

Our Reference: NP23.180
tf.mh

25 November 2024

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

Attention: Planning and Development

Dear Sir/Madam,

Application for Material Change of Use – Shopping Centre (Supermarket and Speciality Stores) located at 4-14 Cavey Court, Queenton and formally identified as part of Lot 7 on SP326358

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 – Shopping Centre (Supermarket and Speciality Stores) located at 4-14 Cavey Court, Queenton and formally identified as part of Lot 7 on SP326358.

Northpoint Planning will be in contact with Charter Towers Regional Council regarding the relevant assessment fee following lodgement. We confirm payment will be paid promptly following liaison.

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 – Shopping Centre
(Supermarket and Speciality Stores)



Northpoint
Planning

4-14 Cavey Court, Queenton
Lot 7 on SP326358

25 November 2024
Reference: NP23.180

Client: Goldtower Properties

Project: Shopping Centre

Date: 25 November 2024

Project Reference: NP23.180

Contact: Meredith Hutton

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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 – Shopping Centre (Supermarket and Specialty Stores).

The subject site is located at 4-14 Cavey Court, Queenton and is formally described as part of Lot 7 on SP326358. The subject site is currently vacant land and is located within the Goldtower Development Area. Accordingly, the land is subject to assessment against the *Goldtower Development Plan* in accordance with MC15/181.

The proposed development involves part of Lot 7, with exclusion of the eastern portion of the land. An existing boundary realignment has been approved by Council (RAL2023/0006.1) that results in the realignment of the common boundary between Lot 7 and adjoining Lot 8 on SP326358 to reflect the proposed extent of the shopping centre development. Additionally, this approval provides for an access easement burdening the eastern side of the subject site, providing future access to the new adjoining eastern lot via Cavey Court.

The proposed development consists of a Coles supermarket as the primary anchor tenant, supported by a mix of specialty shops. The proposed shopping centre will deliver approximately 5,064m² of gross floor area (GFA), which includes:

- a 3,898m² full-line Coles supermarket; and
- approximately 862m² of specialty commercial space distributed across nine (9) smaller tenancies.

This site is well-positioned to serve the Charters Towers community, with frontage to New Queen Road and proximity to established urban areas. The proposed design balances functionality, accessibility, and amenity, ensuring a high-quality outcome for the community and surrounding area.

The proposed development will fulfill a critical need, enhancing the availability and diversity of shopping options for both the local population and communities to the wider region. The proposal aligns with the strategic intent of the Charters Towers Planning Scheme by supporting regional economic growth without detracting from the role of the Charters Towers CBD as the central hub for a higher-order retail and community service centre.

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	4-14 Cavey Court, Queenton
Real Property Description	Lot 7 on SP326358
Area of Site	Subject site = 27,841m ² (total lot area 31,950m ²)
Easements	<ul style="list-style-type: none"> ▪ B on SP326358 ▪ A on SP345228 ▪ E on SP345228 ▪ F on SP345228
Current Use	Vacant land
Applicant	Goldtower Properties
Purpose of Proposal	Shopping Centre
Type of Application	Material Change of Use
Category of Assessment	Impact
Assessment Manager	Charters Towers Regional Council
SARA Mapping	<ul style="list-style-type: none"> ▪ Water resource planning area boundaries ▪ State-controlled road ▪ Area within 25m of a State-controlled road
Referral Agencies	<ul style="list-style-type: none"> ▪ Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 – Development within 25m of a State-controlled transport corridor ▪ Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 – Development for an aspect of development stated in Schedule 20
Public Notification	Required



2.0 Site and Surrounding Environment

2.1 Subject Site

The subject site comprises 27,841m² of the western part of Lot 7 on SP326358, which is primarily vacant land. It is noted the subject site aligns with the extent of an approved boundary realignment approval (Council reference RAL2023/0006.1), that limits the extent of current Lot 7 to that of the subject site, with the remainder of the allotment forming part of current Lot 8 on SP326358. The approved realignment additionally provides for an access easement burdening the subject site, and providing access to the new adjoining eastern lot via Cavey Court. The approved plans are provided at **Appendix 6**.

The site maintains frontage to New Queens Road to the north, Cavey Court to the south, with close proximity to Goldtower Street to the east. Access to the subject site is currently facilitated via single crossover to the cul de sac of the Cavey Court road frontage.

Lot 7 on SP326358 is burdened by the following easements:

- Easement B on SP326358 for the purpose of stormwater drainage; and
- Easements A, E and F on SP325228 for the purpose of electrical infrastructure.

A retaining wall bounds the northern and western sides of the development site, with stormwater drainage infrastructure and parkland area. This space serves as part of the precinct's stormwater management system, accommodating overland flow and directing runoff to a lawful point of discharge. The stormwater easement also functions as an open green space, providing for a continuity of the adjoining rest stop park.

The site has recently been improved in accordance with an operational works approval associated with the parent subdivision of the Goldtower Development Area (Council reference OW20-07) for earthworks to provide for future developable land. Accordingly, the site maintains generally even topography and is cleared of vegetation.

2.2 Surrounding Locality

The Goldtower Development Area has an existing mix of industrial and retail uses to the south and east of the subject site. Further, a Council public rest stop is located on adjoining land to the west, involving parkland, amenities and tourist attractions accessible by the public.

The wider locality includes residential development to the north and west, and a school to the opposite side of New Queen Road. The Mount Isa Line rail corridor and land identified as within the Emerging Community Zone of the *Charters Towers Regional Town Plan* (the planning scheme) are located to the south of the site. The Charters Towers township centre is located approximately 1.5km to the west.

