

Our Reference: NP22.076

25 August 2022

Assessment Manager
Charters Towers Regional Council
PO Box 189
CHARTERS TOWERS QLD 4820

Attention: Corporate and Community Services

Dear Sir/Madam,

**Application for Material Change of Use – Health Care Services and Market
Lot 6 on SP326358 and located at Cavey Court, Queenton**

On behalf of the Applicant, Goldtower Properties, please accept this correspondence and the accompanying planning report as a properly made development application in accordance with the *Planning Act 2016*.

The application seeks a Development Permit for Material Change of Use – Health Care Services and Market on land located at Cavey Court, Queenton and formally described as Lot 6 on SP326358.

In accordance with Council's current schedule of fees and charges, the assessment fee for the application outlined below.

Market	\$1,574
Health Care Services (where not involving an increase in GFA)	\$1,574
Total	\$3,148

Please do not hesitate to contact the undersigned should you have any queries in relation to this application.

Yours faithfully,

**Meredith Hutton**

DIRECTOR
Northpoint Planning

Encl. Development Application

Development Application

Material Change of Use – Health Care Services
and Market



Northpoint
Planning

Cavey Court, Queenton
Lot 6 on SP326358

25 August 2022
Reference: NP22.076

Client: Goldtower Properties

Project: Poppet Head Plaza – Health Care Services and Market

Date: 25 August 2022

Project Reference: NP22.076

Contact: Meredith Hutton

Prepared by: Meredith Hutton – Northpoint Planning

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1.0 Executive Summary

In accordance with s 51 of the *Planning Act 2016* (the Act) this development application seeks a development permit for Material Change of Use – Health Care Service and Market.

The subject site is located adjacent the intersection of Devereux Street and Dundee Street and is formally described as Lot 6 on SP326358. The subject site is located within the Goldtower Development Area and is currently under construction as 'Poppet Head Plaza' for commercial office space and food and drink outlets. The subject site is located within land subject to the *Goldtower Development Plan* in accordance with MC15/181.

Development of the land is currently under construction, with the built form comprising accepted development under the Goldtower Development Plan. The Applicant has identified potential opportunity for health care service providers that require purpose-built facilities to operate from the Charters Towers region, and accordingly is seeking planning approval to facilitate the flexibility of product offering for these potential users.

The proposed development involves use of up to four buildings to the southern part of the subject site for Health Care Services. It is noted that the mix of tenancies does not anticipate use of all buildings subject to this application for Health Care Services, however approval is sought in this regard to provide for flexibility of provision of tenancies for future tenants.

The proposed development involves provision of four detached buildings, with a roof structure spanning the extent of the development area. Specifically, the proposal involves the following buildings:

- Building T9 comprising four tenancies with total gross floor area (GFA) of 376.76m²;
- Building T10 comprising three tenancies with total GFA of 378.19m²;
- Building T11 comprising two tenancies with total GFA of 419.66m²; and
- Building T12 comprising two tenancies with total GFA of 419.66m².

It is noted that uses associated with Buildings T6 and T7 do not form part of this development application.

Additionally, the Applicant is seeking to utilise outdoor covered area for occasional use for a market. The proposed market use area includes:

- vehicle parking and manoeuvring area;
- pedestrian pathways; and
- outdoor dining area associated with adjacent food and drink outlets.

Assessment of the proposed development against the provisions of all relevant benchmarks has been undertaken and outlined in this town planning report. As outlined in this town planning report, the proposed development achieves the nominated assessment criteria.

The proposed development is considered appropriate for the location, and it is therefore requested that the application be approved subject to reasonable and relevant conditions.



Table 1: Application Summary

Application Summary	
Address	Cavey Court, Queenton
Real Property Description	Lot 6 on SP326358
Area of Site	9,512m ²
Current Use	Proposed built form currently under construction (in accordance with accepted development under the Goldtower Development Plan).
Applicant	Goldtower Properties
Purpose of Proposal	Health Care Services and Market
Type of Application	Material Change of Use
Category of Assessment	Impact
SARA Mapping	<ul style="list-style-type: none"> Water resource planning area boundaries State-controlled road Railway corridor Area within 25m of a State-controlled road Area within 25m of a railway corridor
Referral Agencies	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – Development within 25m of a State-controlled transport corridor
Public Notification	Required



2.0 Site and Surrounding Environment

2.1 Subject Site

The subject site is located at Cavey Court, Queenton and is formally identified as Lot 6 on SP326358. The site is located on land adjacent the intersection of Devereux Street and Dundee Street, with Devereux Street being a State-controlled road. The subject lot comprises 9,512m², and forms part of the Goldtower Development Area. The site maintains frontage to Devereux Street to the west and Cavey Court to the east, with access to the site achieved via Cavey Court.

The built form of the proposed development is currently under construction, in accordance with accepted development of the Goldtower Development Plan.

The site maintains generally even topography, with a gentle slope down to the north. A batter to the north is provided, sloping down the adjoining car park.

Two easements traverse the subject site:

- Easement C on SP326358 for the purposes of drainage; and
- Easement D on SP326358 for the purposes of drainage.

2.2 Surrounding Locality

The site is located to the south-western part of the Goldtower Development Area, with an existing mix of industrial and retail uses within the Area. A Council rest stop and car park is located on adjoining land to the north, with a wide verge of approximately 15-30m separating the western boundary of the site to the Devereux Street carriageway. The Mount Isa Line rail corridor adjoins the subject site to the south.

The wider locality includes low density residential uses to the north and west, with land identified as within the Emerging Community Zone of the *Charters Towers Regional Town Plan* (the planning scheme) to the immediate south. The centre of the Charters Towers township is located approximately 1.5km to the west.

The subject lot and surrounding locality are illustrated in Figure 1 below.

Figure 1: Site location



Source: Qld Globe



3.0 Proposed Development

3.1 General Overview

The subject site is currently under construction as Poppet Head Plaza, with the provision of four large format buildings connected via pedestrian pathways and on-site vehicular manoeuvring and parking areas. A large roof structure encompasses buildings and the central carpark to the southern part of the site. The development is currently being constructed for the purpose of offices and food and drink outlets, in accordance with the Goldtower Development Plan applicable to the site.

The proposed development involves:

- Two buildings (T9 and T10) located to the eastern part of the site.
- Two buildings (T11 and T12) located to the western part of the site.
- Designated pedestrian connectivity to adjoining northern lot.
- Vehicle access via crossover to Cavey Court.
- Sealed vehicle manoeuvring and parking areas.
- Provision of 96 on-site parking spaces, inclusive of 8 people with disability parks.
- Provision of on-site landscaping, with landscape buffer provided to the perimeter of the subject lot.
- Three sealed and screened refuse storage areas.
- Provision of large roof structure between buildings T9/T10 and T11/T12.
- Building height of 10.405m to the open roofed structures.
- Provision of awning to pedestrian pathways adjoining buildings.
- Mosaic tile murals to the western side of buildings T7, T11 and T12 fronting the Devereux Street frontage.
- Inclusion of architectural building features consistent with the high level of amenity provided to existing development within the Goldtower Development Area.

It is noted building T6 and building T7 on the subject site do not form part of this development application, however the roofed area between these buildings forms part of the site utilised for a Market use.

Health Care Services

The Applicant seeks approval for health care service operators to utilise specific buildings within the site. Use of all buildings proposed for health care service use is not anticipated, however approval is sought in this regard to provide for flexibility with future health care service operators. The Applicant has identified a need for purpose-built health care service facilities and seeks to provide this product to the Charters Towers region to attract operators that currently are unable to source suitable tenancies locally.

Details of the proposed health care services tenancies are provided in Table 2 overleaf.



Table 2: Gross Floor Area Summary

Building	Tenancy GFA	Total GFA
Building T9	<ul style="list-style-type: none"> 4 x tenancies each comprising 94.19m² 	376.76m ²
Building T10	<ul style="list-style-type: none"> 1 x tenancy comprising 189.81m² 2 x tenancy each comprising 94.19m² 	378.19m ²
Building T11	<ul style="list-style-type: none"> 2 x tenancies each comprising 209.83m² 	419.66m ²
Building T12	<ul style="list-style-type: none"> 2 x tenancies each comprising 209.83m² 	419.66m ²
Total		1,594.27m²

Market

The Applicant is seeking approval for use of Poppet Head Plaza for a market use on occasion. The frequency, scale and operating hours of the market will be dependent on the market event. However, it is anticipated that markets would operate within the under-roof car parking area (between buildings T9/T10 and T11/T12), as well as the alfresco dining area to the northern part of the site (between buildings T6 and T7).

It is anticipated markets would occur outside of business trading hours and therefore would not present a potential conflict with the occupying tenants of the surrounding building. However, it is considered there is sufficient parking and access arrangements for this to be appropriately managed where a market may coincide with operating hours of the adjacent uses on occasion.

The proposed development is generally illustrated in Figure 2 below.

Figure 2: Site location



Source: GVD Building Design



3.2 Access and Parking

The proposed development is accessed via crossover to Cavey Court to the north-east of the subject lot. Additional vehicle access is provided to the south-east of the site providing connectivity to adjacent Lot 5 on SP326358.

The proposed development provides for 96 on-site car parks, inclusive of 8 people with disability car parks. Car parking and vehicle manoeuvring areas are located to front internally to the Goldtower Development Site, minimising visual impact from Devereux Street and New Queen Road.

Given the proposed development involves re-use of an existing building, the relevant assessment criteria for provision of on-site carparking requires the existing standard to be maintained. However, it is considered the proposed development provides for sufficient on-site car parking as outlined below.

In accordance with schedule 3 of the Goldtower Development Plan, the nominated car parking requirements for the proposed use are:

- Health Care Services – 1 space per 20m² of GFA and 1 space for ambulance vehicle pick-up and set down.
- Market – sufficient spaces to accommodate the amount of vehicle traffic likely to be generated by the particular use.

Given the proposed health care services provide for 1,594.27m² GFA, the nominated parking rate is 80 parks plus one ambulance bay. It is noted the parking requirements for the uses on the site not forming part of this application require 57 car parks (relevant rate being 1 space per 15m² total use area, with uses comprising approximately 853m² total use area).

It is considered the provided on-site parking is sufficient for the anticipated demand generated by the proposed ultimate development, given:

- It is anticipated visitors to the site will utilise multiple uses on the site within one visit, reducing parking demand.
- The proposed food and drink outlet (not forming part of this application) involves a drive-thru facility. It is therefore considered patrons will commonly frequent the drive-thru rather than parking in a designated parking space.
- The calculated total use area associated with the food and drink outlet includes the full extent of the adjoining 'alfresco' area that forms part of the entrance and pedestrian pathway to the development.
- The proposed health care services involves facilities that include scheduled services, providing for a flattening of peak demand times.
- Council's adjoining rest stop car park is located on land to the north, providing for 44 on-site car parks (inclusive of 3 people with disability parks) and 6 RV parks.
- Additional overflow car parking will be available within adjoining development within the Goldtower Development Area, if required. It is noted existing development to the immediate east provides for car parking surplus to the needs of that site.

Pedestrian pathways are provided through the development area, including 2.5m covered pathways along each building. The site provides direct connection to the adjoining Council rest stop carpark to the north of the site, with an additional pedestrian pathway intended to the east of the site providing connection to the adjacent uses within the Goldtower Development Area.



3.3 Infrastructure Services

The subject site is connected to Council's reticulated water and sewer networks, in accordance with previous Development Permit for operational work associated with the Goldtower Development Area (Council reference OPW17/48).

3.4 Stormwater

The proposed development is designed to minimise impact to the existing stormwater regime, with stormwater conveyed to a lawful point of discharge. Stormwater infrastructure traverses to the north of the site, with an open drain to the north-west discharging to a stormwater detention basin.

3.5 Landscaping

The proposed development provides for appropriate on-site landscaping, consistent with the high-quality landscaping within the Goldtower Development Area. Specifically, the proposed development provides for a landscaping strip approximately 10m in width along the Devereux Street frontage and 6m wide landscaping strip to the north interfacing with the adjoining Council rest area.

