (e) 8.5 metres in all other zones.

AO 4.6

The number of *site* access driveways is limited to one, with vehicular access provided to the least trafficked road where the *site* has more than one *road frontage*.

PO 5

The *site* is of suitable size, shape and topography to accommodate:

- (a) the siting of the *residential activity*, and
- (b) the provision of adequate private open space and *landscaping*; and
- (c) appropriately located vehicle parking and maneuvering; and
- (d) all other servicing requirements.

AO 5.1

The *site* has a minimum area of:

- (a) 700m² where a *dual occupancy* is proposed; or
- (b) 750m² where a *multiple dwelling* is proposed.

AO 5.2

The *site* has sufficient dimensions to accommodate a *residential activity* building that of at least 12 metres by 15 metres.

AO 5.3

Where a *multiple dwelling* is proposed, the width of the *site*, measured parallel to the adjoining road and at the point that is 6 metres from the *site* boundary with the adjoining road, is at least 20 metres.

AO 5.4

Vehicle parking for visitors is provided at the front of the main building.

AO 5.5

Driveways are separated from the building by a one metre wide *landscaping* strip, except where a *caretaker's accommodation, community residence, dual occupancy, dwelling house, or dwelling unit*.

AO 5.6

Where a *dual occupancy*, both *dwellings* have a minimum *road frontage* of 10 metres.

Performance Solution.

The site comprises 1,012m² of relatively flat land and is of sufficient space to accommodate the proposed dual occupancy, inclusive of vehicle parking and landscaping.

However, due to the dimensions of the site and location of the existing dwelling, it is neither possible nor appropriate for each dwelling to have a 10m frontage to East Street. This does not impinge on the development's ability to ensure appropriate landscaping, private open space and vehicle access is provided.

Environmental management and ecological sustainability

PO 6

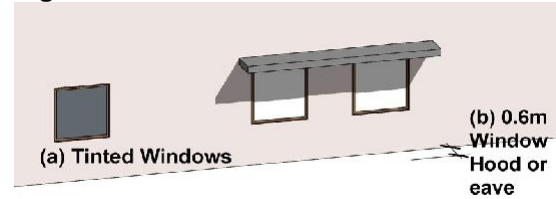
Building design facilitates the construction of energy efficient buildings that respond to local climatic conditions.

AO 6.1

Development incorporates:

- (a) window tints (**Refer Figure a**); or
- (b) window hoods or eaves that protrude at least 600 millimeters from the window when measured perpendicular to the window (**Refer Figure a**).

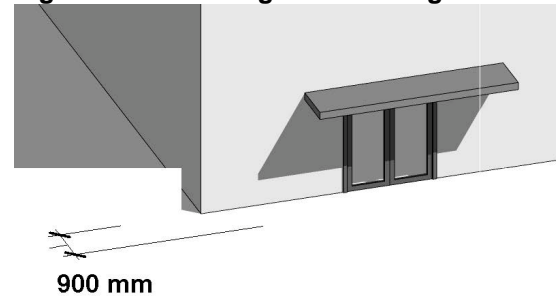
Figure a – Climatic solutions



AO 6.2

Pedestrian entries incorporate sun and rain shelter; such as overhangs or awnings that protrude at least 900 millimeters from the door when measured perpendicular to the door (**Refer Figure b**).

Figure b – Overhangs and awnings



Complies.

The development will be able to provide appropriate built form as per the acceptable outcomes of PO6.

Fencing & Gates

PO 7

Fencing must:

- (a) contribute positively to the character of the *streetscape*; and
- (b) enable casual surveillance and improve the perceived and actual levels of safety of the street; and
- (c) enable use of private open space; and
- (d) enhance the amenity of the *site*; and
- (e) provide buffering from potentially incompatible adjacent uses nearby; and
- (f) protect the privacy of adjoining and nearby premises; and
- (g) be constructed of high quality materials; and
- (h) provide for adequate sight lines.

AO 7.1

A fence that is constructed forward of any *front building line* that faces a *road frontage* (including *front building lines* that face both *road frontages* on a corner lot):

- (a) has a height, measured from *ground level*, that is not greater than:
 - (i) 1.8 metres where the fence is at least 50 per cent transparent (**Refer Figure c**); or
 - (ii) 1.5 metres where the fence is solid or not greater than 50 per cent transparent (**Refer Figure d**); and
- (b) does not incorporate solid steel sheeting such as Colorbond or Zincaneal above 1.5 metres in height (**Refer Figure e**).

Figure c – Fences with greater than 50% transparency

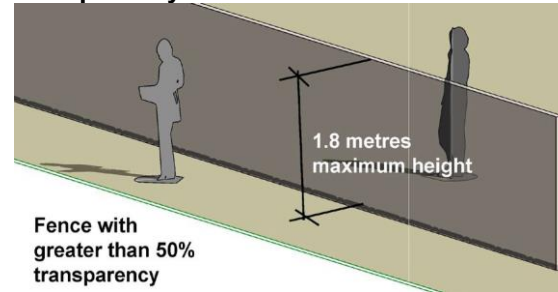
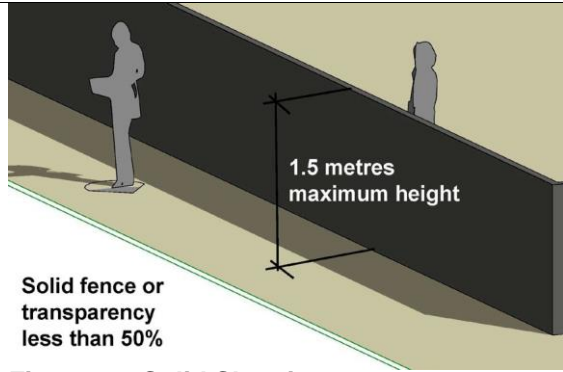


Figure d – Solid fences

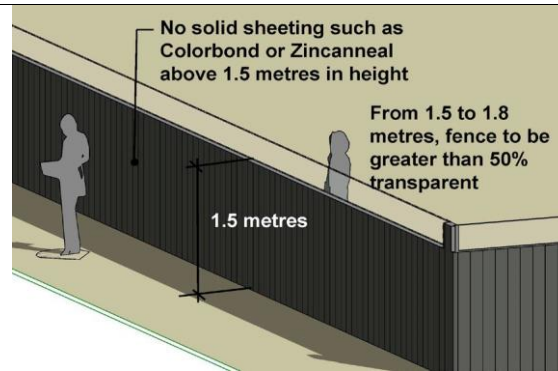
Complies.