The subject lot and surrounding locality are illustrated in **Figure 1** overleaf and at **Appendix 3**.



Figure 1: Site Location



Source: Qld Globe

2.3 Goldtower Precinct

The Goldtower precinct has evolved into a vibrant mixed-use hub, with a combination of large-format retail, commercial services, and unique tourist attractions that highlight the historical significance of the region's gold mining heritage. Situated along New Queens Road (Flinders Highway), Goldtower serves as a regional destination, offering a high level of amenity to both local residents and visitors.

The area has been developed with a strong focus on providing a diverse range of commercial opportunities. Key tenants, such as Harvey Norman, W. Titley & Co., Supercheap Auto and Mitre 10 establish the precinct as a centre for large-format retail. Smaller commercial business and office spaces cater to professional services and local enterprise, with the recent addition of Clements Medical within Poppet Head Plaza, all contributing to a balanced mix of uses.

Goldtower's commitment to a high standard of amenity is evident through its carefully considered planning, functional and intentional design, and the seamless integration of key elements. Features such as ample car parking, convenient access points, and pedestrian pathways ensure accessibility and functionality, while public art installations and cultural landmarks enhance the precinct's identity and community connection.

This strategic and well-executed approach establishes Goldtower as a hub for regional economic activity and growth.



3.0 Proposed Development

3.1 General Overview

The proposed development involves the establishment of a supermarket-anchored shopping centre on Lot 7 on SP326358. Specifically, the development provides for a full-line supermarket and nine specialty stores for future small-scale tenancies.

The design incorporates efficient access from New Queen Road via Goldtower Street and Cavey Court, and provisions three new all-turn vehicle access crossovers to the Cavey Court road frontage. The proposed shopping centre's main façade is oriented to the north-east, with specifically stores lining the eastern and southern side of the structure. Sufficient on-site carparking adjoining the structure to the east, inclusive of EV charging stations, taxi rank, elderly/pram parking and drop off/pick up area.

The proposed development involves the following:

- Construction of a 5,064m² gross floor area (GFA) purpose-built shopping centre.
- A 3,898m² supermarket serving as the anchor tenant.
- Nine (9) specialty store tenancies with a total combined GFA of 862m², comprising the following breakdown:
 - Tenancies 1-3: 216m²;
 - Tenancy 4: 150m²;
 - Tenancy 5: 78m²; and
 - Tenancies 6-9: 418m².
- Additional built form within the development includes amenities comprising 72m², and lobby/entryway comprising 233m².
- Installation of three (3) x all-turn crossovers to the Cavey Court road frontage, comprising:
 - Eastern crossover – general public thoroughfare and shared access arrangements with adjoining Lot 8, located within future Easement C.
 - Central crossover – general public thoroughfare.
 - Western crossover – located to the cul de sac of Cavey Court and is associated with staff/service vehicle access only.
- A total of 232 car parking spaces inclusive of six (6) people with disability parks.
- Two (2) x passenger set down bays.
- Three (3) x taxi bays.
- Shade structures providing covered parking to eastern car parking area.
- Dedicated click n' collect drive thru area with provision of six collection bays.
- Electronic vehicle charging bays to the southern part of the site.
- Bike racks to the front of the shopping centre building.
- Designated delivery and servicing area to rear of supermarket tenancy.
- Sealed and screened dedicated refuse area.
- Landscaping to perimeter of the site equating to 9,811m².
- Provision of landscaped open space to the immediate north of the proposed building, providing further buffer form adjoining New Queen Road.
- Building site cover of 21.84%.



- 22176-DA05-A – Building Elevations and Perspectives
- 22176-DA06-A – Building Elevations and Perspectives
- 22176-DA07-A – Building Elevations and Perspectives
- 22176-DA08-A – Building Elevations and Perspectives
- 22176-DA09-A – Building Sections

3.3 Use Definition

In accordance with schedule 1 of the planning scheme, the use is defined a Shopping Centre. A Shopping Centre is defined as *the use of premises for an integrated Shopping complex consisting mainly of Shops.*

3.4 Access and Parking

The proposed development has been designed to provide safe, convenient, and efficient access for vehicles, pedestrians, and cyclists. Access to the site will be achieved via three (3) all-turn crossovers to the Cavey Court frontage, connecting directly to New Queen Road via Goldtower Street. These access points have been strategically positioned to optimise traffic flow and minimise congestion during peak periods, specifically comprising:

- Eastern crossover – general public thoroughfare and shared access arrangements with adjoining Lot 8, located within future Easement C (refer **Appendix 6**).
- Central crossover – general public thoroughfare.
- West crossover – located to the cul de sac of Cavey Court and is associated with staff/service vehicle access only.

The development incorporates a total of 232 car parking spaces, inclusive of designated spaces for seniors, parents with prams, EV parking and short-term parking for convenience. Additionally, the proposed development provides for a taxi bay and dedicated click and collect drive thru with six (6) bays. A delivery area and refuse zone have been integrated into the design to support the operational needs of the centre without disrupting customer access, with this separated and buffered from the publicly accessible areas.

Traffic Impact Assessment report prepared by Northern Consulting Engineers (NCE) (refer **Appendix 5**) findings confirm that the existing road network, including the New Queen Road and Goldtower Street intersection, is capable of supporting the forecasted traffic volumes associated with the development. The SIDRA analysis of intersection performance demonstrates that the intersection will maintain a satisfactory level of service both at the commencement of operations and through the design horizon, without requiring upgrades to existing infrastructure.