Additional landscaping is provided to the eastern boundary of the site corresponding with the landscaping provided on developed land to the east.

3.6 Use Definition

The use is defined by the Goldtower Development Plan as a Health Care Service and Market use.

A Health Care Service is defined as *the use of premises for medical purposes, paramedical purposes, alternative health therapies or general health care, if overnight accommodation is not provided on the premises.*

Examples of health care service – dental clinic, medical centre, physiotherapy clinic.

A Market is defined as *the use of premises on a regular basis for –*

- a) selling goods to the public mainly from temporary structures, including, for example, stalls, booths or trestle tables; or*
- b) providing entertainment, if the use is ancillary to the use in paragraph (a).*

3.7 Proposal Plans

The proposed development is illustrated in the following proposal plans prepared by GVD Building Design (refer **Appendix 4**):

- 19053GT-DA1- A – Site Development Plan.
- 19053GT-DA2- A – Ground Floor Plan.
- 19053GT-DA3- A – Drive Thru & Entry & 3D Overview.
- 19053GT-DA4- A – West Elevation & Perspective.
- 19053GT-DA5- A – East Elevation, South Elevation & North Elevation.

3.8 Pre-lodgement Meeting

This project was the subject of a pre-lodgement meeting between Council and the Applicant's representatives on 1 August 2022. Council were noted as being generally supportive of the proposed development given the nature of the proposed development within the Goldtower Development Area.



In particular, it was noted the proposed development provided for a positive contribution to Charters Towers township with potential provision of development delivery that is currently not available within the Charters Towers region and is not able to be developed within the principal centre.



4.0 Legislative Framework

4.1 State Planning Policy

In accordance with section 26 of the *Planning Regulation 2017*, assessment against the State Planning Policy (SPP) is required to the extent the provisions of the SPP are not appropriately integrated within the planning scheme.

For the purposes of this development application, it is considered all relevant provisions of the State Planning Policy are appropriately integrated with the Goldtower Development Plan and no additional standalone provisions are relevant for assessment.

4.2 North Queensland Regional Plan

The North Queensland Regional Plan (NQ Regional Plan) provides for the strategic vision for the local government areas of Burdekin, Charters Towers, Hinchinbrook, Palm Island and Townsville. The subject site is located within the Charters Towers Priority Living Area of the NQ Regional Plan.

The NQ Regional Plan will be realised through a series of goals, with the proposed development considered to further these goals. In particular, Goal 1 – A leading economy in regional Australia, and Goal 3 – Liveable, sustainable and resilient communities that promote living in the tropics.

4.3 State Development and Assessment Provisions

In accordance with Schedule 10 of the *Planning Regulation 2017*, referral of the development application is required given the subject site is located within proximity to State transport corridors (State-controlled road and railway corridor). The relevant referral trigger is identified as:

- Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – Development within 25m of a State-controlled transport corridor.

Assessment against the relevant benchmarks is provided in section 5.

4.4 Local Planning Instrument

Charters Towers Regional Council is nominated as assessment manager for this development application. In accordance with Preliminary Approval MC15/181, the Goldtower Development Plan varies the effect of the *Charters Towers Regional Plan* pursuant to section 242 of the *Sustainable Planning Act 2009*.

Accordingly, the proposed development requires an impact assessable development application assessed against the Goldtower Development Plan.

4.5 Assessment Benchmarks

Pursuant to section 2.3(3) of the Goldtower Development Plan, the development application is subject to impact assessment. The relevant assessment benchmarks are identified as:

- Strategic Framework.
- Goldtower Development Code.

Assessment against the relevant benchmarks is provided in section 6.



5.0 State Development Assessment Provisions

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

The purpose of State Code 1 is to *protect the safety, function and efficiency of State-controlled roads, future State-controlled roads, road transport infrastructure, active transport infrastructure and public passenger services on State-controlled roads from adverse impact of development. The code is intended to protect the safety of people using, and living or working near, State-controlled roads.*

Specifically, this code seeks to ensure:

- (1) *Development does not create a safety hazard for users of a State-controlled road, by increasing the likelihood or frequency of fatality or serious injury.*
- (2) *Development does not compromise the structural integrity of State-controlled roads, road transport infrastructure or road works.*
- (3) *Development does not result in a worsening of the physical condition or operating performance of state-controlled roads and the surrounding road network.*
- (4) *Development does not compromise the State's ability to construct State-controlled roads and future State-controlled roads, or significantly increase the cost to construct state-controlled roads and future State-controlled roads.*
- (5) *Development does not compromise the state's ability to maintain and operate State-controlled roads, or significantly increase the cost to maintain and operate State-controlled roads.*
- (6) *Development does not compromise the structural integrity of public passenger transport infrastructure located on State-controlled roads or compromise the operating performance of public passenger transport services on State-controlled roads.*
- (7) *The community is protected from significant adverse impacts resulting from environmental emissions generated by vehicles using State-controlled roads.*

The proposed development is considered to comply with the propose of State Code 1. In particular:

- The proposed development is not located within a State-controlled road corridor.
- The proposed development does not involve a new or changed access to a State-controlled road.
- The proposed development is suitably setback from the State-controlled road.
- The proposed development will involve re-use of existing buildings, with constructed buildings not adversely impacting the structural integrity of the State-controlled road.
- Run-off from the proposed development will discharge to a lawful point of discharge and will not result in new drainage to a State-controlled road.

Further assessment against State Code 1 is provided at **Appendix 5**.

5.2 State Code 2: Development in a State-controlled rail environment

The purpose of this code is to *protect railways, future railways and other infrastructure in a railway corridor from adverse impacts of development. The purpose of this code is also to protect the safety of people using, and living and working near, railways.*

Specifically, this code seeks to ensure:

- (1) *Development does not create a safety hazard for users of a railway, by increasing the likelihood or frequency of loss of life or injury.*



- (2) *Development does not compromise the structural integrity of railways, rail transport infrastructure, other rail infrastructure or railway works.*
- (3) *Development does not result in a worsening of the physical condition or operating performance of railways and the rail network.*
- (4) *Development does not compromise the State's ability to construct railways and future railways, or significantly increase the cost to maintain and operate railways.*
- (5) *Development does not compromise the State's ability to maintain and operate railways, or significantly increase the cost to maintain and railways.*
- (6) *The community is protected from significant adverse impacts resulting from environmental emissions generated by a railway.*

The proposed development is considered to comply with the propose of State Code 2. In particular:

- The proposed development does not involve works within the railway corridor.
- The proposed development does not locate building or structures, infrastructure, services or utilities within the railway corridor.
- Buildings and structures associated with the development are not located within proximity to overhead line equipment.
- Stormwater run-off is discharged to Cavey Court and existing stormwater easement to the north-east of the site.
- Access to the railway corridor from the subject site is sufficiently restricted.
- The proposed development does not impede the maintenance or authorised access to the railway bridge located to the south-west of the site.

Further assessment against State Code 2 is provided at **Appendix 6**.



6.0 Goldtower Development Plan

6.1 Strategic Framework

The strategic framework sets the strategic direction for the Goldtower Development Area and ensures appropriate development occurs within the area.

The strategic framework provides for four themes that collectively represent the intent of the Goldtower Development Plan:

- (i) *integrated development;*
- (ii) *built form;*
- (iii) *access and mobility; and*
- (iv) *infrastructure services.*

Response

It is considered the proposed development furthers the intent of the above four themes and their corresponding strategic outcomes. In particular:

- The proposed development provides opportunity for a successful mix of uses that is currently not available in Charters Towers.
- The proposed development complements and strengthens the intent of the Charters Towers Central Business District (CBD) by providing a product that is differential from business uses within the township and is not able to be located within the CBD.
- The proposed development furthers the intent of Goldtower to promote new business opportunities within the Charters Towers Region, which in turn will result in employment opportunities and economic benefits.
- The proposed development creates a cohesive integration with surrounding land uses.
- The proposed development provides for compatible and complementary uses to existing established development within the Goldtower Development Area.
- The proposed development provides for coherent and legible vehicle and pedestrian connectivity to the Goldtower Development Area and the adjacent tourist rest area.
- The proposal provides for a high-quality built form, consistent with the high level of visual amenity provided to the existing development within the Goldtower Development Area.
- The subject site is appropriately serviced with connection to reticulated water and wastewater networks.

6.2 Goldtower Development Code

The purpose of the Goldtower Development Code is to *provide for a mixture of development that include industry and selected business and retail uses. Activities permitted in this area are defined within the level of assessment table.*

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

- a) *the area primarily accommodates a range of generally smaller scale industrial uses that regularly provide goods and services to the general public, and have low levels of potential impacts on surrounding areas;*



- b) the area also accommodates a mix of business activity groups that are pertinent to the nature of the region;*
- c) development makes a positive contribution to the public domain, particularly along major roads and near entries; and*
- d) development avoids significant adverse affects on water quality and the natural environment.*

Response

The proposed development furthers the purpose and overall outcomes of the Goldtower Development Code. The proposal involves the re-use of existing buildings within the Goldtower Development Area that is consistent with the intended role, scale and character of the precinct, and provides for uses at a scale and delivery that are not currently available within the Charters Towers region.

A high level of visual amenity is provided with the proposed development, consistent with that demonstrated with existing development within the Goldtower Development Area. In particular, the proposed development seeks to provide an elevated visual and pedestrian amenity, with inclusion of large-scale mosaic murals and extensive shading to vehicle parking and pedestrian walkways.

The proposed development is not considered to compromise the principal town centre of Charters Towers, particularly given:

- The proposed development provides for tenancies at a scale that is not available in the principal town centre, providing for the opportunity to attract new tenants from outside of the Charters Towers region.
- The proposed development provides for a mixed business hub further, establishing Charters Towers as a key regional centre.
- The proposed development promotes new business opportunities, which in turn generates employment and contributes to the local economy.
- The proposed development does not detract from existing local businesses within the principal town centre, given the differential product offering.
- The proposed development provides for an integrated and complementary use to the existing development within the Goldtower Development Area and surrounds.
- The proposed development will expand the unique range of business in the region.

Detail assessment against the Goldtower Development Code is provided at **Appendix 7**.



7.0 Conclusion and Recommendations

This town planning report has been prepared by Northpoint Planning on behalf of Goldtower Properties in association with a Development Application for a Material Change of Use – Health Care Services and Market located on land formally described as Lot 6 on SP326358.

The subject site is located within the Goldtower Development Area and is subject to assessment under the Goldtower Development Plan. An assessment against the relevant benchmarks has been undertaken and is outlined in detail in this town planning report.

The proposal is consequently considered appropriate development in the context in which it is located and has been suitably demonstrated to comply with the relevant assessment benchmarks. It is therefore recommended Council approve the proposed development, subject to reasonable and relevant conditions.



Appendix 1

DA Form 1 – Development application details

Approved form (version 1.3 effective 28 September 2020) made under section 282 of the Planning Act 2016.

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

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

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

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

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

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

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

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Goldtower Properties C/- Northpoint Planning
Contact name (only applicable for companies)	Meredith Hutton
Postal address (P.O. Box or street address)	PO Box 4
Suburb	Townsville
State	Queensland
Postcode	4810
Country	Australia
Contact number	0407574897
Email address (non-mandatory)	meredith@northpointplanning.com.au
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	NP22.0076

2) Owner's consent	
2.1) Is written consent of the owner required for this development application?	
<input checked="" type="checkbox"/> Yes – the written consent of the owner(s) is attached to this development application	
<input type="checkbox"/> 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
			Cavey Court	Queenton
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4820	6	SP326358	Charters Towers
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:	

- ☐ 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:	

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 – Health Care Services and Market

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 (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m ²) (if applicable)
Health Care Service	Health Care Service		1,594.27
Market	Market		
8.2) Does the proposed use involve the use of existing buildings on the premises?			
<input checked="" type="checkbox"/> Yes			
<input type="checkbox"/> No			

Division 2 – Reconfiguring a lot

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

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

10) Subdivision				
10.1) For this development, how many lots are being created and what is the intended use of those lots:				
Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created				
10.2) Will the subdivision be staged?				
<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
Charters Towers Regional Council
16) Has the local government agreed to apply a superseded planning scheme for this development application?
<input type="checkbox"/> Yes – a copy of the decision notice is attached to this development application <input type="checkbox"/> The local government is taken to have agreed to the superseded planning scheme request – relevant documents attached <input checked="" type="checkbox"/> No

PART 5 – REFERRAL DETAILS

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

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

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

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

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

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

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

<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 <i>Transport Infrastructure Act 1994</i>:
<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: By not agreeing to accept an information request I, the applicant, acknowledge: <ul style="list-style-type: none"> • that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties • Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules. 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 checked="" type="checkbox"/> Approval <input type="checkbox"/> Development application	MC15/181	20.10.2016	Charters Towers Regional Council
<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:			

- ☐ 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.dsdmp.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.dsdmp.qld.gov.au/>. For a development application involving waterway barrier works, complete DA Form 1 Template 4.