Fencing and gates will comply with this element.



Solid fence or
transparency
less than 50%

Figure e – Solid Sheeting



- (c) incorporates detailing or indentations where the fence is greater than 10 metres in length in any direction.

AO 7.2

The height of side or rear boundary fences must not be greater than 1.8 metres, measured from *ground level*.

AO 7.3

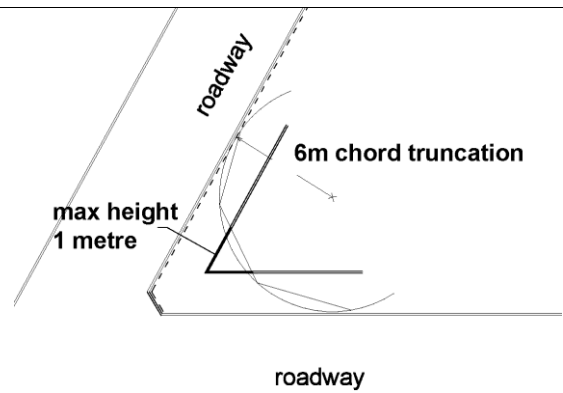
Where a sensitive land use is proposed adjacent to an existing lawfully established non-residential use a 1.8-metre-high solid screen fence must be erected along all common boundaries.

AO 7.4

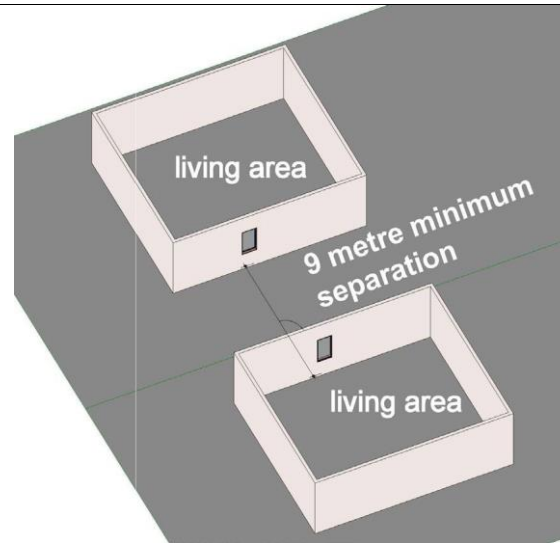
For uses not assessed against the QDC:

Fences on a corner lot and, within a truncation made by three equal chords of a 6 metre radius curve at the corner of the two *road frontages*, are not greater than 1 metre in height, measured from *ground level* (Refer **Figure f**).

Figure f – Corner truncation



<p>PO 8 Gates do not open beyond the lot boundary</p>	<p>AO 8.1 Gates located on a lot boundary do not open outward onto the street or an <i>adjoining property</i>.</p>	
<p>Performance outcomes</p>	<p>Acceptable outcomes</p>	
<p>Privacy and amenity</p>		
<p>PO 9 Development provides for privacy both within the <i>site</i> and between <i>adjoining sites</i>.</p>	<p>AO 9.1 A window of a habitable room is at least 9 metres from:</p> <ul style="list-style-type: none"> (a) a window of an opposite habitable room or bathroom of another <i>dwelling</i>; and (b) an opposite area of private open space for another <i>dwelling</i> (Refer Figure g). <p>Figure g – Minimum separation of opposite windows of habitable rooms</p>	<p>Complies.</p> <p>Windows are sufficiently separated between living areas.</p>



OR

AO 9.2

Where a window of a habitable room, bathroom or an area of private open space is located opposite, and within 9 metres of a window of a habitable room or an area of private open space of an adjoining *dwelling*:

- (a) window sill heights are at least 1.7 metres above floor level (**Refer Figure h(a)**); or
- (b) opaque glazing is applied to any part of a window that is below 1.7 metres above floor level (**Refer Figure h(b)**); or
- (c) there is an angle of at least 45 degrees between two lines drawn from the same point on the subject window, one drawn to the nearest vertical edge of the window of the adjoining *dwelling* and the other drawn perpendicular to the subject window (**Refer Figure i**); or
- (d) permanent and fixed external screening (**Refer Figure h(d)**) is incorporated that is:

Performance outcomes	Acceptable outcomes	
	<p>(i) a solid translucent screen; or</p> <p>(ii) perforated panels with openings not greater than 50 per cent; or</p> <p>(iii) trellises with openings not greater than 50 per cent; or</p> <p>Note—Figure h and Figure i are located at the end of the Residential activities code.</p> <p>(e) if the proposed <i>or</i> adjoining <i>dwellings</i> have located on <i>ground level</i>:</p> <p>(i) a window of a habitable room; or</p> <p>(ii) an area of private open space.</p> <p>A solid fence is constructed at least 1.8 metres in height, measured from <i>ground level</i>, on the boundary between the proposed and adjoining <i>dwellings</i>.</p> <p>AND</p> <p>AO 9.3 Any direct view from a window, private open space area, communal area or public area of the proposed <i>dwelling</i> into a private open space area of an adjoining <i>dwelling</i> is screened to block the view.</p>	
Landscaping		