The prescribed parking rate in accordance with relevant assessment benchmarks nominates a parking rate of one (1) space per 15m² of total use area for shopping centres, equating to a requirement of 338 spaces for the proposed 5,064m² GFA development.

The proposal includes 232 standard car parking spaces, and incorporates additional alternative transport options such as two (2) x set-down bays, three (3) x taxi bays, six (6) x click n' collect bays and nominated bike racks. The inclusion of alternative transport options within the development supports a lessened demand generated by typical vehicle traffic associated within the site, and supports a variety of choice for users of the facility.



While the provision is below the prescribed rate, it is considered appropriate given the significant size of the proposed car park, which will comfortably accommodate the expected parking demand. Providing 338 spaces would result in an excessively large car park that would be inefficient and unnecessary for the development's operational needs. The proposed parking arrangement balances functionality with practicality and ensures adequate capacity for customers and staff.

These access and parking provisions ensure compliance with relevant planning scheme requirements and contribute to a safe and functional layout that enhances the overall user experience.

3.5 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).

3.6 Stormwater Drainage

The proposed development has been suitably designed to convey stormwater to the lawful point of discharge. Existing Easement B on SP326358 for the purpose of stormwater drainage remains unchanged with the provision of stormwater infrastructure within proposed Easement G associated with Operational Works approval OPW2023/0001.1 traversing the southern part of the subject site (refer **Appendix 6**).

3.7 Landscaping

The subject land is currently devoid of vegetation. The proposed development provides extensive landscaping to enhance the visual appeal of the site while providing functional benefits such as shade, screening and integration with the surrounding precinct. Landscaped areas have been incorporated throughout the site, including along the boundaries, within car parking areas, and adjacent to pedestrian pathways. These elements contribute to a cohesive and aesthetically pleasing environment that supports the high standard of amenity sought for the Goldtower precinct.

The proposed development does not involve the removal or alteration of any street tree.

3.8 Demonstrable Need

The proposed shopping centre at the Goldtower precinct responds directly to the demonstrated need for improved retail services within the Charters Towers region. The Economic Need and Impact Assessment prepared by Urban Economics (refer **Appendix 7**) highlights the significant demand for a supermarket and supporting specialty retail stores to provide greater choice, convenience, and value for local residents.

The region currently relies on a limited number of grocery outlets, including a single full-line supermarket within the CBD, which has resulted in constrained shopping options and necessitated frequent trips to larger centres like Townsville for local residents. The proposed development will address this gap by introducing a full-line Coles supermarket and specialty stores, enhancing consumer choice and reducing retail expenditure leakage outside the region.

The Economic Need and Impact Assessment report identifies that the projected population growth and existing retail expenditure patterns in the catchment area support the viability of the proposed shopping centre. Additionally, the development is positioned to retain and recapture expenditure



within Charters Towers, generating substantial economic benefits, including approximately 200 jobs during construction and operation phases.

The location of the proposed development within the Goldtower precinct, a recognised mixed-use area with existing large-format retail, further supports its suitability. The precinct's accessibility via major transport routes and its proximity to established urban areas enhance the development's ability to meet community needs without detracting from the role of the Charters Towers CBD as a higher-order centre.

The proposed shopping centre is an essential addition to the region, providing necessary retail infrastructure to meet current and future demands, while contributing positively to the economic and social fabric of Charters Towers.

3.9 Pre-lodgement Discussions

The applicant and their representatives maintain regular engagement with Charters Towers Regional Council to discuss ongoing matters related to the Goldtower precinct's development. As part of this ongoing dialogue, a meeting was held on 31 October 2024 to discuss the proposed shopping centre application.

Council noted a needs assessment to support the application would likely be necessary, as well as traffic impact assessment to support increase in vehicle movements within the precinct. Confirmation on the relevant planning pathway was agreed, with the application requiring an impact assessable application assessed against the Goldtower Development Plan.

It is considered that all feedback provided by Council has been appropriately addressed and reflected in this application.

3.10 Existing Approvals

The subject site forms part of the Goldtower Development Area, with a number of existing approvals that provide context to the proposed development. In particular:

- **MC15/181: Material Change of Use – Adoption of Site-Specific Planning Instrument.** This approval provides for a preliminary approval to vary the effects of the planning scheme in accordance with section 242 of the *Sustainable Planning Act 2009*. The result of this is the implementation of the Goldtower Development Plan as the relevant assessment instrument.
- **OP17/48: Operational Work – Civil works including earthworks and retaining walls, road works, water, sewer and stormwater infrastructure.** This approval involved operational work within the Goldtower Development Area.
- **OP20/007: Operational Work – Earthworks (Cut and Fill).** This approval involved operational work to level the subject site for future development.
- **RAL2023/0006.1 & OPW2023/0001.1 – Boundary Realignment (2 lots into 2 lots), Access Easement and Stormwater Infrastructure.** This approval provides for a boundary realignment to reflect the development extent of the shopping centre within the western lot, as well as the provision of stormwater infrastructure. A copy of the Changed Decision Notice (being the current approval) is provided at **Appendix 6**.