Marine activities

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

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

☒ No

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

Quarry materials from a watercourse or lake

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

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

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

Quarry materials from land under tidal waters

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

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

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

Referable dams

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

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

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

Tidal work or development within a coastal management district

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

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

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

Queensland and local heritage places

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

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

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

Name of the heritage place:		Place ID:	
-----------------------------	--	-----------	--

Brothels

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

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

Decision under section 62 of the Transport Infrastructure Act 1994

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

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

Walkable neighbourhoods assessment benchmarks under Schedule 12A of the Planning Regulation

23.16) Does this development application involve reconfiguring a lot into 2 or more lots in certain residential zones (except rural residential zones), where at least one road is created or extended?

☐ Yes – Schedule 12A is applicable to the development application and the assessment benchmarks contained in schedule 12A have been considered

☒ No

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

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist

I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17

☒ Yes

Note: See the Planning Regulation 2017 for referral requirements

If building work is associated with the proposed development, Parts 4 to 6 of [DA Form 2 – Building work details](#) have been completed and attached to this development application

☐ Yes

☒ Not applicable

Supporting information addressing any applicable assessment benchmarks is with the development application

Note: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see [DA Forms Guide: Planning Report Template](#).

☒ Yes

Relevant plans of the development are attached to this development application

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

☒ Yes

The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (see 21)

☐ Yes

☒ Not applicable

25) Applicant declaration

☒ By making this development application, I declare that all information in this development application is true and correct

☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001*

Note: It is unlawful to intentionally provide false or misleading information.

Privacy – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.

Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where:

- such disclosure is in accordance with the provisions about public access to documents contained in the *Planning Act 2016* and the Planning Regulation 2017, and the access rules made under the *Planning Act 2016* and Planning Regulation 2017; or
- required by other legislation (including the *Right to Information Act 2009*); or
- otherwise required by law.

This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002*.

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

Date received: Reference number(s):

Notification of engagement of alternative assessment manager

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

QLeave notification and payment

Note: For completion by assessment manager if applicable

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

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Lodger Code: EL 082

WILSON RYAN GROSE LAWYERS
LEVEL 1, 15 STURT STREET
TOWNSVILLE 4810

Title Reference:	51277224
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Lodgement No:	5376006
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Office:	ELECT LODGEMENT
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This is the current status of the title as at 10:02 on 15/03/2022

ESTATE AND LAND

Estate in Fee Simple

LOT 6 SURVEY PLAN 326358

Local Government: CHARTERS TOWERS

REGISTERED OWNER

Dealing No: 721508584 28/02/2022

GOLDTOWER PTY LTD A.C.N. 127 721 957

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 17768133 (Lot 4 on CP MPH21688)
Deed of Grant No. 18815127 (Lot 1 on CP MPH21688)
Deed of Grant No. 40065116 (Lot 61 on SP 242554)
2. EASEMENT IN GROSS No 721508587 28/02/2022 at 08:35
burdening the land
CHARTERS TOWERS REGIONAL COUNCIL
over
EASEMENT C ON SP326358
3. EASEMENT IN GROSS No 721508588 28/02/2022 at 08:35
burdening the land
CHARTERS TOWERS REGIONAL COUNCIL
over
EASEMENT D ON SP326358

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

DEALINGS REGISTERED

721508587 EAS IN GROSS

MRL 14/03/22 2

721508588 EAS IN GROSS

MRL 14/03/22 2

Caution - Charges do not necessarily appear in order of priority

** End of Registration Confirmation Statement **

Registrar of Titles and Registrar of Water Allocations

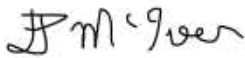
**Company owner's consent to the making of a development application
under the *Planning Act 2016***

GOLDTOWER PTY LTD (ACN 127 721 957)

as owner(s) of premises identified as:

Lot 6 on SP326358 and located at Cavey Court, Queenton

consent to the making of a development application under the *Planning Act 2016* by Northpoint Planning
on the premises described above.



Signature

Date 23rd Aug 2022

Signature

Date



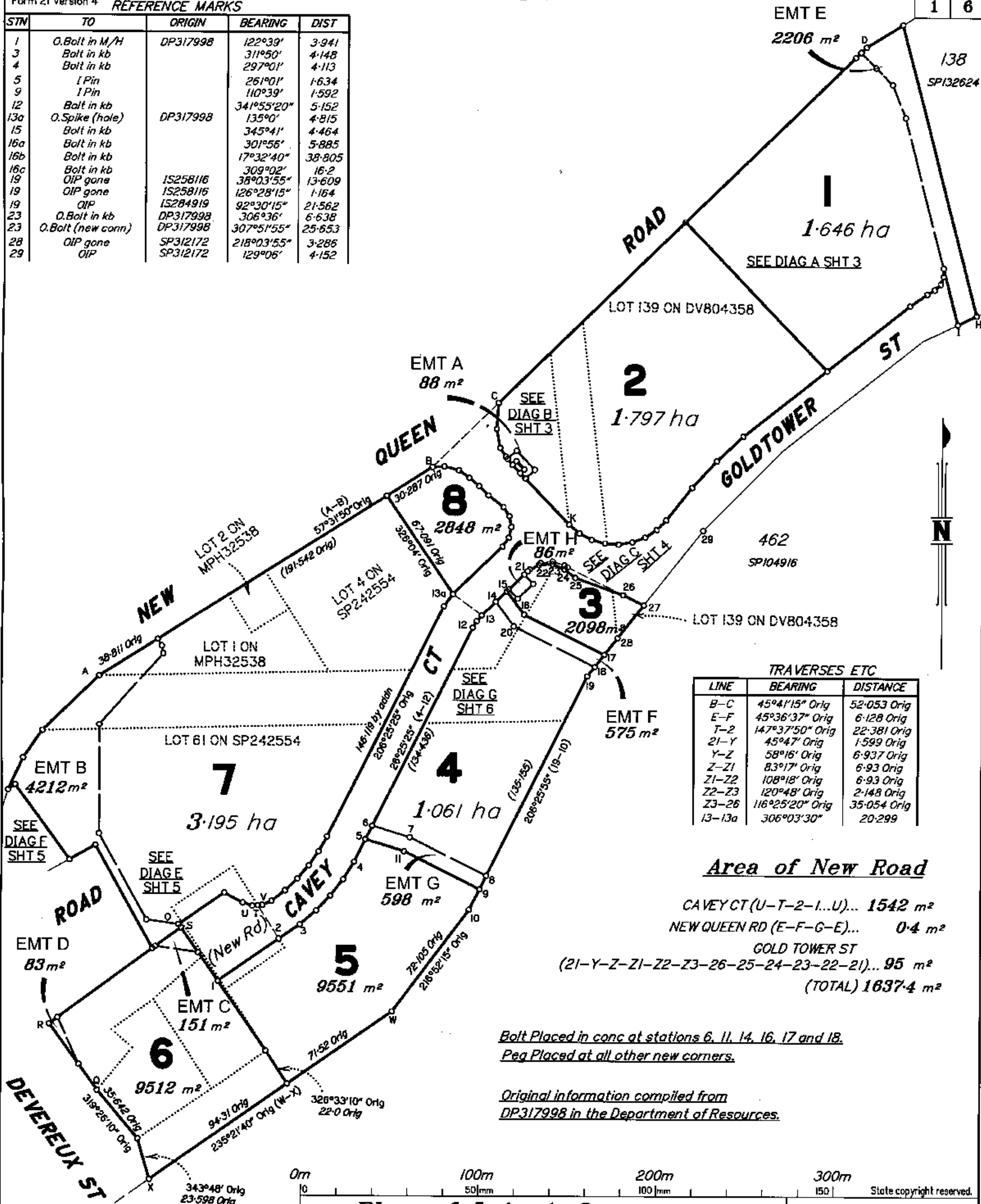
Appendix 2

Land Title Act 1994; Land Act 1994
Form 21 Version 4

SURVEY PLAN

Sheet 1 of 6

STN	TO	ORIGIN	BEARING	DIST
1	O.Bolt in M/H	DP317998	122°39'	3.941
3	Bolt in kb		311°50'	4.148
4	Bolt in kb		297°01'	4.113
5	I Pin		261°01'	1.634
9	I Pin		110°39'	1.592
12	Bolt in kb		341°55'20"	5.152
13a	O.Spike (hole)	DP317998	135°0'	4.815
15	Bolt in kb		345°41'	4.464
16a	Bolt in kb		301°56'	5.885
16b	Bolt in kb		17°32'40"	38.805
16c	Bolt in kb		309°02'	16.2
19	OIP gone	IS258116	38°03'55"	13.609
19	OIP gone	IS258116	126°28'15"	1.164
19	OIP	IS284919	92°30'15"	21.562
23	O.Bolt in kb	DP317998	306°36'	6.638
23	O.Bolt (new conn)	DP317998	307°51'55"	25.653
28	OIP gone	SP312172	218°03'55"	3.286
29	OIP	SP312172	129°06'	4.152



I, Dale Ian ATKINSON hereby certify that the land comprised in this plan was surveyed by me personally and that the plan is accurate, that the said survey was performed in accordance with the Survey and Mapping Infrastructure Act 2003 and Surveyors Act 2003 and associated Regulations and Standards and that the said survey was completed on 12/12/2021.