PO 10

Landscaping:

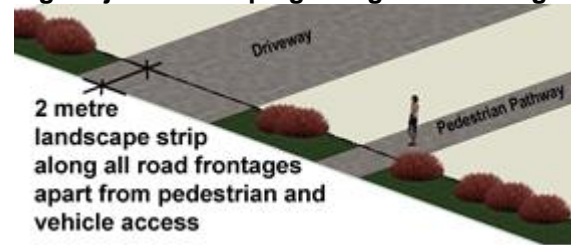
- (a) provides an attractive *streetscape* and enhances the amenity of the zone; and
- (b) reduces the visual and environmental impact of hard surface areas; and
- (c) achieves maximum on-site storm/rainwater infiltration; and
- (d) minimises any additional burden on drainage infrastructure.

AO 10.1

For development other than a single *dwelling house*, a densely planted landscape strip is provided (**Refer Figure j**) that:

- (a) extends along the entire length of any *road frontage*, except for the areas required for vehicle and pedestrian access; and
- (b) is within the boundary of the lot; and
- (c) is at least 2 metres in width; and

Figure j – Landscaping along road frontages



AO 10.2

At least 15 per cent of the *site* incorporates soft *landscaping*.

Complies.

Extensive landscaping (overall 16%) is provided at the front of the site, encompassing the required 2m strip.

Performance outcomes	Acceptable outcomes		
<p>PO 11 For <i>residential activities</i> excluding:</p> <ul style="list-style-type: none"> • <i>dwelling house</i>; • <i>dual occupancy</i>; • <i>caretakers accommodation</i>; • <i>dwelling unit</i>. <p><i>landscaping</i> provides appropriate buffers to non-<i>residential activities</i>.</p>	<p>AO 11.0 A densely planted 2 metre landscape buffer is provided along all boundaries abutting a non-<i>residential activity</i>.</p>		<p>Not applicable.</p>
Traffic, parking and access			
<p>PO 12 Parking and access layout must:</p> <ul style="list-style-type: none"> (a) promote safe and efficient vehicular movement; and (b) be designed to be visually unobtrusive from the street; and provide all weather parking; and (c) not adversely impact upon the amenity of the neighbourhood; and (d) ensure minimal loss of on-street parking spaces. 	<p>AO 12.1 Development (other than in the Rural zone) is accessed via a constructed and sealed road.</p> <p>AO 12.2 A maximum of one vehicle crossing is constructed per <i>site</i>.</p> <p>AO 12.3 For a <i>dwelling house</i>, <i>dual occupancy</i>, <i>dwelling unit</i> or <i>caretaker's accommodation</i>, at least one of the required minimum of two car parks is under a covered area.</p> <p>AO 12.4 On-site car parking is not located between the building and the <i>primary road frontage</i>.</p> <p>AO 12.5 For development involving more than eight <i>dwellings</i>, an on-site maneuvering area for service vehicles is provided and designed in accordance with Schedule 6: Engineering works and services planning scheme policy.</p>		<p>Performance Outcome.</p> <p>In relation to AO12.2, it is noted that driveway crossovers are provided for the dual occupancy development. It is necessary to allow for appropriate vehicle movements and overall layout consideration is given to the rear of the dwelling house at the rear of the surrounding area, as well as the crossover arrangements to be provided along East Street, and will ensure safe and safe development.</p> <p>It is further noted that East Street generous on-street parking will not be unduly impacted by the proposed development.</p>
Services			

<p>PO 13 Development provides for communal clothes drying facilities where individual drying facilities (exclusive of open space areas) are not provided.</p>	<p>AO 13.1 For a <i>multiple dwelling</i> or <i>rooming accommodation</i>, a communal outdoor clothes drying area(s) is provided that:</p> <p>(a) has an area of at least 5m² for each:</p> <ul style="list-style-type: none"> • <i>dwelling in a multiple dwelling</i>; or • room in a <i>community residence</i> or <i>rooming accommodation</i>; and <p>(b) has a minimum dimension of 2 metres; and</p> <p>(a) has a maximum area of 60m²; and</p> <p>(c) is screened so as not to be visible from the street; and</p> <p>(d) has an impervious surface.</p>		<p>Not applicable.</p>
<p>Steep Slopes or unstable Soils</p>			
<p>PO 14 Development must adequately address the constraints of steeply sloping or unstable land.</p>	<p>AO 14.1 Building work is not undertaken on land that has a maximum slope greater than 15 per cent.</p> <p>AO 14.2 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; and</p> <p>(b) 50m³ in total volume.</p> <p>AO 14.3 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.</p> <p>AO 14.4 Driveways are not steeper than 20 per cent.</p>	<p>Not applicable.</p>	

Open space: where for a caretaker's accommodation, dual occupancy, dwelling house, dwelling unit, multiple dwelling, residential care facility or retirement facility

PO 15

The development incorporates open space that:

- (a) meets the needs of the occupants with respect to leisure and privacy; and
- (b) is convenient and attractive to use; and
- (c) enhances the amenity of the development; and
- (d) provides sun and weather protection due to the harsh climate of Mount Isa.

AO 15.1

Where the main living area is at *ground level*, private open space is provided that:

- (a) is directly accessible from the main living area; and
- (b) has a single area of at least 16m² per *dwelling*; and
- (c) has with a minimum width of 4 metres; and;
- (d) has an area with dimensions of at least 3 metres by 4 metres that is completely covered for sun and weather protection; and
- (e) has a maximum gradient of 1 in 10; and
- (f) is fenced or screened to protect privacy between adjacent *dwelling*s; and
- (g) does not have air-conditioning units or other services located in this space; and
- (h) is provided with access to a tap.