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 involves a total GFA greater than 4000m² with local government area 2. The relevant referral trigger is identified as:

- Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 – Development for an aspect of development stated in schedule 20.
- Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 – Development within 25m of a State-controlled transport corridor.
- Schedule 10, Part 9, Division 4, Subdivision 3, Table 3, Item 1 – Development adjacent a road that intersects with a State-controlled road.

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.
- 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.
- The development does not compromise the function or operating performance of the State-controlled road network. The Traffic Impact Assessment confirms that the access arrangements and anticipated traffic volumes will maintain an acceptable Level of Service for the surrounding road network without requiring upgrades (refer **Appendix 5**).
- The site is appropriately set back from the road corridor, and the internal layout ensures seamless integration with the existing approved transport infrastructure.

Further assessment against State Code 1 is provided at **Appendix 8**.

5.2 State Code 6: Protection of State transport networks

The purpose of State Code 1 is to:

- (1) *protect state transport infrastructure, public passenger transport infrastructure, active transport infrastructure and public passenger services from the adverse impacts of*



- development;*
- (2) maintain the operating performance of the transport network;*
 - (3) ensure development enables safe and convenient access to public passenger transport.*

Specifically, this code seeks to ensure development:

- (1) does not create a safety hazard for users of state transport infrastructure or public passenger services by increasing the likelihood or frequency of a fatality or serious injury;*
- (2) does not result in a worsening of the physical condition or operating performance of the state transport network;*
- (3) does not compromise the state's ability to cost-effectively construct, operate and maintain state transport infrastructure;*
- (4) provides public passenger transport infrastructure to enable development to be serviced by public passenger transport;*
- (5) provides safe and direct access to public passenger transport infrastructure or active transport infrastructure, including access by cycling and walking.*

The proposed development complies with the intent and performance outcomes of State Code 6, ensuring the protection and efficient operation of State transport networks. In particular:

- The development does not create any safety hazards for users of the adjacent State-controlled road (New Queen Road) or railway corridor. Vehicle access points are designed to safely accommodate traffic movements, minimising potential conflicts with the transport network.
- The development does not adversely impact the structural integrity or physical condition of the adjacent State-controlled road. No works are proposed within the corridor, with the design ensuring that all construction and operational activities are confined to the development site.
- The Traffic Impact Assessment prepared by NCE (refer **Appendix 5**) confirms that the proposed development does not result in any net worsening of the operating performance of State-controlled transport networks. The internal layout ensures efficient traffic circulation, avoiding queuing near State-controlled road intersections.
- Stormwater runoff from the development site is directed to a lawful point of discharge, ensuring that no new points of discharge affect State transport infrastructure. The design avoids any material worsening of existing conditions, in line with the Queensland Urban Drainage Manual.
- The development does not impede the delivery of any planned upgrades to the state transport network.
- The proposal supports active transport by providing pathways within the site, facilitating safe pedestrian and cyclist movement.

Given the above, it is considered the proposed development complies with the requirements of State Code 6 by protecting the safety, integrity, and performance of the state transport networks while aligning with the broader transport and infrastructure goals of the region.

Further assessment against State Code 6 is provided at **Appendix 9**.



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

The proposed shopping centre is consistent with the Strategic Framework of the Goldtower Development Plan, aligning with its intent to establish the Goldtower precinct as a complementary and regional mixed-use hub that integrates business, industry, and large-format retail uses. The development will anchor the precinct with a Coles supermarket and specialty retail stores, enhancing the variety of business offerings while catering to convenience-based shopping needs not typically met within the Charters Towers principal town centre.

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

- The proposed development contributes to the Goldtower precinct's intended mix of large-format retail and complementary commercial activities, reinforcing its role as a regional retail destination without detracting from the primary function of the principal town centre.
- The proposed development delivers an opportunity for a supermarket and specialty retail uses that are currently not available within the Goldtower Development Area, enhancing the diversity of business offerings in the region.
- The proposed development supports the Goldtower Development Plan's intent to encourage new business investment in the Charters Towers Region, generating significant employment opportunities and contributing to local economic growth.
- The development creates a cohesive integration with surrounding land uses and ensures compatibility with adjacent precinct uses.
- The proposal ensures a high-quality built form consistent with the design standards of the Goldtower precinct, contributing to the visual appeal and functionality of the precinct.
- The proposed development provides for safe and efficient access the local road network, with sufficient parking, pedestrian pathways, and service areas to ensure functional integration with the surrounding transport network.
- The proposed development provides for coherent and legible connections to the existing transport network, aligning with the strategic intent of the Goldtower Development Area.
- The site will be fully serviced with adequate infrastructure, including connections to reticulated water, wastewater, and stormwater management systems, ensuring the development supports sustainable growth.



In alignment with the Strategic Framework, the shopping centre will deliver substantial economic and community benefits, including employment generation and reduced expenditure leakage. By complementing the role of the Charters Towers principal town centre, the proposed development strengthens the region's economic base while contributing to the long-term vision for the Goldtower precinct.

6.2 Goldtower Development Code

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 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. It comprises a purpose-built shopping centre, intentionally designed to meet the specifications of the anchor supermarket tenant, ensuring high standards of amenity, safety, and functionality across the site. Additionally, the shopping centre incorporates a range of specialty tenancies in varying sizes, directly contributing to the diverse mix of uses envisioned for the Goldtower precinct. The proposal is therefore consistent with the intended role, scale, and character of the precinct.

The development achieves a high standard of visual amenity, aligning with the quality demonstrated by existing developments within the Goldtower precinct.