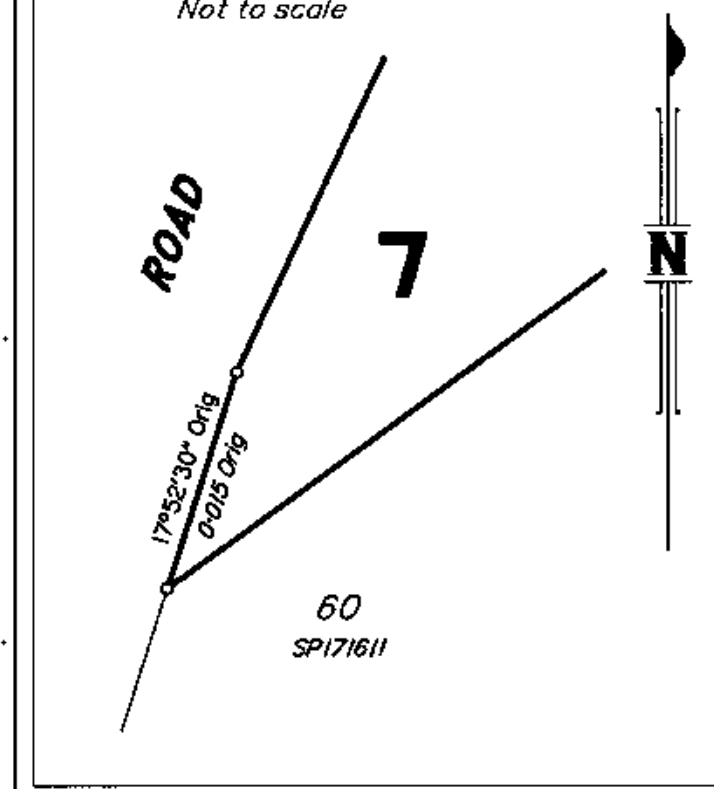
Dale Atkinson
 Dale Atkinson
 Cadastral Surveyor

Date 14/12/2021

Scale 1: 750

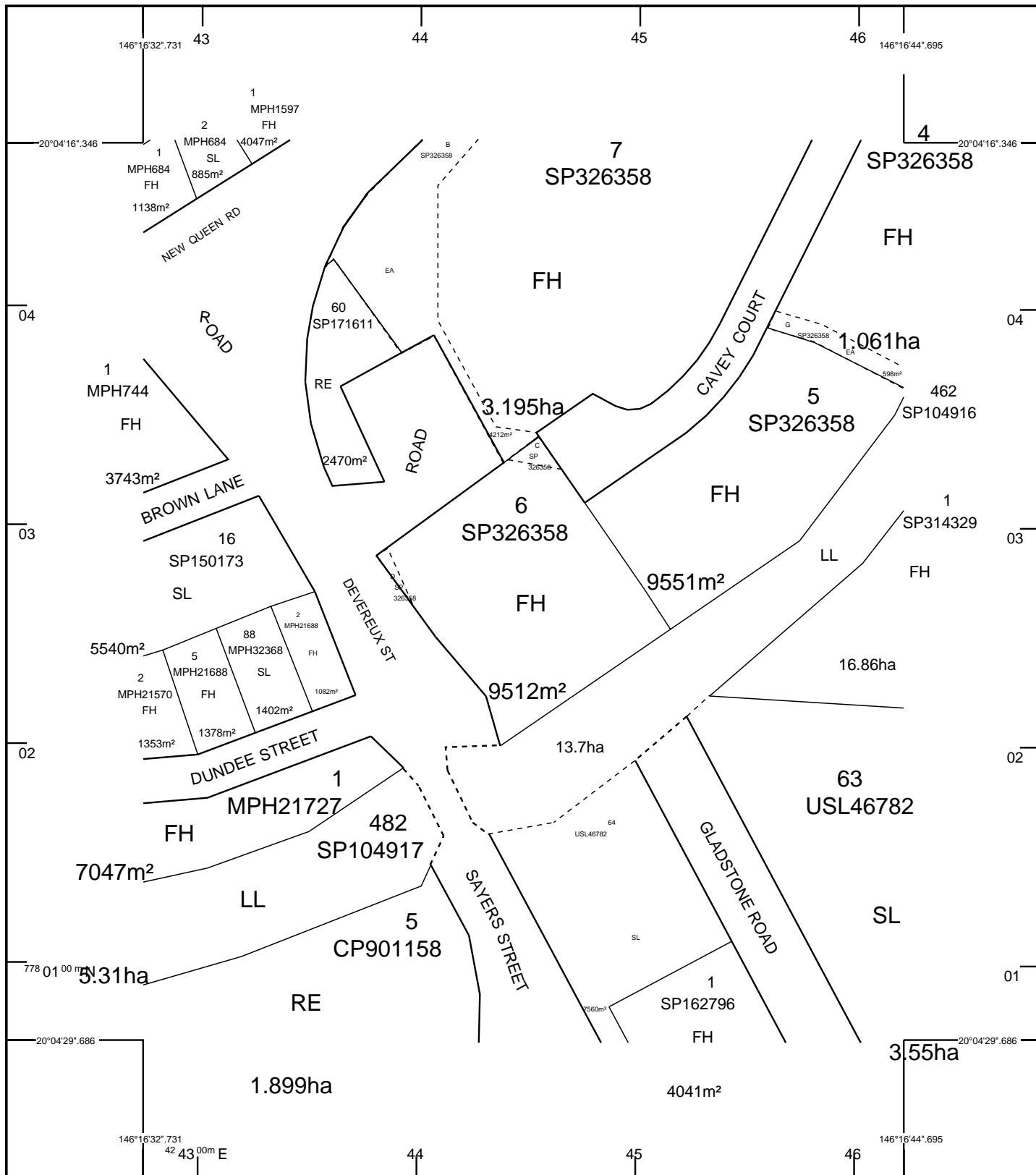


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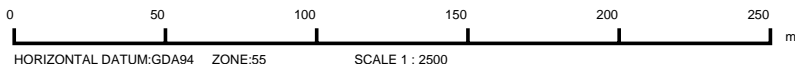




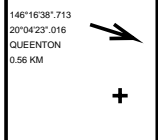
Appendix 3



STANDARD MAP NUMBER
8157-14341



MAP WINDOW POSITION &
NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

DCDB	
Lot/Plan	6/SP326358
Area/Volume	9512m ²
Tenure	FREEHOLD
Local Government	CHARTERS TOWERS REGIONAL
Locality	QUEENTON
Segment/Parcel	46783/428

CLIENT SERVICE STANDARDS

PRINTED 25/08/2022

DCDB 24/08/2022

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State Assessment and Referral Agency

Date: 31/07/2022



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Matters of Interest for all selected Lot Plans

Water resource planning area boundaries
State-controlled road
Railway corridor
Area within 25m of a State-controlled road
Area within 25m of a railway corridor

Matters of Interest by Lot Plan

Lot Plan: 6SP326358 (Area: 9512 m²)
Water resource planning area boundaries
State-controlled road
Railway corridor
Area within 25m of a State-controlled road
Area within 25m of a railway corridor



State Assessment and Referral Agency

Date: 31/07/2022



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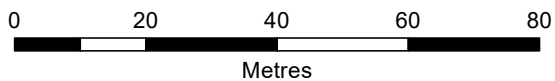
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Legend

Water resource planning area boundaries



Water resource planning area boundaries



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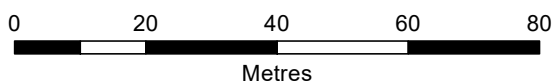
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Legend

Area within 25m of a railway corridor



Area within 25m of a railway corridor



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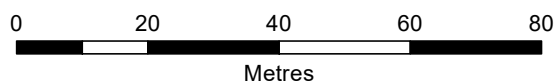
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Legend

Area within 25m of a State-controlled road



Area within 25m of a State-controlled road



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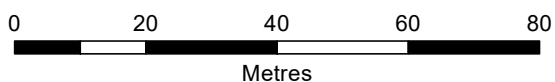
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Legend

Railway corridor



Railway corridor



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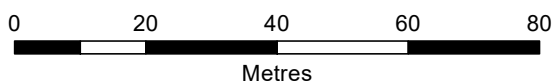
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Legend

State-controlled road



State-controlled road

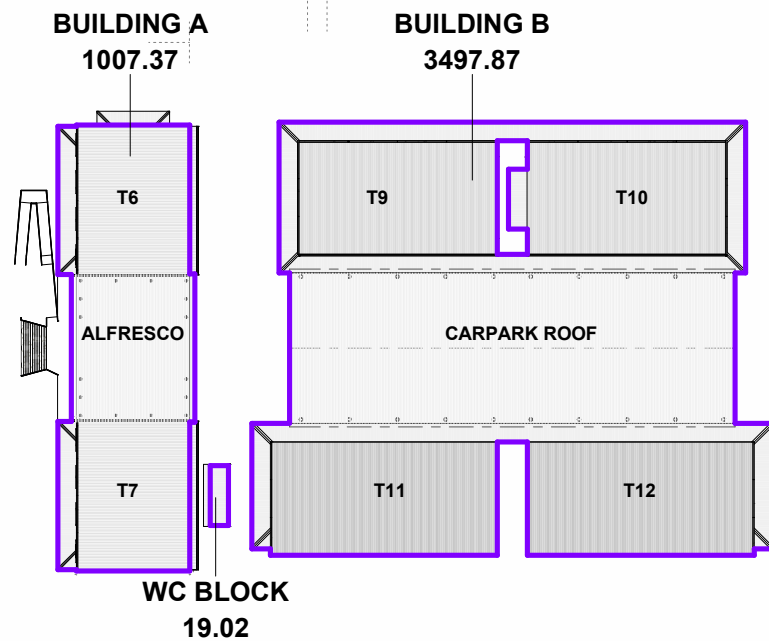


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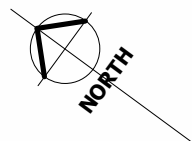
Appendix 4



2 BUILDING AREA PLAN
1:500

BUILDING A
T6, ALFRESCO, T7 AND TOILET BLOCK
TOTAL AREA: 1026.39 sqm

BUILDING B
T9 & T10, CARPARK ROOF, T11 & T12
AREA: 3497.87 sqm



ACCESS RAMP FROM
CARPARK

ACCESS STEPS FROM
COUNCIL CARPARK

TOP OF BATTER



1 SITE DEVELOPMENT PLAN
1:200

BUILDING DESIGN
MEDIUM RISE
GBCO L.P. No. 15012191
NOTE: DRAWINGS IN
PDF FORMAT MAY NOT
BE TO CORRECT SCALE

BD Building Design
Queensland
MEMBER

448 BAYSWATER ROAD
MT LOUISA
PO Box 7645 GARRIBTT 4514
PH: 07 47743314
admin@gvdbuildingdesign.com

No.	Description	Date	Issued by
A	DA BASE PLAN	29.7.22	GVD

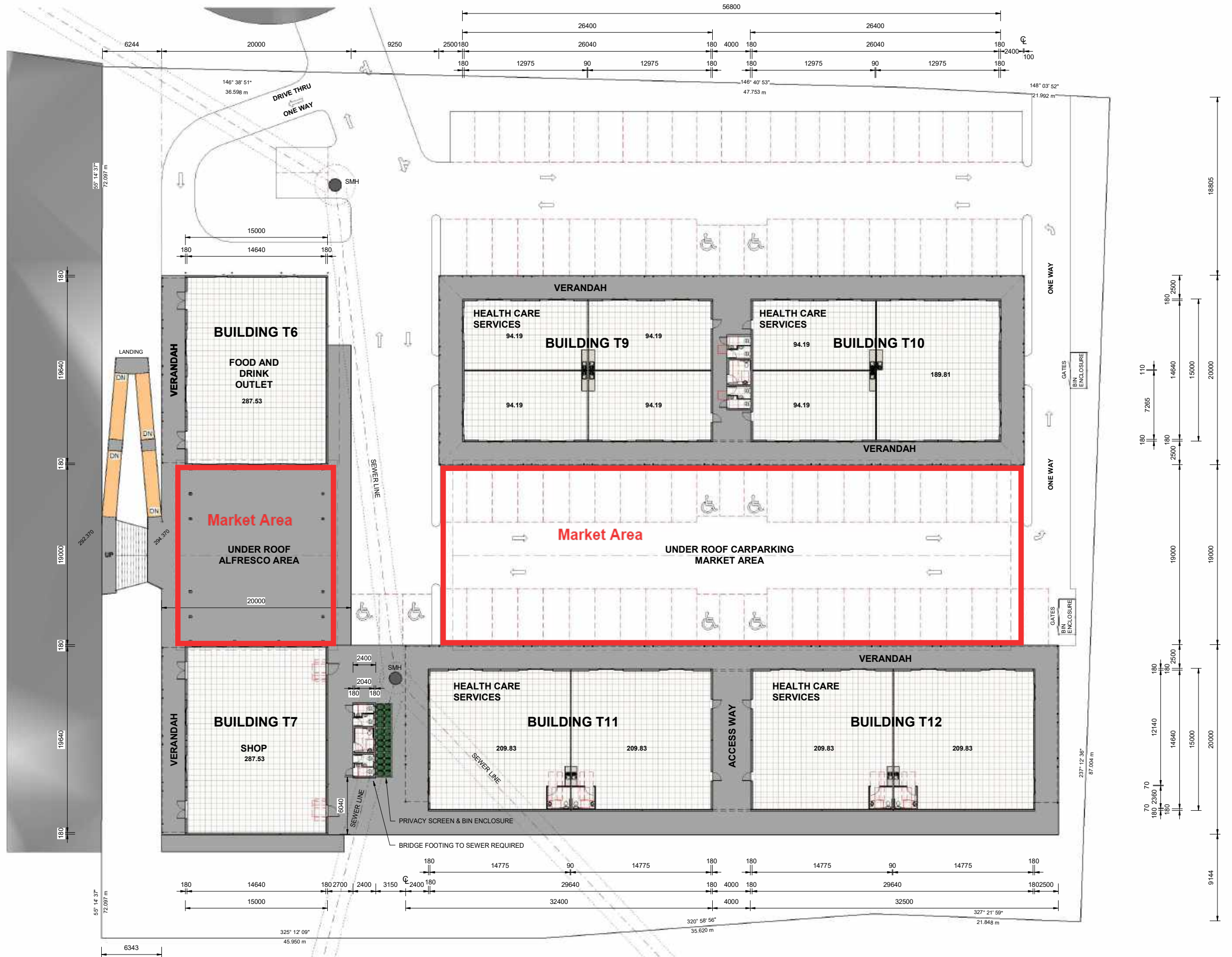
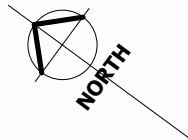
BUILDER:

CLIENT: GOLDTOWER PROPERTIES
ADDRESS:
LOT 6 GOLDTOWER DEVELOPMENT
NEW QUEEN ROAD, CHARTERS TOWERS

DRN: GVD DATE: 29.7.22
ISSUE: A SCALE: As indicated
SH No: DA1 JOB No: 19053GT

PHASE: DA
GVD
BUILDING
DESIGN

DRAWING FOR
DEVELOPMENT APPLICATION
PURPOSES ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES



GROUND FLOOR LEVEL

1 : 200

BUILDING DESIGN
MEDIUM RISE
CBCC LIC. No. 15212191
NOTE: DRAWINGS IN
PDF FORMAT MAY NOT
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AMENDMENT	No.	Description	Date	Issued by
A	1	DA BASE PLAN	29.7.22	GVD

BUILDER:

CLIENT: GOLDTOWER PROPERTIES
ADDRESS:
LOT 6 GOLDTOWER DEVELOPMENT
NEW QUEEN ROAD, CHARTERS TOWERS

DRN: GVD DATE: 29.7.22
ISSUE: A SCALE: 1 : 200
SH No: DA2 JOB No: 19053GT

GVD
BUILDING
DESIGN



DRIVETHRU & ENTRY



CENTRAL CARPARK ROOF



3D OVERVIEW

BUILDING DESIGN
MEDIUM RISE
QBCC LIC. No. 15212191
NOTE: DRAWINGS IN
PDF FORMAT MAY NOT
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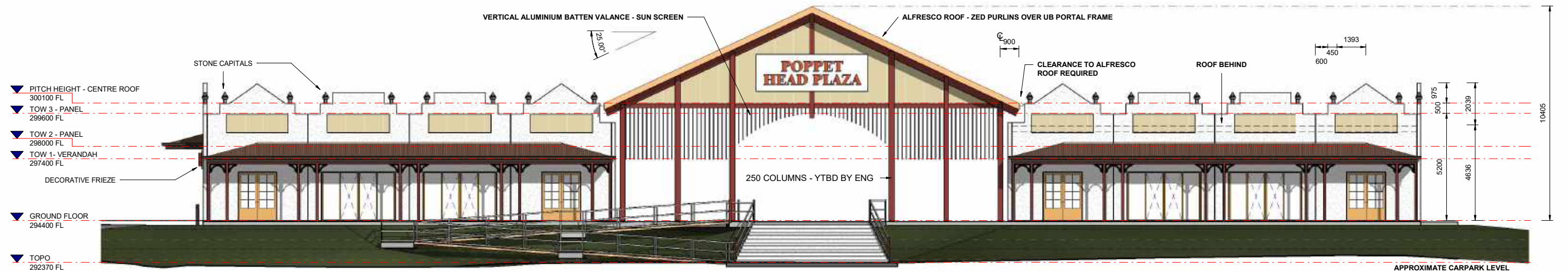
AMENDMENT	No.	Description	Date	Issued by
A	1	DA BASE PLAN	29.7.22	GVD

BUILDER:

CLIENT: GOLDTOWER PROPERTIES
ADDRESS:
LOT 6 GOLDTOWER DEVELOPMENT
NEW QUEEN ROAD, CHARTERS TOWERS

DRN: GVD	DATE: 29.7.22	PHASE: DA
ISSUE: A	SCALE:	
SH No: DA3	JOB No: 19053GT	

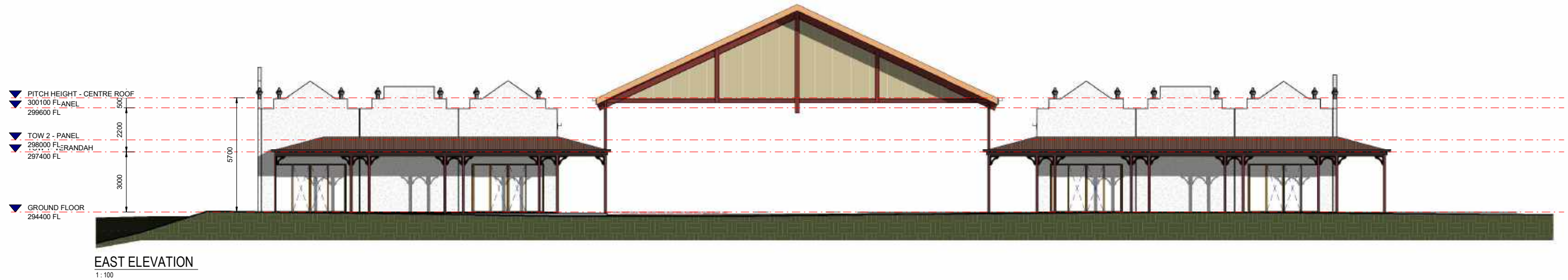
GVD
BUILDING
DESIGN



CARPARK - WEST ELEVATION
1:100



PERSPECTIVE





Appendix 5

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

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road .	AO1.1 Development is not located in a state-controlled road . AND AO1.2 Development can be maintained without requiring access to a state-controlled road .	Complies The proposed development is not located in a State-controlled road and does not require access to the State-controlled road.
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development involves built form that is appropriately setback from the State-controlled road and does not adversely impact the structural integrity or physical condition of State transport infrastructure.
PO3 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development is appropriately setback from the State-controlled road corridor and does not adversely impact the State-controlled road.
PO4 The location, placement, design and operation of advertising devices, visible from the state-controlled road , do not create a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	Complies Any advertising visible from the State-controlled road will not create a safety hazard.
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road .	AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials.	Complies The façade of buildings and structures fronting the State-controlled road will not comprise reflective material that will create a safety hazard.

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

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Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO5.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road.</p> <p>AND</p> <p>AO5.4 External lighting of buildings and structures does not involve flashing or laser lights.</p>	
PO6 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the state-controlled road .	AO6.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.	Not applicable The proposed development does not involve a road, pedestrian or bikeway bridge over a State-controlled road.
Landscaping		
PO7 The location of landscaping does not create a safety hazard for users of the state-controlled road .	<p>AO7.1 Landscaping is not located in a state-controlled road.</p> <p>AND</p> <p>AO7.2 Landscaping can be maintained without requiring access to a state-controlled road.</p> <p>AND</p>	<p>Complies</p> <p>Landscaping associated with the proposed development:</p> <ul style="list-style-type: none"> ▪ is not located in a State-controlled road; ▪ landscaping can be maintained without requiring access to the Stat-controlled road; and ▪ landscaping does not block or obscure the site lines of vehicles utilising the State-controlled road.

Performance outcomes	Acceptable outcomes	Response
	AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road .	
Stormwater and overland flow		
PO8 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development is not anticipated to cause any worsening of stormwater impacts to the State-controlled road as a result of any increase in impervious area within the site. All stormwater will be directed to a lawful point of discharge to Cavey Court.
PO9 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies Run-off from the proposed development will not be unlawfully discharged to the State-controlled road. The existing lawful points of discharge will be retained being Cavey Court and drainage easement to the east.
PO10 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies Stormwater run-off is discharged to the east to Cavey Court and drainage easement, away from the State-controlled road.
PO11 Development ensures that stormwater is lawfully discharged.	AO11.1 Development does not create any new points of discharge to a state-controlled road . AND AO11.2 Development does not concentrate flows to a state-controlled road . AND AO11.3 Stormwater run-off is discharged to a lawful point of discharge .	Complies The proposed development does not create any new points of discharge or concentrate flows to the State-controlled road, with run-off discharged to a lawful point of discharge.

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO11.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.</p>	
Flooding		
PO12 Development does not result in a material worsening of flooding impacts within a state-controlled road .	<p>AO12.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road.</p> <p>AND</p> <p>AO12.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road.</p> <p>AND</p> <p>AO12.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.</p>	<p>Complies</p> <p>The proposed development will maintain existing stormwater regime, with water discharged to Cavey Court and stormwater easement.</p>
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road .	<p>AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge.</p> <p>AND</p>	<p>Complies</p> <p>Drainage infrastructure is wholly contained within the development site and can be maintained without requiring access to a State-controlled road.</p>

Performance outcomes	Acceptable outcomes	Response
	AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road .	
PO14 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve infrastructure within the State-controlled road.

Table 1.2 Vehicular access, road layout and local roads

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

Performance outcomes	Acceptable outcomes	Response
PO20 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a new or changed access to a State-controlled road.
Public passenger transport and active transport		
PO21 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development does not result in any impact to public passenger transport.
PO22 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development does not result in any impact to public passenger transport.
PO23 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development does not result in any impact to public passenger transport.
PO24 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development does not result in any impact to public passenger transport.

Table 1.3 Network impacts

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Complies The proposed development maintains safety of users of the State-controlled road, noting: <ul style="list-style-type: none"> the development does not involve any new access point to a State-controlled road; and the development is located approximately 350m from an intersection with a State-controlled road.

Performance outcomes	Acceptable outcomes	Response
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	Complies The proposed development does not involve a new access point to a State-controlled road and is not anticipated to result in a net worsening of operating performance of the State-controlled road network.
PO27 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Complies The proposed development appropriately directs traffic to the local road network, where suitable, and is not anticipated to result in a net worsening of operating performance of the State-controlled road network.
PO28 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve uses that involve haulage.
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	Complies The proposed development does not involve works within, or direct access to, the State-controlled road.
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	Complies The proposed development does not involve works within, or direct access to, the State-controlled road.

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO31 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development does not involve works within the State-controlled road corridor and will not create a safety hazard to users of State-transport infrastructure
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development involves the use of existing buildings and does not involve works

Performance outcomes	Acceptable outcomes	Response
		within the State-controlled road corridor and will not adversely impact the operating performance of the State-controlled road.
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development involves built form that is sufficiently setback from and will not undermine the State-controlled road corridor.
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development will maintain the stormwater regime, with water discharged to Cavey Court and stormwater easement to the east.
PO35 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development does not involve excavation, boring, piling, blasting and fill compaction within proximity to the State-controlled road.
PO36 Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a new or changed access to a State-controlled road.

Table 1.5 Environmental emissions

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

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a lot		
Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO37 Development minimises free field noise intrusion from a state-controlled road .	AO37.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);	Not applicable The proposed development does not involve reconfiguring a lot.