Refer Figure k

Note—Figure k is located at the end of the Residential activities code.

OR

AO 15.2

Where the main living area is above *ground level*, private open space is provided that:

Performance outcome.

Although the proposed verandah for the new front dwelling does not meet the 4m width, it provides generous length and a total of 31.5m² of private open space surrounded by landscaping to ensure a private, protected and attractive space for recreation.

- (a) has a single area of at least 10m² per *dwelling*; and
- (b) has a minimum width of 3 metres; and;
- (c) is directly accessible from the main living area; and
- (d) is completely covered for sun and weather protection; and
- (e) is fenced or screened to protect privacy between adjacent *dwelling*s; and
- (f) does not have air-conditioning units or other services located in this space.

Refer Figure I

Note—**Figure I** is located at the end of the **Residential activities code**.

AND

AO 15.3

For *multiple dwelling* developments exceeding 10 *dwelling*s, communal public open space for residents of the development (in addition to private open space above) is provided that:

- (a) has an area of at least 10m² per *dwelling*; and
- (b) has a minimum dimension of 6 metres; and;
- (c) has a maximum gradient of 1 in 10; and
- (d) has access for people with disability; and
- (e) is located at least 3 metres from *dwelling*s on *adjoining lots*, or screened by a 1.8-metre-high solid screen fence along the common boundary.

Additional requirements for a *multiple dwelling*

PO 16

*Multiple dwelling*s are located and designed to achieve a density that is suitable for the *site* and surrounding area.

AO 16.1

*Multiple dwelling*s in the Medium density residential zone have a maximum density of one *dwelling* per 250m² of *site* area.

Not applicable.

<p>PO 17 Where mail delivery facilities are required, they are provided in an attractive and convenient manner.</p>	<p>AO 17.1 Mailboxes are:</p> <ul style="list-style-type: none"> (a) contained in a single structure on the <i>road frontage</i> adjoining the main pedestrian entry to the <i>site</i>; or (b) contained in, or adjoining, the building foyer and readily accessible to mail delivery services. <p>AO 17.2 Mailboxes are compliant with Australia Post standards for letterboxes</p>		
<p>PO 18 <i>Multiple dwellings</i> in mixed use buildings have a safe, convenient, and easily identifiable entrance that is separate from the entrance to any non-residential activity in the building.</p>	<p>AO 18.1 The <i>multiple dwelling</i> has an entrance from the street that is:</p> <ul style="list-style-type: none"> (a) separate from the entrance to the non-residential use; and (b) clearly identifiable from the street. 	<p>Not applicable.</p>	
<p>Additional requirements for a caretaker's accommodation</p>			
<p>PO 19 <i>Caretaker's accommodation</i> is designed and sited to ensure its use</p> <ul style="list-style-type: none"> (a) is safe for visitors and residents; and (b) does not compromise the productivity of the primary use. 	<p>AO 19.1 The <i>caretaker's accommodation</i> is separated from:</p> <ul style="list-style-type: none"> (a) any <i>low impact industry</i> use by at least 6 metres; and (b) any <i>medium impact industry</i> use by at least 10 metres. <p>AO 19.2 Only one <i>caretaker's accommodation</i> is provided per <i>site</i>.</p> <p>AO 19.3 <i>Caretakers accommodation</i> includes a fenced private open space area.</p>	<p>Not applicable.</p>	
<p>Additional requirements for dwelling units</p>			

<p>PO 20 <i>Dwelling units</i> are designed to ensure a high level of safety, security and amenity for residents.</p>	<p>AO 20.1 The <i>dwelling unit</i> has an entrance from the street that is separate from the entrance to the <i>non-residential activity</i> that is clearly identified from the street.</p> <p>AO 20.2 The <i>dwelling unit</i> number is clearly displayed on the <i>dwelling unit</i> entrance and letter box.</p>	<p>Not applicable.</p>
<p>Additional requirements for uses other than a caretaker's accommodation, dual occupancy, dwelling house, dwelling unit or multiple dwelling.</p>		
<p>PO 21 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"> (a) air pollution; and (b) noise; and (c) vibration; and (d) odour; and (e) a loss of privacy; and (f) dust; and (g) other emissions. 	<p>AO 21.1 Development achieves the air quality design objectives set out in the <i>Environmental Protection (Air) Policy 2008</i>.</p> <p>AO 21.2 Development achieves the acoustic quality objectives for sensitive receptors set out in the <i>Environmental Protection (Noise) Policy 2008</i>.</p> <p>AO 21.3 The use does not involve an Environmentally Relevant Activity (ERA).</p> <p>AO 21.4 Vibrations produced on-site do not exceed the maximum acceptable levels identified in <i>Australian Standard 2670.2 Evaluation of human exposure to whole of body vibration</i>,</p>	<p>Not applicable.</p>

Part 2: continuous and shock induced vibration in buildings (1-80Hz).

AO 21.5

Odour emissions produced on-site cannot be detected beyond the boundaries of the *site*.

AO 21.6

Where food or cooking odour is released:

- (a) exhaust vents are separated from adjacent uses by at least 6 metres horizontally; and
- (b) odour is discharged vertically and directed away from the adjacent uses.

AO 21.7

Impacts from dust produced on-site do not extend beyond the boundaries of the *site*.