Specifically, the proposed development is considered to further the purpose and overall outcomes of the Goldtower Development Code particularly noting the following:

- The development achieves a high standard of built form with articulated facades, appropriate setbacks, and extensive landscaping. The scale and design of the shopping centre reflect the intended character of the Goldtower precinct, contributing positively to the streetscape.
- The proposal provides 232 car parking spaces, along with designated set-down and taxi bays, ensuring sufficient on-site parking to meet anticipated demand. Vehicle access points are designed to facilitate safe and efficient movement while minimising impacts on the surrounding road network.
- The design incorporates landscaping buffers along road frontages, within the car parking areas, and adjacent to pedestrian pathways to enhance visual amenity. Utility elements such as loading areas and refuse storage are appropriately screened to maintain a high level of visual amenity and functionality of the site.
- The proposed shopping centre complements the land use mix envisioned for the Goldtower precinct, providing convenience-based retail services that support the role of the precinct



while avoiding competition with the higher-order functions of the Charters Towers principal town centre.

- The proposed development will contribute to the retention of local expenditure within the Charters Towers region, limiting leakage to other centres.
- The proposed development promotes new employment opportunities, which in turn contributes to the local economy.
- Supportive studies demonstrated the principal town centre does not have sufficient area to accommodate a purpose built facility of this scale/nature, with particular reference to the anticipated parking rate/traffic movements (refer **Attachment 7**).
- The proposed development provides for an integrated and complementary use to the existing development within the Goldtower Development Area and surrounding locality.
- The proposed development is adequately serviced by Council's reticulated water and sewer networks.
- The proposed development will expand the unique range of business in the region and precinct.
- The proposed facility will support the day-to-day needs of the immediate surrounding community and the wider region.
- The inclusion of large-format retail spaces, anchored by a supermarket, is better suited to the Goldtower precinct's characteristics and complements the CBD's role.
- The proposal does not duplicate the CBD's higher-order services or focus on its primary role as the hub for commercial, entertainment, and community activities.

Detail assessment against the Goldtower Development Code is provided at **Appendix 10**.



7.0 Other Relevant Matters

In accordance with section 45(5)(b) of the Act, the following are other relevant matters considered applicable to assessment of this development application:

- The development is expected to create approximately 200 new jobs during construction and operational phases, supporting local employment and boosting the regional economy.
- The proposal enhances retail competition and consumer choice by introducing a new full-line supermarket, ensuring residents have access to a wider range of products, competitive pricing, and promotional strategies, with this expected to contribute to alleviating household cost-of-living pressures.
- The development reduces the need for residents of Charters Towers and surrounding areas to travel to higher-order centres such as Townsville for grocery shopping, retaining expenditure within the local economy.
- By increasing local shopping options, the development supports community convenience and affordability, allowing residents to better meet their household needs without additional travel costs.
- The proposed development reinforces Charters Towers' role as a regional service hub, improving its attractiveness to both local residents and visitors as a retail and service destination.
- The proposed development addresses identified local demand for improved grocery and specialty retail offerings, as outlined in the enclosed Economic Need and Impact Assessment report, ensuring the proposal meets a critical community need.
- The development will attract new retailers and operators to Charters Towers, fostering further economic growth and encouraging investment in the region.
- Dedicated click-and-collect services, a modern layout, and on-site parking for 232 vehicles will facilitate a shopping experience that is more convenient for families, seniors, and individuals with mobility needs.

The proposed development fulfils an identified need within the Charters Towers region and will provide substantial economic and community benefits while preserving the established role of the Charters Towers CBD. These factors underscore the suitability of the proposed location and affirm the development's viability in contributing to the region's growth and meeting retail demand.



8.0 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 – Shopping Centre (Supermarket and Specialty Stores) 4-14 Cavey Court, Queenton and is formally described as Lot 7 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 1.6 effective 2 August 2024) 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	(07) 4440 5282
Email address (non-mandatory)	hello@northpointplanning.com.au
Mobile number (non-mandatory)	0407 574 897
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	NP23.180
1.1) Home-based business	
<input type="checkbox"/> Personal details to remain private in accordance with section 264(6) of <i>Planning Act 2016</i>	

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
		4-14	Cavey Court	Queenton
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4820	7	SP326358	Charters Towers Regional
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)

<input type="checkbox"/> On airport land under the <i>Airport Assets (Restructuring and Disposal) Act 2008</i>
Name of airport: <input type="text"/>
<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):

Shopping Centre

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

6.4) Is the application for State facilitated development?

- ☐ Yes - Has a notice of declaration been given by the Minister?
- ☒ No

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)
Shopping Centre (Supermarket and Specialty Stores)	Shopping Centre		5,064

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

- ☐ Yes
- ☒ No

8.3) Does the proposed development relate to temporary accepted development under the Planning Regulation?

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

Provide a general description of the temporary accepted development	Specify the stated period dates under the Planning Regulation

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?

- ☐ Yes – provide additional details below
- ☐ No

How many stages will the works include?

What stage(s) will this development application apply to?

11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?