State Development Assessment Provisions v3.0

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

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Performance outcomes	Acceptable outcomes	Response
	<p>2. in accordance with:</p> <ul style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO37.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p> <p>AO37.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to the state-controlled road.</p>	
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road .	<p>AO38.1 Development provides noise barrier or earth mound which is designed, sited and constructed:</p> <ul style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ul style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management 	<p>Complies</p> <p>The proposed development does not involve reconfiguring a lot.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;</p> <p>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</p> <p>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p> <p>AO38.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a state-controlled road in private open space .	<p>AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; in accordance with: <ol style="list-style-type: none"> Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; 	<p>Not applicable</p> <p>The proposed development does not involve an accommodation activity.</p>

Performance outcomes	Acceptable outcomes	Response
	<p>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p> <p>AO39.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	
<p>PO40 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.</p>	<p>AO40.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms; 2. in accordance with: <ol style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO40.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic</p>	<p>Not applicable</p> <p>The proposed development does not involve an accommodation activity.</p>

Performance outcomes	Acceptable outcomes	Response
	level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
PO41 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	Not applicable The proposed development does not involve an accommodation activity.
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO42 Balconies, podiums, and roof decks include: 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums, and roof decks.	No acceptable outcome is provided.	Not applicable The proposed development does not involve an accommodation activity.
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is provided.	Not applicable The proposed development does not involve an accommodation activity.
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas ; b. in accordance with:	No acceptable outcome is provided.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

Performance outcomes	Acceptable outcomes	Response
<ul style="list-style-type: none"> i. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or <p>2. achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>		
<p>PO45 Development involving a childcare centre or educational establishment:</p> <ul style="list-style-type: none"> 1. provides a noise barrier or earth mound that is designed, sited and constructed: 2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); 3. in accordance with: <ul style="list-style-type: none"> a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; 	No acceptable outcome is provided.	<p>Not applicable</p> <p>The proposed development does not involve a childcare centre, educational establishment or hospital.</p>

Performance outcomes	Acceptable outcomes	Response
<ul style="list-style-type: none"> c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 4. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. 		
PO46 Development involving: <ul style="list-style-type: none"> 1. indoor education areas and indoor play areas; or 2. sleeping rooms in a childcare centre; or 3. patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4). 	No acceptable outcome is provided.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO47 Development involving a childcare centre or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled road are provided with: <ul style="list-style-type: none"> 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas. 	No acceptable outcome is provided.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

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

Performance outcomes	Acceptable outcomes	Response
PO51 Development is designed and sited to ensure light from infrastructure within, and from users of, a state-controlled road or type 1 multi-modal corridor , does not: <ol style="list-style-type: none"> intrude into buildings during night hours (10pm to 6am); create unreasonable disturbance during evening hours (6pm to 10pm). 	No acceptable outcomes are prescribed.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

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

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a future state-controlled road .	AO52.1 Development is not located in a future state-controlled road . OR ALL OF THE FOLLOWING APPLY: AO52.2 Development does not involve filling and excavation of, or material changes to, a future state-controlled road . AND AO52.3 The intensification of lots does not occur within a future state-controlled road . AND AO52.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.	Not applicable The proposed development is not in proximity to a future State-controlled road.
PO53 The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road .	AO53.1 Development does not include new or changed access to a future state-controlled road .	Not applicable The proposed development is not in proximity to a future State-controlled road.

Performance outcomes	Acceptable outcomes	Response
PO54 Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road .	No acceptable outcome is prescribed.	Not applicable The proposed development is not in proximity to a future State-controlled road.
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Not applicable The proposed development is not in proximity to a future State-controlled road.
PO56 Development ensures that stormwater is lawfully discharged.	AO56.1 Development does not create any new points of discharge to a future state-controlled road . AND AO56.2 Development does not concentrate flows to a future state-controlled road . AND AO56.3 Stormwater run-off is discharged to a lawful point of discharge . AND AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road .	Not applicable The proposed development is not in proximity to a future State-controlled road.



Appendix 6

State code 2: Development in a railway environment

Table 2.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Building, structures, infrastructure, services and utilities		
PO1 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	Complies The proposed development does not involve works within the railway corridor. It is therefore considered that there will be no safety hazard to rail transport infrastructure.
PO2 Development does not cause damage to the railway corridor, rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development does not involve works within the railway corridor. It is therefore considered that there will be no safety hazard to rail transport infrastructure.
PO3 Development does not interfere with, or obstruct, the rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development does not involve works within the railway corridor and will not cause an obstruction.
PO4 Development does not adversely impact the structural integrity or physical condition of the railway, other rail infrastructure or the railway corridor by adding or removing loading .	No acceptable outcome is prescribed.	Complies The proposed development does not locate buildings or structures, infrastructure, services or utilities within a railway corridor. It is therefore considered that the development will not adversely impact on the structural integrity or physical condition of rail infrastructure.
PO5 Development above a railway is designed to enable natural ventilation and smoke dispersion in the event of a fire emergency.	No acceptable outcome is prescribed.	Not applicable The proposed development is not above a railway.
PO6 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	Complies The proposed development does not locate buildings or structures, infrastructure, services or utilities within a railway corridor and will not

Performance outcomes	Acceptable outcomes	Response
		adversely impact the operation of the railway corridor.
PO7 Buildings and structures in a railway corridor are designed and constructed to protect persons in the event of a derailed train.	No acceptable outcome is prescribed.	Not applicable The proposed development does not locate buildings or structures, infrastructure, services or utilities within a railway corridor.
PO8 Buildings and structures in high risk locations and where also located within 10 metres of the centreline of the nearest railway track are design and constructed to protect persons in the event of a derailed train.	AO8.1 Buildings and structures , in a railway corridor , including foundations, retaining and other support elements, are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways , Queensland Rail, 2011, AS5100 Bridge design, and AS1170 Structural design actions.	Not applicable The proposed development does not involve buildings or structures within a railway corridor.
PO9 Buildings and structures are designed and constructed to protect people from electrocution.	AO9.1 The outermost projection of development is set back horizontally a minimum of 3 metres from the outermost projection of overhead line equipment .	Complies Buildings and structures associated with the proposed development are not located within proximity to overhead line equipment.
PO10 Development in the railway corridor is designed and constructed to prevent projectiles being thrown onto the railway .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve buildings or structures within a railway corridor.
PO11 Buildings, and structures with publicly accessible or communal areas within 20 metres from the centreline of the nearest railway track are designed and constructed to prevent projectiles from being thrown onto a railway .	AO11.1 Publicly accessible areas located within 20 metre from the centreline of the nearest railway do not overlook a railway . OR AO11.2 Buildings and structures are designed to ensure publicly accessible areas located within 20 metres from the centreline of the nearest railway track and that overlook the railway may include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR005 Design of buildings over or near railways , Queensland Rail,	Complies The proposed development does not involve any publicly accessible areas that overlook the railway.

Performance outcomes	Acceptable outcomes	Response
	2011, and the Civil Engineering Technical Requirement – CIVIL-SR008 Protection screens, Queensland Rail.	
Stormwater and overland flow		
PO12 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard in a railway corridor .	No acceptable outcome is prescribed.	Complies Stormwater run-off is discharged to Cavey Court and stormwater easement to the north-east of the subject site, and does not create or exacerbate a safety hazard in a railway corridor.
PO13 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of the railway corridor , rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies Stormwater run-off is discharged to Cavey Court and stormwater easement to the north-east of the subject site, and does not result in an increase in run-off to the railway corridor or associated infrastructure.
PO14 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the railway corridor , rail transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies Stormwater run-off is discharged to Cavey Court and stormwater easement to the north-east of the subject site, and does not result in an increase in run-off to the railway corridor or associated infrastructure.
Flooding		
PO15 Development does not result in a material worsening of flooding impacts within a railway corridor .	No acceptable outcome is prescribed.	Complies The contour of the proposed development provides for overland flow of water to the north-east of the site, away from the railway corridor. It is considered the proposed development will not result in a worsening of flood impact to the railway corridor.
Drainage Infrastructure		
PO16 Drainage infrastructure does not create a safety hazard in a railway corridor .	AO16.1 Drainage infrastructure is wholly contained within the development site. AND AO16.2 Drainage infrastructure can be maintained without requiring access to a railway corridor .	Complies Drainage infrastructure associated with the proposed development is wholly retained within the subject lot and does not require access from the railway corridor.

Performance outcomes	Acceptable outcomes	Response
Construction Impacts		
PO17 Construction activities do not cause ground movement or vibration impacts in a railway corridor .	No acceptable outcome is prescribed.	Complies The proposed development involves the use of existing buildings that are suitably set back from the railway corridor.
Access		
PO18 Development prevents unauthorised access to the railway corridor .	<p>AO18.1 Development abutting the railway corridor incorporates fencing along the property boundary with the railway corridor in accordance with the railway manager's standards.</p> <p>AND</p> <p>AO18.2 A road barrier designed in accordance with Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-007 – Design Criteria for Road Rail Barriers.</p> <p>AND</p> <p>AO18.3 Vehicle manoeuvring areas, driveways, loading areas and carpark areas abutting the railway corridor incorporate rail interface barriers along the boundary to the railway corridor.</p>	Complies A batter is provided to the southern part of the site providing for approximately 3-5m high earth wall to the boundary of the railway corridor. The earthworks sufficiently restrict unauthorised access to the railway corridor.
PO19 Development maintains existing maintenance and authorised access to the railway corridor .	AO19.1 Development does not obstruct existing authorised access points and access routes for maintenance and emergency works to the railway corridor at all times.	Complies The proposed development does not obstruct existing access points to the railway corridor.
PO20 Development does not impede the maintenance of a railway bridge or authorised access to a railway bridge .	<p>AO20.1 Buildings and other structures are set back horizontally a minimum of 3 metres from a railway bridge.</p> <p>AND</p> <p>AO20.2 Permanent structures are not located below or abutting a railway bridge.</p>	Complies Buildings and structures associated with the proposed development are appropriately setback from the railway bridge.

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO20.3 Temporary activities below or abutting a railway bridge do not impede access to a railway corridor.</p>	
Public passenger transport and active transport		
PO21 Development does not compromise the safety of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development is not located in proximity to public passenger or active transport infrastructure.</p>
PO22 Development maintains pedestrian and cycle access to a railway station or other public passenger transport infrastructure and active transport infrastructure associated with the railway .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development is not located in proximity to public passenger or active transport infrastructure.</p>
PO23 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development is not located in proximity to public passenger or active transport infrastructure.</p>
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure , public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development is not located in proximity to public passenger or active transport infrastructure.</p>

Performance outcomes	Acceptable outcomes	Response
Planned upgrades		
PO25 Development does not impede delivery of planned upgrades of rail transport infrastructure .	No acceptable outcome is prescribed.	Compiles The proposed development is appropriately located to not impede delivery of planned upgrades.
Network safety		
PO26 Development involving dangerous goods does not adversely impact on the safety or operations of the railway and rail transport infrastructure .	AO26.1 Development does not involve handling or storage of hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016.	Not applicable The proposed development does not involve dangerous goods.

Table 2.2 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO27 Development does not create a safety hazard for users of the railway or other rail infrastructure .	No acceptable outcome is prescribed.	Complies Filling, excavation, building foundations and retaining structures associated with the proposed development are suitably located to not result in any adverse impact or safety hazard for users of the railway.
PO28 Development does not adversely impact on the operating performance of the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	Complies Filling, excavation, building foundations and retaining structures associated with the proposed development are suitably located to not result in any adverse impact on operating performance of the railway.
PO29 Development does not undermine, damage, or cause subsidence of, the railway corridor .	No acceptable outcome is prescribed.	Complies Filling, excavation, building foundations and retaining structures associated with the proposed development are suitably located to not undermine, damage or cause subsidence of the railway corridor.

PO30 Development does not adversely impact the structural integrity or physical condition of the railway, other rail infrastructure or the railway corridor by adding or removing loading .	No acceptable outcome is prescribed.	Complies Filling, excavation, building foundations and retaining structures associated with the proposed development are suitably located to not result in any adverse impact to the railway.
PO31 Development does not cause ground water disturbance in the railway corridor .	No acceptable outcome is prescribed.	Complies Any necessary filling, excavation or building foundations will be wholly contained within the subject site and will be designed by a RPEQ certified engineer and will not result in disturbance to ground water in a railway corridor.
PO32 Development does not adversely impact the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	Complies The proposed development is not considered to adversely impact the railway corridor, given: <ul style="list-style-type: none"> ▪ the proposed development is suitably set back from the railway corridor; and ▪ buildings are suitably designed by an RPEQ certified engineer.
PO33 Excavation, boring, piling, blasting, drilling, fill compaction or similar activities does not adversely impact the operating performance of the railway or other rail infrastructure within the railway corridor .	No acceptable outcome is prescribed.	Complies Filling, excavation, compaction and similar activities associated with the proposed development are suitably designed and located to not adversely impact the railway corridor.
PO34 Filling and excavation material does not cause an obstruction or nuisance in the railway corridor .	AO34.1 Fill, spoil or any other material is not stored in, or adjacent to, the railway corridor .	Complies No fill, spoil or other material is stored in the railway corridor.