AO 21.8

Where the development has a common boundary with land located in the Low density residential zone, Medium density residential zone, Rural residential zone, Mixed use zone or Township zone, or an existing *sensitive land use*:

- (a) a 1.8-metre-high solid fence and a 2.5-metre-wide densely planted *landscaping* buffer are provided along all common boundaries; and
- (b) noise emitting devices, such as air-conditioning equipment, pumps and ventilation fans are:
- (c)
 - (i) located as far as practicable from every common boundary; and
 - (ii) screened from the common boundary; and
- (d) it does not include outdoor dining, or outdoor entertainment or smoking areas

	between the side and/or rear wall of the building and the common boundary.	
Domestic outbuildings and swimming pools		
PO 22 The design, location and scale of <i>domestic outbuildings</i> retain the residential character of the area and do not negatively impact on the amenity of <i>adjoining properties</i> .	AO 22.1 <i>Domestic outbuildings:</i> (a) have a maximum height of 4.5 metres; and (b) do not exceed 100m ² in size.	Not applicable
PO 23 The design, location and scale of <i>domestic outbuildings</i> and swimming pools do not dominate the <i>road frontage</i> or negatively impact the amenity of <i>adjoining</i> properties.	AO 23.1 Garages: (a) are located behind the front building line; or (b) have an opening that does not exceed 6 metres or 60 per cent of the <i>road frontage</i> whichever is less. AO 23.2 Carports: (a) have a maximum height of 4.5 metres; and (b) have an opening that does not exceed 6 metres or 60 per cent of the <i>road frontage</i> whichever lesser; and (c) do not enclose the side facing the <i>primary road frontage</i> by a door. AO 23.3 Swimming pools (above ground or partially above ground) where located between the <i>front building line</i> and the <i>road frontage</i> do not exceed 1.5 metres in height.	Not applicable.
Development in the Rural zone		
PO 24 In the Rural zone, <i>residential activities</i> have safe all weather road access.	AO 24.1 A formed road access is provided to the <i>residential activity</i> , constructed in accordance with Schedule 6.2 Engineering works and services planning scheme policy .	

PO 25 Development of a <i>sensitive land use</i> in the Rural zone is adequately separated or buffered to avoid impacts from rural activities (such as odour, noise, dust, and spray drift).	AO 25.1 The development of a <i>sensitive land use</i> in the Rural zone does not encroach within 150 metres from an existing <i>rural activity</i> on an adjoining property.
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Table 9.3.6.2 – Residential activities code:

• **Assessment benchmarks for assessable development only**

Performance outcomes	Acceptable outcomes	
Amenity and safety		
PO 1 Development incorporates key elements of Crime Prevention Through Environmental Design (CPTED) to enhance safety of the <i>site</i> , adjoining streets and surrounding area.	AO 1.1 Development design and layout provides: (a) opportunities for casual surveillance and sightlines; and (b) exterior building designs which promote safety; and (c) adequate identification of uses and ownership; and (d) adequate lighting; and (e) appropriate way-finding mechanisms (e.g. signage); and (f) prevention of entrapment locations; and (g) prevention of access to roof areas and other premises.	Complies. The proposed dual occupancy provides for a safe and legible layout to ensure amenity and safety for residents.
PO 2 All development is located, designed, orientated and constructed to prevent any adverse impacts	No acceptable outcome is prescribed.	Complies. The dual occupancy will not be subject to adverse impacts.
on the development that may be caused by noise, odour, lighting and dust emissions from existing lawful uses, including <i>Industry activities and rural activities</i> .		
Built form, character, design and scale		
PO 3 Development addresses the street, enhances the character of the area, and facilitates casual surveillance of the street.	AO 3.1 Buildings: (a) are oriented to the <i>road frontage</i> ; and (b) facilitate casual surveillance of streets and public spaces from habitable rooms.	Complies.

<p>PO 4 Buildings are designed to enhance the character of the <i>streetscape</i> and amenity of the surrounding area by achieving a high quality aesthetic standard and <i>built form</i> character.</p>	<p>AO 4.1 Building design incorporates a combination of high quality, attractive, durable and low-maintenance materials.</p>	
<p>PO 5 The visual impact of any development does not adversely impact on the character of the area.</p>	<p>AO 5.1 Development displays elements of domestic residential form and character, including architectural detailing and materials.</p>	<p>Complies.</p>
<p>Environmental management and ecological sustainability</p>		
<p>PO 6 Building design, <i>site</i> layout and <i>landscaping</i> facilitates the construction of energy efficient buildings that respond to local climatic conditions.</p>	<p>AO 6.1 Building designs:</p> <ul style="list-style-type: none"> (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. 	<p>Complies.</p>
<p>PO 7 The <i>site</i> layout responds sensitively to on-site and surrounding topography, drainage patterns and vegetation.</p>	<p>AO 7.1 Development ensures:</p> <ul style="list-style-type: none"> (a) earthworks on site are minimised; and (b) natural drainage lines are retained; and existing vegetation (including street trees) is retained. 	<p>Complies.</p> <p>The site is vacant and will require minimal works to ready for construction.</p>

Performance outcomes	Acceptable outcomes	
Open Space		
<p>PO 8 The development incorporates open space that meets the needs of the occupants with respect to leisure and privacy, is convenient and attractive to use and enhances the amenity of the development.</p>	<p>AO 8.1 For development involving more than 10 rooms, communal public open space for residents of the development (in addition to private open space) is provided that:</p> <ul style="list-style-type: none"> (a) has an area of at least 10m² per room; and (b) has a minimum dimension of 6 metres; and (c) has a maximum gradient of 1 in 10; and (d) has access for people with disability; and (e) is located at least 3 metres from <i>dwellings on adjoining lots</i>, or screened by a 1.8-metre-high solid screen fence along the common boundary. 	<p>Not applicable.</p>
Steep Slopes or Unstable Soils		
<p>PO 9 Where building work is undertaken on a <i>site</i> that contains or adjoins a steep slope or is subject to unstable soils, adequate protection measures are utilised to prevent the risk of land slippage or erosion.</p>	<p>AO 9.1 Where building work is undertaken on a <i>site</i> that:</p> <ul style="list-style-type: none"> (a) is on land subject to a slope greater than 15 per cent; or (b) adjoins land that has a slope greater than 15 per cent; or (c) is subject to unstable land <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>	<p>Not applicable.</p>

- the stability of the site, including associated buildings and infrastructure, will be maintained over the operational life of the development; and
- the site is not subject to risk of landslide activity originating from other land, including land above the site; and
- the development will not increase the risk of landslide on other land; and
- specific reference is made to assembly uses, essential community infrastructure, vulnerable uses or difficult to evacuate uses.