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

12) Boundary realignment**12.1) What are the current and proposed areas for each lot comprising the premises?**

Current lot		Proposed lot	
Lot on plan description	Area (m ²)	Lot on plan description	Area (m ²)

12.2) What is the reason for the boundary realignment?**13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement?**
(attach schedule if there are more than two easements)

Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? (e.g. pedestrian access)	Identify the land/lot(s) benefitted by the easement

Division 3 – Operational work**Note:** This division is only required to be completed if any part of the development application involves operational work.**14.1) What is the nature of the operational work?**

- | | | |
|--|-------------------------------------|--|
| <input type="checkbox"/> Road work | <input type="checkbox"/> Stormwater | <input type="checkbox"/> Water infrastructure |
| <input type="checkbox"/> Drainage work | <input type="checkbox"/> Earthworks | <input type="checkbox"/> Sewage infrastructure |
| <input type="checkbox"/> Landscaping | <input type="checkbox"/> Signage | <input type="checkbox"/> Clearing vegetation |
| <input type="checkbox"/> Other – please specify: _____ | | |

14.2) Is the operational work necessary to facilitate the creation of new lots? (e.g. subdivision)☐ Yes – specify number of new lots: _____☐ No

14.3) What is the monetary value of the proposed operational work? (include GST, materials and labour)

\$

PART 4 – ASSESSMENT MANAGER DETAILS

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

Charters Towers Regional Council

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

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

PART 5 – REFERRAL DETAILS

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

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

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

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

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



Queensland
Government

- ☐ SEQ northern inter-urban break – community activity
- ☐ SEQ northern inter-urban break – indoor recreation
- ☐ SEQ northern inter-urban break – urban activity
- ☐ SEQ northern inter-urban break – combined use
- ☐ Tidal works or works in a coastal management district
- ☐ Reconfiguring a lot in a coastal management district or for a canal
- ☐ Erosion prone area in a coastal management district
- ☐ Urban design
- ☐ Water-related development – taking or interfering with water
- ☐ Water-related development – removing quarry material *(from a watercourse or lake)*
- ☐ Water-related development – referable dams
- ☐ Water-related development – levees *(category 3 levees only)*
- ☐ Wetland protection area

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

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

Matters requiring referral to the **Chief Executive of the distribution entity or transmission entity**:

- ☐ Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:

- The **Chief Executive of the holder of the licence**, if not an individual
- The **holder of the licence**, if the holder of the licence is an individual
- ☐ Infrastructure-related referrals – Oil and gas infrastructure

Matters requiring referral to the **Brisbane City Council**:

- ☐ Ports – Brisbane core port land

Matters requiring referral to the **Minister responsible for administering the *Transport Infrastructure Act 1994***:

- ☐ Ports – Brisbane core port land *(where inconsistent with the Brisbane port LUP for transport reasons)*
- ☐ Ports – Strategic port land

Matters requiring referral to the **relevant port operator**, if applicant is not port operator:

- ☐ Ports – Land within Port of Brisbane's port limits *(below high-water mark)*

Matters requiring referral to the **Chief Executive of the relevant port authority**:

- ☐ Ports – Land within limits of another port *(below high-water mark)*

Matters requiring referral to the **Gold Coast Waterways Authority**:

- ☐ Tidal works or work in a coastal management district *(in Gold Coast waters)*

Matters requiring referral to the **Queensland Fire and Emergency Service**:

- ☐ Tidal works or work in a coastal management district *(involving a marina (more than six vessel berths))*

18) Has any referral agency provided a referral response for this development application?

- ☐ Yes – referral response(s) received and listed below are attached to this development application
- ☒ No

Referral requirement	Referral agency	Date of referral response

Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application, or include details in a schedule to this development application *(if applicable)*.

PART 6 – INFORMATION REQUEST

19) Information request under the DA Rules

☒ I agree to receive an information request if determined necessary for this development application

☐ I do not agree to accept an information request for this development application

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

- that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties
- Part 3 under Chapter 1 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules or
- Part 2 under Chapter 2 of the DA Rules will still apply if the application is for state facilitated development

Further advice about information requests is contained in the [DA Forms Guide](#).

PART 7 – FURTHER DETAILS

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

☐ Yes – provide details below or include details in a schedule to this development application

☒ No

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

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

☐ Yes – a copy of the receipted QLeave form is attached to this development application

☐ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid

☒ Not applicable (e.g. building and construction work is less than \$150,000 excluding GST)

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

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

☐ Yes – show cause or enforcement notice is attached

☒ No

23) Further legislative requirements

Environmentally relevant activities

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

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

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

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

- ☐ 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 536: 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.desi.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 Resources at www.resources.qld.gov.au for further information.

DA templates are available from planning.statedevelopment.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 planning.statedevelopment.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 Resources at www.resources.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, Science and Innovation at www.desi.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.resources.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.desi.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.desi.qld.gov.au for information requirements regarding development of Queensland heritage places.

For a heritage place that has cultural heritage significance as a local heritage place and a Queensland heritage place, provisions are in place under the Planning Act 2016 that limit a local categorising instrument from including an assessment benchmark about the effect or impact of, development on the stated cultural heritage significance of that place. See guidance materials at www.planning.statedevelopment.qld.gov.au for information regarding assessment of Queensland heritage places.

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

Decision under section 62 of the Transport Infrastructure Act 1994

23.14) 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

23.15) 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.statedevelopment.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



**Queensland
Government**

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	

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

GOLDTOWER PTY LTD (ACN 619 207 180)

as owner(s) of premises identified as:

Lot 7 and 8 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.