Table 2.3 Railway crossings

Performance outcomes	Acceptable outcomes	Response
PO35 Development does not require a new level railway crossing .	No acceptable outcome is prescribed.	Complies The development does not require a new level railway crossing.
PO36 Development does not adversely impact on the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	Complies The proposed development is not located within proximity to, nor will adversely impact, an existing railway crossing.
PO37 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	Complies The proposed development is not located within proximity to, nor will adversely impact, an existing railway crossing.
PO38 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	Complies The proposed development is not located within proximity to, and will not cause queuing within a railway crossing.

Table 2.4 Environmental emissions

Statutory note: Where development is adjacent to a **railway** with 15 or fewer passing trains per day, compliance with table 2.4 is not required.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a Lot		
Involving the creation of 5 or fewer new residential lots adjacent to a railway or type 2 multi-modal corridor		
PO39 Development minimises free field noise intrusion from a railway .	AO39.1 Development provides a noise barrier or earth mound which is designed, sited and constructed: <ol style="list-style-type: none"> to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); in accordance with: <ol style="list-style-type: none"> Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; 	Not applicable The proposed development does not involve reconfiguring a lot.

	<p>b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;</p> <p>c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.</p> <p>OR</p> <p>AO39.2 Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p> <p>OR</p> <p>AO39.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to a railway.</p>	
Involving the creation of 6 or more new residential lots adjacent to a railway or type 2 multi-modal corridor		
PO40 Reconfiguring a lot minimises free field noise intrusion from a railway .	<p>AO40.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: <ol style="list-style-type: none"> a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO40.2 Development achieves the maximum free field acoustic levels in reference table 2 (item</p>	<p>Not applicable</p> <p>The proposed development does not involve reconfiguring a lot.</p>

	2.1) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a railway or type 2 multi-modal corridor		
PO41 Development minimises noise intrusion from a railway in private open space at the ground floor.	<p>AO41.1 Development provides a noise barrier or earth mound which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for private open space at the ground floor level; 2. in accordance with: <ol style="list-style-type: none"> a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO41.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	<p>Not applicable</p> <p>The proposed development does not involve an accommodation activity.</p>
PO42 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from the railway in habitable rooms at the facade of the ground floor level.	AO42.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:	<p>Not applicable</p> <p>The proposed development does not involve an accommodation activity.</p>

	<ol style="list-style-type: none"> 1. to achieve the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level; 2. in accordance with: <ol style="list-style-type: none"> a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;. c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. <p>OR</p> <p>AO42.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms at the ground floor level by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>	
PO43 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in Table 3 (item 3.1).	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve an accommodation activity.
Above ground floor level requirements (accommodation activity) adjacent to a railway or type 2 multi-modal corridor		
PO44 Balconies, podiums and roof decks include: <ol style="list-style-type: none"> 1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and roof decks 	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve an accommodation activity.

PO45 Habitable rooms (excluding a relevant residential building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve an accommodation activity.
Material change of use (other uses)		
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor		
PO46 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas ; b. in accordance with: i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO47 Development involving a childcare centre or educational establishment : 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2);	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

<p>b. in accordance with:</p> <p>i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; or</p> <p>2. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.</p>		
<p>PO48 Development involving:</p> <p>1. indoor education areas and indoor play areas; or</p> <p>2. sleeping rooms in a childcare centre; or</p> <p>3. patient care areas in a hospital;</p> <p>achieves the maximum internal acoustic level in reference table 3 (items 3.2, 3.3 and 3.4).</p>	No acceptable outcome is prescribed.	<p>Not applicable</p> <p>The proposed development does not involve a childcare centre, educational establishment or hospital</p>
<p>Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor</p>		
<p>PO49 Development involving a childcare centre; or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from the railway are provided with:</p> <p>1. a continuous solid gap-free structure or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); and</p> <p>2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and elevated outdoor play areas.</p>	No acceptable outcome is prescribed.	<p>Not applicable</p> <p>The proposed development does not involve a childcare centre, educational establishment or hospital.</p>

PO50 Development including: 1. indoor education areas and indoor play areas in a childcare centre or educational establishment ; or 2. sleeping rooms in a childcare centre ; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
Air, light and vibration		
PO51 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a railway.	AO51.1 Each dwelling or unit has access to a private open space which is shielded from a railway by a building, noise barrier, solid gap-free fence , or other solid gap-free structure . OR AO51.2 Each outdoor education area and outdoor play area is shielded from a railway by a building, noise barrier, solid gap-free fence , or other solid gap-free structure .	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO52 Patient care areas within hospitals are protected from vibration impacts from a railway.	AO52.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of 0.1m/s ^{1.75} . AND AO52.2 Hospitals are designed and constructed to ensure vibration in the ward of a patient care area does not exceed a vibration dose value of 0.4m/s ^{1.75} .	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.
PO53 Development is designed and sited to ensure light from infrastructure within, and use of, a railway does not: 1. intrude into buildings during night hours (10pm to 6am); and 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	Not applicable The proposed development does not involve a childcare centre, educational establishment or hospital.

Table 2.5 Development in a future railway corridor

Performance outcomes	Acceptable outcomes	Response
PO54 Development does not impede the planning, design and delivery of rail transport infrastructure in a future railway corridor .	AO54.1 Development is not located in a future railway corridor . OR both of the following acceptable outcomes apply: AO54.2 The intensification of lots does not occur within a future railway corridor . AND AO54.3 Development does not result in the landlocking of parcels once a future railway corridor is delivered.	Not applicable The proposed development is not located within a future railway corridor.
PO55 Development, including filling, excavation, building foundations and retaining structures do not undermine or cause subsidence of a future railway corridor .	No acceptable outcome is prescribed.	Not applicable The proposed development is not located within a future railway corridor.
PO56 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future railway corridor .	No acceptable outcome is prescribed.	Not applicable The proposed development is not located within a future railway corridor.



Appendix 7



Goldtower Development Code – Goldtower Development Code

Purpose

The purpose of the Goldtower Development Code is to *provide for a mixture of development that may include industry and selected business and retail uses. Activities permitted in this area are defined in the level of assessment table.*

The particular purpose of the code is to *facilitate the safe, efficient and attractive mix of uses which do not detract from the function and viability of other centres, and minimises impacts on the amenity of nearby sensitive areas.*

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

- a) *the area primarily accommodates a range of generally smaller scale industrial uses that regularly provide goods and services to the general public, and have low levels of potential impacts on surrounding areas;*
- b) *the area also accommodates a mix of business activity groups that are pertinent to the nature of the region;*
- c) *development makes a positive contribution to the public domain, particularly along major roads and near centres; and*
- d) *development avoids significant adverse affects on water quality and the natural environment.*

Performance Outcome/Acceptable Outcomes		Response
For Self-assessable and Assessable Development		
Built Form		
PO1: Development is consistent with the height and scale of surrounding buildings and includes features that contribute to an attractive streetscape.	AO1.1: Site cover does not exceed 90%. AO1.2: Walls that have frontage to a street or road are articulated so that they do not exceed a length of 15m without: <ol style="list-style-type: none"> a) a change in material and colour; or b) a change in plane of at least 0.75m depth; or c) an appropriate landscaping treatment. 	Complies The proposed development provides for appropriate design and siting, contributing to a high level of visual amenity to the locality. In particular: <ul style="list-style-type: none"> ▪ site cover does not exceed 90%; ▪ the proposed development provides for a 9m landscape buffer to the Devereux Street frontage; ▪ buildings located to the Cavey Court frontage provide for articulation and are appropriately setback and provided appropriate landscaping treatment; ▪ the proposed development does not exceed 15m in height; and ▪ the proposed development provides for building setback in excess of 4m from road frontages.
	AO1.3: New building and structure height does not exceed 15m.	
	AO1.4: Buildings (except where for a service station use) are set back from street and road frontages: <ol style="list-style-type: none"> a) within 20% of the average front setback of adjoining buildings; or b) where there are no adjoining buildings, 4m. 	
	AO1.5: Vehicle manoeuvring and delivery areas are located to the site or	



Performance Outcome/Acceptable Outcomes		Response
	behind the building, and are not located in front of the building.	
PO2: Building entrances are legible and safe.	AO2.1: Pedestrian entries to buildings are visible from the street and visitor car parking areas, and separate to vehicle access points.	Complies The proposed development provides for separate dedicated pedestrian access.
	AO2.2: Each building or tenancy is provided with a highly visible street and unit number respectively.	Complies Buildings and tenancies are provided with identifying numbers to facilitate appropriate wayfaring.
	AO2.3: Premises are provided with external lighting sufficient to provide safe ingress and egress for site users.	Complies Appropriate external lighting is provided.
Amenity		
PO3: Utility elements (including refuse areas, outdoor storage, plant and equipment, delivery areas) are screened from view from the street and land within other zones.	AO3: Utility elements are: a) located within or behind the building; or b) screened by a 1.8m high solid wall or fence; or c) behind landscaping having the same screening effect as a 1.8m screen fence.	Complies Utility elements are appropriately located and screened so as not to be readily visible from publicly accessible areas.
PO4: Any part of the development located within 25m of a State-controlled road or future State-controlled road minimises the potential to distract drivers and cause a safety hazard.	AO4: Advertising devices proposed to be located within 25m of a State-controlled road are designed to meet the relevant standards for advertising outside the boundaries of, but visible from, a State-controlled road, outlined within the <i>Roadside advertising guide</i> , Department of Transport and Main Roads 2013.	Complies Any advertising devices will be designed to meet relevant standards in accordance with AO4.
PO5: Landscaping is provided to create streetscapes which contribute positively to the city image, particularly along major roads and streets.	AO5: Landscaping is provided along all road frontages of the site for a minimum depth of: a) 4m along any arterial or sub-arterial road; or b) 2m along any other road or street frontage.	Complies The proposed development provides for extensive landscaping, positively contributing to the visual amenity of the streetscape. In particular, a landscaping strip greater than 9m is provided to the Devereux Street frontage, noting the road verge to the Devereux Street carriageway ranges from approximately 15-30m.
PO6: Construction activities do not encroach into a railway or State-controlled road corridor.		Complies The proposed development involves the use of buildings that are currently under construction. Current construction activities do not encroach into a railway or State-controlled road corridor.