Performance outcomes	Acceptable outcomes	
Traffic, parking and access		
<p>PO 10 The traffic and parking generated by the proposed development does not:</p> <p>(a) adversely affect the surrounding or future planned road network; or</p> <p>(b) generate traffic in excess of that reasonably expected in the local area; or</p> <p>(c) result in an increased demand for on-street parking.</p>	<p>AO 10.1 A traffic impact assessment report is prepared by a registered professional traffic engineer that:</p> <p>(a) identifies the traffic impacts of the development; and</p> <p>(b) outlines satisfactory mitigation measures required to address these impacts.</p>	<p>Not applicable.</p>
<p>Additional requirements for uses other than a caretaker's accommodation, dual occupancy, dwelling house, or dwelling unit</p>		
Amenity and safety		

<p>PO 11 Pedestrian access to the <i>site</i> and building is safe and easily identifiable.</p>	<p>AO 11.1 Bollard lighting or security lighting is provided along all pedestrian access paths and entry points.</p> <p>AO 11.2 Development has a clearly defined pedestrian entrance that is visible from the street, covered, and lit for nighttime identification and security in accordance with <i>Australian Standard 1158 Set 2010 Lighting for Roads and Public Spaces</i>.</p>	<p>Not applicable.</p>
<p>Built form, character, design and scale</p>		
<p>PO 12 Development incorporates graffiti-prevention measures.</p>	<p>AO 12.1 Building and <i>site</i> design incorporates a combination of the following features:</p> <ul style="list-style-type: none"> (a) shrubbery planted against walls and fences; and (b) designs with absence of natural ladders; and (c) minimal unbroken vertical service area; and (d) graffiti-deterrent surfaces. 	<p>Not applicable.</p>
<p>Storage and waste management</p>		
<p>PO 13 Storage areas for equipment, goods, and materials and refuse containers are provided which are:</p> <ul style="list-style-type: none"> (a) screened from the street and any <i>adjoining property</i>; and (b) adequately sized to accommodate the refuse generated on-site; and (c) conveniently accessible to collection and delivery vehicles; and (d) able to be kept clean and dust free at all times. 	<p>AO 13.1 Refuse container storage areas are:</p> <ul style="list-style-type: none"> (a) provided within the <i>site</i>; and (b) not located within any required <i>setbacks</i> from an <i>adjoining land use</i> or road boundary; and (c) not located within a <i>flood hazard area</i>; and (d) screened from view by a minimum 1.8-metre-high solid fence or wall; and (e) provided on an imperviously sealed pad that drains to an approved waste disposal system; and (f) provided with a lockable tap within 5 metres; and 	<p>Not applicable.</p>

Performance outcomes	Acceptable outcomes	
	<p>(g) separated by at least 3m from the common boundary of any <i>adjoining lot</i> containing a <i>sensitive land use</i>, or located in the Low density residential zone or Medium density residential zone; and</p> <p>(h) large enough to accommodate at least one standard commercial refuse bin (if required) that is of a size appropriate to the nature and scale of the use.</p> <p>AO 13.2 Other outdoor storage areas are:</p> <p>(a) not located within any required <i>setback</i> from a zone or road boundary prescribed by this code or the applicable zone code; 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>AO 13.3 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) suppressed so material cannot become airborne.</p>	
Traffic, parking and access		

<p>PO 14 The traffic and parking generated by the proposed development does not:</p> <p>(a) adversely affect the surrounding or future planned road network; and (b) adversely affect the amenity of the surrounding neighbourhood; and (c) create safety conflicts with pedestrians; and (d) result in an increased demand for on-street parking.</p>	<p>AO 14.1 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 (b) demonstrates the <i>site</i> has safe and convenient vehicular and pedestrian access; and (c) outlines mitigation measures to address the related traffic impacts.</p>	<p>Not applicable.</p>
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Performance outcomes	Acceptable outcomes	
<p>PO 15 Development facilitates a functional overall road hierarchy and maximise the safety and efficiency of the State-controlled road network.</p>	<p>AO 15.1 Where new or upgraded road access is proposed:</p> <ul style="list-style-type: none"> 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) <p>Note—State Controlled Roads are considered higher order than non-State Controlled Roads.</p>	<p>Not applicable.</p>
Provisions specific to the Rural zone		
<p>PO 16 Development in the Rural zone does not adversely impact on the ongoing operation of nearby <i>rural activities</i>.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Not applicable.</p>

PO 17

Development of *non-resident work force accommodation* in the Rural zone is temporary in nature, close to Mount Isa and does not affect the amenity and function of surrounding land uses.

AO 17.1

Non-resident work force accommodation is for a period not exceeding six months

AO 17.2

Non-resident work force accommodation does not exceed 5000 square metres in area.

AO 17.3

Non-resident work force accommodation is constructed within 20km of the urban area of Mount Isa

Note—EDQ Non-resident worker accommodation PDA Guideline No.3 May 2015 provide guidance for the design of *Non-resident work force accommodation*

Not applicable.

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

Table 1.2.1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure.	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	Complies. The proposed development applies for approval for a Dual Occupancy to be established on a property 100m south of the state-controlled road (Marian St/ A2). No impacts will be generated in regard to the operation of the state-controlled road from the establishment, maintenance or conduction of the use. The location of the state-controlled road won't unduly impact on the proposed dual occupancy.
	AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	Complies.
PO2 The design and construction of buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	Not applicable.
	AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	Not applicable.