26TH APRIL 2023

Signature PAUL MCIVER DIRECTOR

Date

Signature

Date

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	51277225	Search Date:	22/11/2024 14:59
Date Title Created:	15/03/2022	Request No:	50115923
Previous Title:	18830182, 21478088, 50108852, 51182798, 51182799		

ESTATE AND LAND

Estate in Fee Simple

LOT 7 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

- Rights and interests reserved to the Crown by
Deed of Grant No. 18830182 (Lot 1 on CP MPH32538)
Deed of Grant No. 21478088 (Lot 2 on CP MPH32538)
Deed of Grant No. 40001481 (Lot 1 on CP MPH1502)
Deed of Grant No. 40065116 (Lot 61 on SP 242554)
Deed of Grant No. 40065117 (Lot 4 on SP 242554)
- EASEMENT IN GROSS No 721508586 28/02/2022 at 08:35
burdening the land
CHARTERS TOWERS REGIONAL COUNCIL
over
EASEMENT B ON SP326358
- EASEMENT IN GROSS No 723062779 13/02/2024 at 11:50
burdening the land
ERGON ENERGY CORPORATION LIMITED A.C.N. 087 646 062
over
EASEMENT F ON SP345228
- EASEMENT IN GROSS No 723062780 13/02/2024 at 11:50
burdening the land
ERGON ENERGY CORPORATION LIMITED A.C.N. 087 646 062
over
EASEMENT E ON SP345228
- EASEMENT IN GROSS No 723062781 13/02/2024 at 11:50
burdening the land
ERGON ENERGY CORPORATION LIMITED A.C.N. 087 646 062
over
EASEMENT A ON SP345228

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

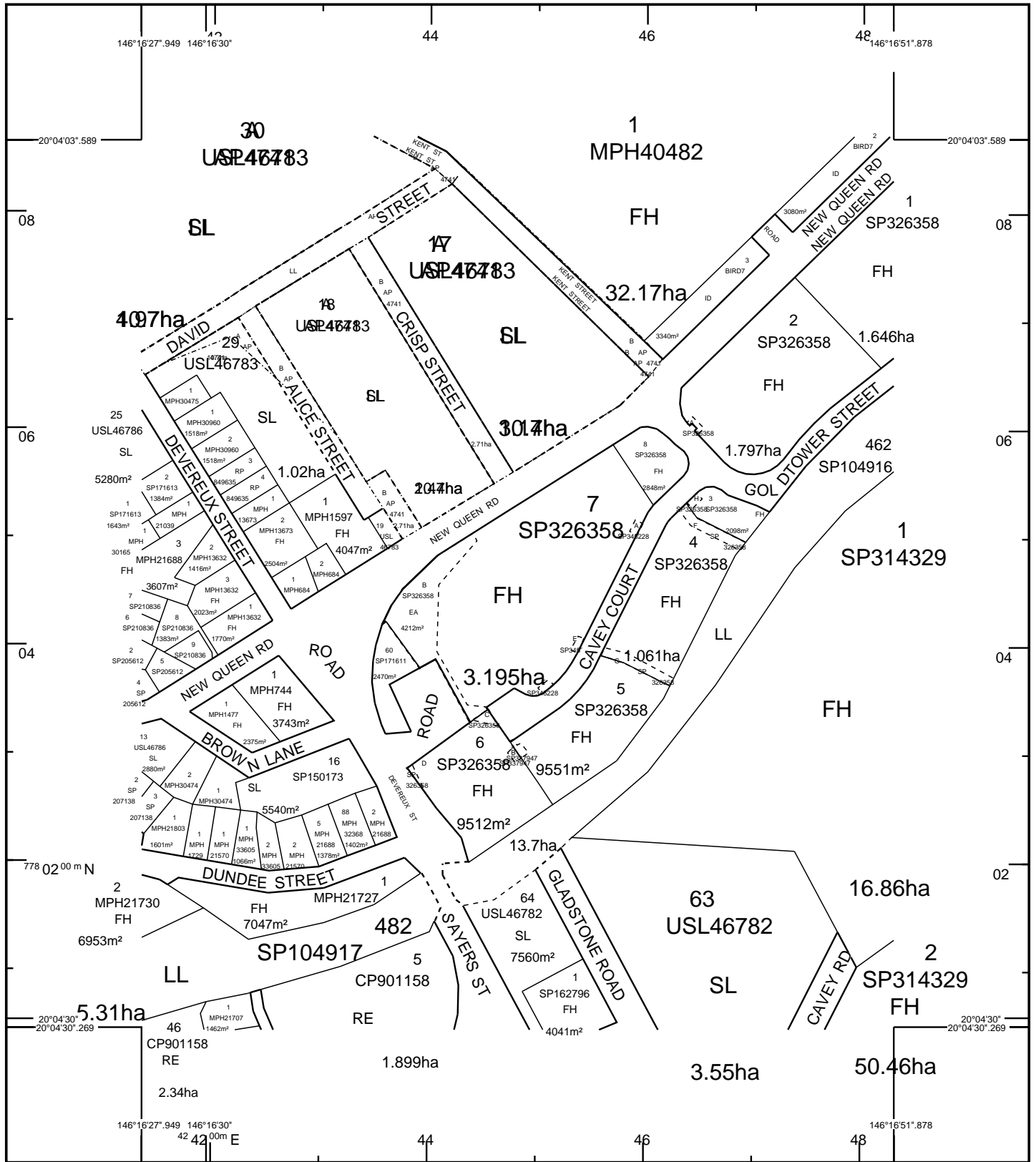
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Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