Performance Outcome/Acceptable Outcomes		Response
Parking and Access		
<p>P07: Parking and access arrangements are appropriate for:</p> <ul style="list-style-type: none"> a) the capacity of the parking area; b) the volume, frequency and type of vehicle usage; c) the function and characteristics of the access road and adjoining road network; and d) the safety and efficiency of the road network. 	<p>A07: The design of the car park, its accesses and associated aisles are to be in accordance with <i>Australian Standards AS/NZ2890 – Parking Facilities</i>.</p>	<p>Complies The car park, including access and associated aisles, are designed in accordance with relevant standards.</p>
<p>P08: Provision is made for on-site vehicle parking to meet the demand likely to be generated by the development and to avoid on street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity.</p>	<p>A08.1: Car parking is provided at the rates set out in Appendix 3 <i>Parking Rates Policy</i>. OR A08.2: Where a change of use of existing premises is proposed and involves not more than minor building work, the existing standard of on-site car parks is maintained or improved.</p>	<p>Complies The proposed development involves a change of use of an existing premises and involves not more than minor building work, with the existing standard of on-site car parking maintained.</p> <p>The nominated parking rates for the subject lot require the following:</p> <ul style="list-style-type: none"> ▪ Health Care Services – 1 space per 20m² GFA plus 1 space for ambulance pick up/set down. ▪ Market – sufficient space to accommodate the amount of traffic likely to be generated by the use. ▪ Shop and Food and Drink Outlet – 1 space per 15m² total use are. <p>Accordingly, the combined proposed uses on the subject lot require:</p> <ul style="list-style-type: none"> ▪ Health Care Services – 81 parks (inclusive of 1 ambulance park). ▪ Shop and Food and Drink Outlet – 57 car parks. ▪ Combined total of 138 car parks. <p>It is noted the proposed market is anticipated to operate outside of business hours associated with the health care services, and will not result in any conflict of parking demand.</p>



Performance Outcome/Acceptable Outcomes		Response
		<p>The proposed development provides for a total of 96 car parking spaces within the subject lot, with a shortfall of 40 parks.</p> <p>It is considered the provided existing on-site car parking is sufficient to meet the demand likely to be generated by the proposed development within the subject lot, given:</p> <ul style="list-style-type: none"> It is anticipated visitors to the site will utilise multiple uses on the site, reducing the parking demand. The car parking rate calculation for the food and drink outlet includes the full extent of the 'alfresco dining area', with this being a shared pedestrian access to the southern part of Poppet Head Plaza. The proposed Health Care Services development involves uses that will involve scheduled services, providing for flattening of peak demand times. A Council car park is provided to adjoining land to the north, providing for 44 car parks and RV parks. Additional overflow car parking will be available within adjoining development within the Goldtower Development Area, if required.
<p>PO9: Where vehicle queuing is expected, an adequate queuing area is provided that enables vehicles to stand without obstructing the free flow of moving traffic or unduly conflicting with pedestrian movement.</p>		<p>Not applicable Vehicle queuing is not expected with the proposed development.</p>
<p>PO10: Provision is made for the on-site loading, un-loading, manoeuvring and access by service vehicles that:</p> <ol style="list-style-type: none"> are adequate to meet the demands generated by the development; are able to accommodate the design service vehicle requirements; and 	<p>AO10: Servicing is provided in accordance with the provisions of <i>Australian Standards AS/NZS 2890.2 – Parking Facilities – Off-street Commercial Vehicle Facilities</i>.</p>	<p>Complies Sufficient provision is made for on-site loading, unloading, manoeuvring and access by service vehicles anticipated to be utilised with the proposed development.</p>



Performance Outcome/Acceptable Outcomes		Response
c) does not unduly impede vehicular and pedestrian safety and convenience both within the site and external to the site.		
General		
PO11: Development is consistent with the intended role, scale and character of the precinct and does not compromise the role or successful functioning of the principal town centre.		Complies The proposed development is consistent with the intended role, scale and character of the precinct, and will not compromise the principal town centre. In particular: <ul style="list-style-type: none"> ▪ The proposed development provides for tenancies at a scale that is not available in the principal town centre, providing for the opportunity to attract new tenants from outside of the Charters Towers region. ▪ The proposed development provides for a mixed business hub, further establishing Charters Towers as a key regional centre. ▪ The proposed development promotes new business opportunities, which in turn generates employment and contributes to the local economy. ▪ The proposed development does not detract from existing local businesses within the principal town centre, given the differential product offering. ▪ The proposed development provides for an integrated and complementary use to the existing development within the Goldtower Development Area and surrounds. ▪ The proposed development will expand the unique range of business in the region.
PO12: The site layout and design: <ul style="list-style-type: none"> a) minimises earthworks; b) maximises retention of natural drainage patterns; and 	AO12: Development does not involve earthworks involving more than 100m ³ .	Not applicable The proposed development does not involve earthworks.



Performance Outcome/Acceptable Outcomes		Response
c) ensures existing drainage capacity is not reduced.		
PO13: Development ensures that the hours of operation, including activities or operations associated with rubbish trucks, delivery vehicles, patrons, plant, motors, exhaust fans and other equipment, are: <ul style="list-style-type: none"> a) consistent with reasonable community expectations for the use and consistent with the purpose of the zone or precinct; b) controlled so that the use does not impact on the amenity of residences within the building within which the use is located, and nearby sensitive uses. 	AO13: Development limits the hours of operation and service of delivery vehicles to between 7am and 6pm, excluding public holidays.	Complies Any service and delivery vehicles associated with the operation of the proposed development is not anticipated to adversely impact on the amenity of the surrounding locality.
PO14: Development provides a composition of uses which minimise competition impacts on the surrounding centres network by supporting drive-to-door type centre uses.	AO14: Development provides for centre activities such as: <ul style="list-style-type: none"> ▪ bulky goods retail; ▪ light to medium industry; ▪ supply stores; ▪ warehouses; and ▪ limited small-scale uses. 	Complies The proposed development provides for: <ul style="list-style-type: none"> ▪ a product offering for Health Care Services that is not able to be accommodated within the Charters Towers principal centre; and ▪ a drive-to-door type centre use.
For Food and Drink Uses		
PO15: Food and drink uses are of a scale which supports the catchment of the Goldtower Development Area and the surrounding industrial precinct, and avoids detracting from the role and function of food and drink premises with the principal town centre	AO15: The gross floor area of a food and drink premises does not exceed 150m ² .	Not applicable The proposed development does not involve a food and drink use.
For Assessable Development only		
Crime Prevention Through Environmental Design		
PO16: Site layout facilitates the security of people and property having regard to: <ul style="list-style-type: none"> a) opportunities for casual surveillance and sight lines; b) exterior building designs which promote safety and deter graffiti; c) adequate definition of uses and ownership; d) adequate lighting; e) appropriate signage and way finding; f) minimisation of entrapment locations; and g) building entrances, loading and storage areas being well lit and lockable after hours. 		Complies The proposed development provides for siting and design that facilitates the security of people and property, having regard to the provisions outlined in PO16.



Performance Outcome/Acceptable Outcomes		Response
Community and Environmental Risk		
<p>PO17: Development minimises impacts on surrounding land having regard to noise, vibration, odour, dust, light or other emissions.</p> <p>Adverse impacts on the health, safety or amenity of nearby residential zoned land or other sensitive land uses are minimised.</p>	<p>AO17.1: Development achieves the noise generation levels set out in the <i>Environment Protection (Noise) Policy 2008</i>.</p> <p>AO17.2: Development achieves the air quality objectives set out in the <i>Environment Protection (Air) Policy 2008</i>.</p> <p>AO17.3: Materials that are capable of generating air contaminants are wholly enclosed in storage bins.</p> <p>AO17.4: All external areas are sealed, turfed or landscaped.</p> <p>AO17.5: Light emanating from any source complies with <i>Australian Standard AS4282 – Control of the Obtrusive Effects of Outdoor Lighting</i>.</p> <p>AO17.6: Outdoor lighting is provided in accordance with <i>Australian Standards AS11581.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements</i>.</p>	<p>Complies The proposed development is appropriately designed and located, and is capable of achieving relevant standards.</p>
<p>PO18: Development provides for the collection, treatment and disposal of liquid wastes or sources of contamination, such that off-site releases of contaminants do not occur.</p>	<p>AO18.1: Areas where potentially contaminating substances are stored or used are roofed and sealed with concrete, asphalt or similar impervious substance and bunded.</p> <p>AO18.2: Roof water is piped away from areas of potential contamination.</p>	<p>Complies The proposed development does not involve manufacture, storage or use of potentially contaminating substances.</p>
<p>PO19: Development is designed and managed to provide appropriate protection for community health and safety, and avoid unacceptable risk to life and property.</p>		<p>Complies The proposed development is designed and managed to protect community health and safety and avoid unacceptable risk to life and property.</p>
<p>PO20: The site layout and design responds sensitively to on-site and surrounding drainage patterns and ecological values by: a) maximising retention of natural drainage patterns; and b) ensuring drainage capacity is not impeded.</p>		<p>Complies The proposed development retains the existing stormwater regime.</p>
<p>PO21: Provision is made for waste management that is appropriate to the use, and protects the health and safety of people and the environment.</p>	<p>AO21.1: The development provides a bin container storage area that has an imperviously sealed pad and is screened to the height of the bins</p> <p>AO21.2:</p>	<p>Complies The proposed development provides for an imperviously sealed bin container storage area that is screened to the height of the bins.</p>



Performance Outcome/Acceptable Outcomes		Response
	On sites that are greater than 2,000m ² in area, provision is made for refuse collection vehicles to: <ul style="list-style-type: none"> a) access the collection area; b) undertake the collection activity; and c) enter and leave the site in a forward direction without having to make more than a 3-point turn. 	Refuse collection vehicles can appropriately and efficiently access the site.
PO22: The drainage network has sufficient capacity to safely convey stormwater run-off from the site. Development does not cause a drainage nuisance to a downstream or adjoining property.	AO22: Post development discharge of stormwater from the subject land does not exceed predevelopment peak flows and no change to flows across a downstream or adjoining property is created.	Complies The proposed development does not involve any change to the existing stormwater regime. Development of the subject site does not adversely impact upstream, downstream or adjoining properties.
PO23: The proposed stormwater management system or site works does not adversely affect flooding or drainage characteristics of properties that are upstream, downstream or adjacent to the development site	AO23.1: The development does not result in an increase in flood level of flood duration on upstream, downstream or adjacent properties. AO23.2: Roof and surface water is conveyed to the kerb and channel or an inter-allotment drainage system in accordance with <i>Australian Standard AS/NZS 3500.3 – Plumbing and Drainage – Stormwater Drainage</i> .	Complies The proposed development does not involve any change to the existing stormwater regime. Development of the subject site does not adversely impact upstream, downstream or adjoining properties.
Service and Utilities		
PO24: A potable water supply is provided that is adequate for the needs of the intended use.	AO24.1: The development is connected to Council's reticulated water supply system. AO24.2: Water supply systems and connections are designed and constructed in accordance with Section 4.3.4 of the Goldwater Development Plan.	Complies The proposed development is connected to Council's reticulated water network.
PO25: Wastewater treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm	AO25.1: The development is connected to Council's reticulated sewerage system. AO25.2: Waste water systems and connections are designed and constructed in accordance with Section 4.3.4 of the Goldtower Development Plan.	Complies The proposed is connected to Council's reticulated wastewater network.
For Service Station Uses		
PO26: Service station buildings complement the streetscape and are in keeping with the scope and	AO26: The built form and design of service stations, while accommodating corporate design parameters, generally reflect the local	Not applicable The proposed development does not involve a service station use.



Performance Outcome/Acceptable Outcomes		Response
intensity of development in the locality.	architectural vernacular and is in keeping with and sympathetic to the scale and intensity of adjacent buildings.	
PO27: Service station sites are of sufficient dimensions to accommodate the use without adverse impacts on adjoining properties or the road system in the locality	AO27: Service Station sites have frontages of: <ul style="list-style-type: none"> a) 40m to a road; or b) on a corner site, 30m to one frontage and 40m to the other frontage. 	Not applicable The proposed development does not involve a service station use.
PO28: Buildings, driveways, structures, above and belowground tanks, advertising devices and other features of a service station are designed and sited to maximise operational efficiency, public safety and amenity.	AO28.1: Minimum setbacks are: <ul style="list-style-type: none"> a) 14m to the principle road frontage and 6m to any other boundary from any main building; b) 8m to a road frontage and 6m to any other boundary from a fuel pump; or c) 6m to any other boundary from any fuel storage tank. AO28.2: Vehicular accesses to a service station site are: <ul style="list-style-type: none"> a) At least 10m wide; and b) Not less than 15m apart. 	Not applicable The proposed development does not involve a service station use.
PO29: Service station are developed to achieve a high standard of amenity and environmental safety in terms of: <ul style="list-style-type: none"> a) containment of surface drainage to prevent contamination of surface water resources; b) the storage and removal of wastes; and c) controlled and safe sale of fuels, especially bottled gas and kerosene. 	AO29.1: All trafficked areas are drained to a controlled point so that drainage, waste water, wash-down water and fire retardants can be collected and removed for treatment and disposal to an approved facility. AO29.2: Aboveground fuel storage tanks are protected from vehicle impact by kerbing, crash rails, bollards or other devices suitable for the task.	Not applicable The proposed development does not involve a service station use.