Performance outcomes	Acceptable outcomes	Response
	AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	Not applicable.
	AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising Guide, 2 nd Edition, Department of Transport and Main Roads, 2017.	Not applicable.
PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.	AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2018.	Not applicable.
Filling, excavation and retaining structures		
PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road. Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service. Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer. Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Complies. The proposed development applies for approval for a Dual Occupancy to be established on a property 100m south of the state-controlled road (Marian St/ A2). No impacts will be generated in regard to the operation of the state-controlled road from the establishment, maintenance or conduction of the use. The location of the state-controlled road won't unduly impact on the proposed dual occupancy.
PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road. Note: To demonstrate compliance with this performance outcome,	No acceptable outcome is prescribed.	Complies. The proposed development applies for approval for a Dual Occupancy to be established on a property

Performance outcomes	Acceptable outcomes	Response
<p>it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>		<p>100m south of the state-controlled road (Marian St/ A2).</p> <p>No impacts will be generated in regard to the operation of the state-controlled road from either the establishment, maintenance or conduction of the use. The location of the state-controlled road won't unduly impact on the proposed dual occupancy.</p>
<p>PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies.</p> <p>The proposed development applies for approval for a Dual Occupancy to be established on a property 100m south of the state-controlled road (Marian St/ A2).</p> <p>No impacts will be generated in regard to the operation of the state-controlled road from either the establishment, maintenance or conduction of the use. The location of the state-controlled road won't unduly impact on the proposed dual occupancy.</p>
<p>PO7 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies.</p> <p>The proposed development applies for approval for a Dual Occupancy to be established on a property 100m south of the state-controlled road (Marian St/ A2).</p> <p>No impacts will be generated in regard to the operation of the state-controlled road from either the establishment, maintenance or conduction of the use. The location of the state-controlled road won't unduly impact on the proposed dual occupancy.</p>

Performance outcomes	Acceptable outcomes	Response
prepare a geotechnical assessment.		
<p>PO8 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, and the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a pavement impact assessment.</p>	<p>AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	<p>Not applicable.</p>
<p>PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>	<p>Complies.</p> <p>The proposed development applies for approval for a Dual Occupancy to be established on a property 100m south of the state-controlled road (Marian St/ A2).</p> <p>No impacts will be generated in regard to the operation of the state-controlled road from either the establishment, maintenance or conduction of the use. The location of the state-controlled road won't unduly impact on the proposed dual occupancy.</p>
<p>PO10 Fill material used on a development site does not result in contamination of a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO10.1 Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p>	<p>Will comply.</p>

Performance outcomes	Acceptable outcomes	Response
	AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	
PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road. Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND	Will comply
	AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	Will comply
Stormwater and drainage		
PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Complies. The proposed development applies for approval for a Dual Occupancy to be established on a property 100m south of the state-controlled road (Marian St/ A2). No impacts will be generated in regard to the operation of the state-controlled road from either the establishment, maintenance or conduction of the use. The location of the state-controlled road won't unduly impact on the proposed dual occupancy.
PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO13.1 Development does not create any new points of discharge to a state-controlled road. AND	Complies
	AO13.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on	Complies

Performance outcomes	Acceptable outcomes	Response
	lawful points of discharge. AND	
	AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	Complies
PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.	Complies
Vehicular access to a state-controlled road		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads. Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO15.1 Development does not require new or changed access to a limited access road. Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system. OR	Complies
	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road. Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office. AND	Not applicable
	AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road. Note: The Service centre policy, Department of Transport and	Not applicable

Performance outcomes	Acceptable outcomes	Response
	Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.	
<p>PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p> <p>Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO16.1 Vehicular access is provided from a local road.</p>	Complies
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p>	Not applicable
	<p>AO16.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	Not applicable
	<p>AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.</p> <p>AND</p>	Not applicable
	<p>AO16.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.</p>	Not applicable

Performance outcomes	Acceptable outcomes	Response
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
<p>PO17 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO17.1 Vehicular access is located as far as possible from the state-controlled road intersection.</p> <p>AND</p>	<p>Complies.</p> <p>The site is only just located within the 100m distance of the intersection. No negative impacts will be created by the proposed development.</p>
	<p>AO17.2 Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016.</p> <p>AND</p>	<p>Complies.</p>
	<p>AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.</p>	<p>Not applicable</p>
Public passenger transport infrastructure on state-controlled roads		
<p>PO18 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO18.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.</p> <p>AND</p>	<p>Not applicable</p>
	<p>AO18.2 Development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p>	<p>Not applicable</p>
	<p>AO18.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p> <p>AND</p>	<p>Not applicable</p>

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

Performance outcomes	Acceptable outcomes	Response
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	Not applicable
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	Not applicable
Network impacts		
PO20 Development does not result in a worsening of operating conditions on the state-controlled road network. Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided. Please refer to the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Complies. The proposed development applies for approval for a Dual Occupancy to be established on a property 100m south of the state-controlled road (Marian St/ A2). No impacts will be generated in regard to the operation of the state-controlled road from either the establishment, maintenance or conduction of the use. The location of the state-controlled road won't unduly impact on the proposed dual occupancy.
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.	Complies
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the <i>Road Planning and Design Manual</i> , 2 nd edition, Department of Transport and Main Roads, 2016. Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	Not applicable

Table 1.2.2: Environmental emissions

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

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

Performance outcomes		Acceptable outcomes
Noise		
Accommodation activities		
<p>PO23 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.</p>	<p>AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> a. ≤ 60 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am ≤ 40 dB(A)) b. ≤ 63 dB(A) L_{10} (18 hour) façade corrected (measured L_{90} (8 hour) free field between 10pm and 6am > 40 dB(A)) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017.</p> <p>If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p> <p>In some instances, the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads.</p>	<p>Not applicable</p> <p>The proposed development applies for approval for a Dual Occupancy to be established on a property 100m south of the state-controlled road (Marian St/ A2).</p> <p>No impacts will be generated in regard to the operation of the state-controlled road from either the establishment, maintenance or conduction of the use. The location of the state-controlled road won't unduly impact on the proposed dual occupancy.</p>

Performance outcomes	Acceptable outcomes	
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO23.2 Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	
	<p>AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	<p>Not applicable.</p> <p>The distance from the state-controlled road to the site is approximately 100m and will not adversely impact amenity resulting from the design of the proposed development.</p>
	<p>AO23.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria:</p> <p>1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour over 24 hours).</p> <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p>Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the State Planning Policy interactive mapping system.</p>	<p>Not applicable.</p> <p>The distance from the state-controlled road to the site is approximately 100m and will not adversely impact amenity resulting from the design of the proposed development.</p>
<p>PO24 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled</p>	<p>AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <p>1. to meet the following external noise criteria in</p>	<p>Not applicable.</p> <p>The distance from the state-controlled road to the site</p>

Performance outcomes	Acceptable outcomes	
road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	<p>outdoor spaces for passive recreation:</p> <p>a. ≤ 57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight ≤ 45 dB(A))</p> <p>b. ≤ 60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight > 45 dB(A))</p> <p>2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017</p> <p>OR</p>	is approximately 100m and will not adversely impact amenity resulting from the design of the proposed development.
	<p>AO24.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p> <p>AND</p>	<p>Not applicable.</p> <p>The distance from the state-controlled road to the site is approximately 100m and will not adversely impact amenity resulting from the design of the proposed development.</p>
	<p>AO24.3 Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).</p>	<p>Not applicable.</p> <p>The distance from the state-controlled road to the site is approximately 100m and will not adversely impact amenity resulting from the design of the proposed development.</p>
Childcare centres and educational establishments		
<p>PO25 Development involving a:</p> <p>1. childcare centre; or</p>	<p>AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <p>1. to meet the following external noise criteria at</p>	Not applicable

Performance outcomes	Acceptable outcomes	
<p>2. educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.</p>	<p>all facades of the building envelope:</p> <p>a. ≤ 58 dB(A) L_{10} (1 hour) façade corrected (maximum hour during normal opening hours)</p> <p>2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017. If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.</p>	
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO25.2 Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	Not applicable
	<p>AO25.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	Not applicable
	<p>AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <p>1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during</p>	Not applicable

Performance outcomes	Acceptable outcomes	
	<p>opening hours).</p> <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p>	
<p>PO26 Development involving a:</p> <ol style="list-style-type: none"> 1. childcare centre; or 2. educational establishment <p>minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.</p>	<p>AO26.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in each outdoor education area or outdoor play area: <ol style="list-style-type: none"> a. ≤63 dB(A) L₁₀ (12 hour) free field (between 6am and 6pm) 2. in accordance with chapter 7 – Integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p>OR</p>	Not applicable
	<p>AO26.2 Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p>	Not applicable
Hospitals		
<p>PO27 Development involving a hospital minimises noise intrusion from a state-controlled road or type 1</p>	<p>AO27.1 Hospitals are designed and constructed using materials which ensure patient care areas meet</p>	Not applicable

Performance outcomes	Acceptable outcomes	
multi-modal corridor in patient care areas.	<p>the following internal noise criteria:</p> <p>1. ≤ 35 dB(A) L_{eq} (1 hour) (maximum hour during opening hours).</p> <p>Note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p>	
Vibration		
Hospitals		
<p>PO28 Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.</p>	<p>AO28.1 Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$.</p> <p>AND</p>	Not applicable
	<p>AO28.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of $0.4\text{m/s}^{1.75}$.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.</p>	Not applicable
Air and light		
<p>PO29 Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.</p>	<p>AO29.1 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.</p>	Complies
<p>PO30 Development involving a:</p> <p>1. childcare centre; or</p> <p>2. educational establishment</p>	<p>AO30.1 Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-</p>	Not applicable

Performance outcomes	Acceptable outcomes	
minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	free fence, or other solid gap-free structure.	
PO31 Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	AO31.1 Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR	Not applicable
	AO31.2 Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	Not applicable

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

Performance outcomes	Acceptable outcomes	
PO32 Development does not impede delivery of a future state-controlled road.	AO32.1 Development is not located in a future state-controlled road. OR	Not applicable
	AO32.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	Not applicable
	OR all of the following acceptable outcomes apply: AO32.3 Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	Not applicable
	AO32.4 Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	Not applicable
	AO32.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	Not applicable

Performance outcomes	Acceptable outcomes	
<p>PO33 Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a future state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	<p>AO33.1 Development does not require new or changed access between the premises and a future state-controlled road.</p> <p>AND</p>	Not applicable
	<p>AO33.2 Vehicular access for the development is consistent with the function and design of the future state-controlled road.</p>	Not applicable
<p>PO34 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with the Road Planning and Design Manual, 2nd edition: Volume 3, Department of Transport and Main Roads, 2016.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	Not applicable
<p>PO35 Fill material from a development site does not result in contamination of land for a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO35.1 Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p>	Not applicable
	<p>AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.</p>	Not applicable
<p>PO36 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or</p>	No acceptable outcome is prescribed.	Not applicable

Performance outcomes	Acceptable outcomes	
<p>drainage impacts in a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>		
<p>PO37 Run-off from the development site is not unlawfully discharged to a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO37.1 Development does not create any new points of discharge to a future state-controlled road.</p> <p>AND</p>	Not applicable
	<p>AO37.2 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division), Fourth Edition, 2016, provides further information on lawful points of discharge.</p> <p>AND</p>	Not applicable
	<p>AO37.3 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>	Not applicable