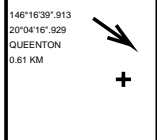


Appendix 2



STANDARD MAP NUMBER
8157-14341

MAP WINDOW POSITION &
NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

DCDB	
Lot/Plan	7/SP326358
Area/Volume	3.195ha
Tenure	FREEHOLD
Local Government	CHARTERS TOWERS REGIONAL
Locality	QUEENTON
Segment/Parcel	46783/495

CLIENT SERVICE STANDARDS

PRINTED 22/11/2024
DCDB 21/11/2024
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Digital Cadastral Data Base



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State Assessment and Referral Agency

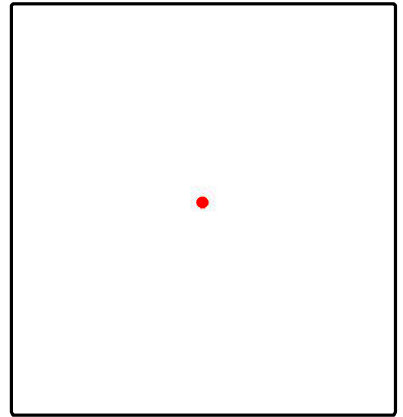
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Matters of Interest for all selected Lot Plans

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

Matters of Interest by Lot Plan

Lot Plan: 7SP326358 (Area: 31950 m²)
Water resource planning area boundaries
State-controlled road
Area within 25m of a State-controlled road



State Assessment and Referral Agency

Date: 21/11/2024



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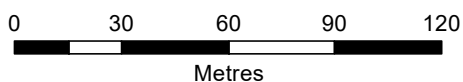
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Legend

Water resource planning area boundaries

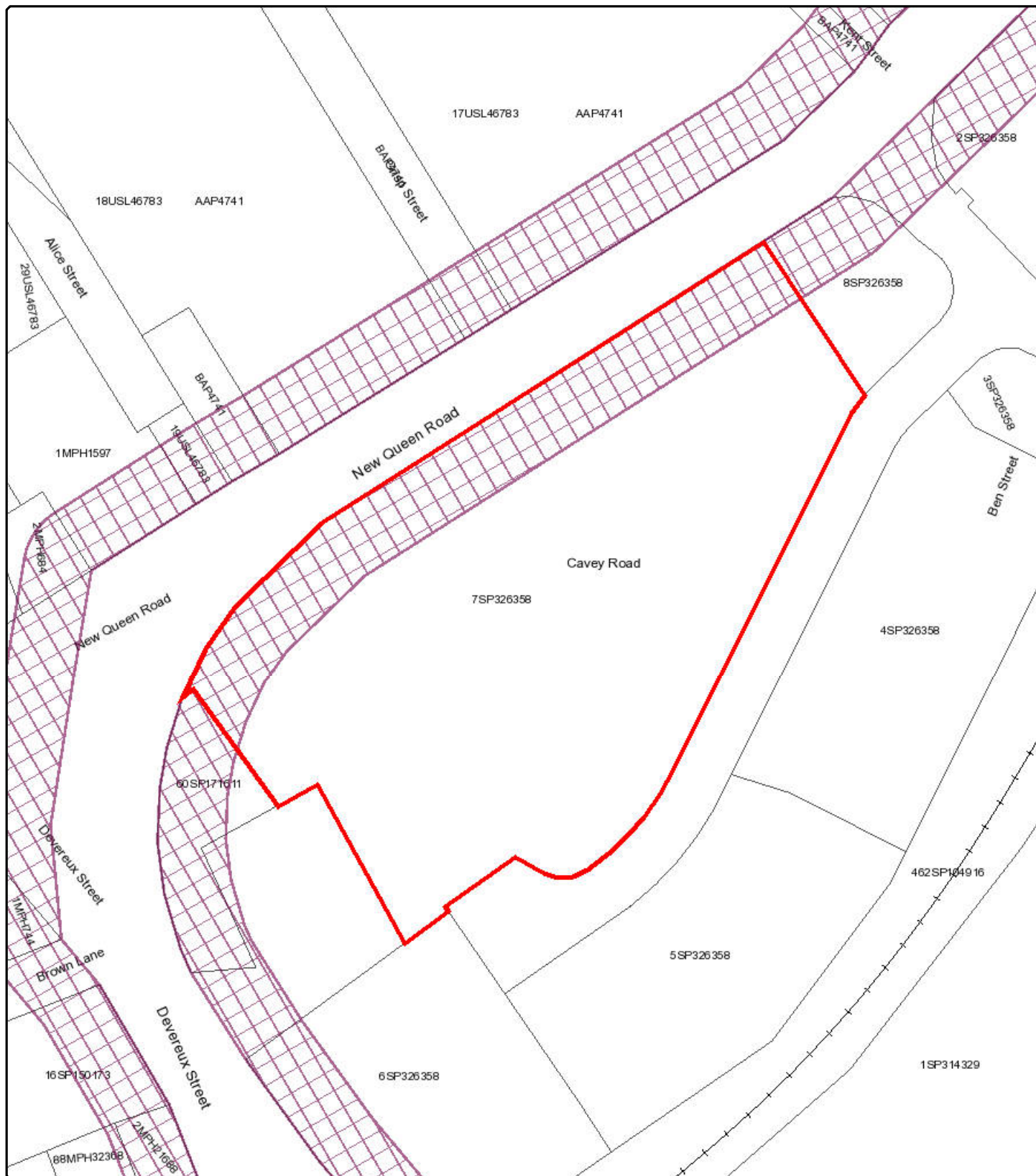


Water resource planning area boundaries



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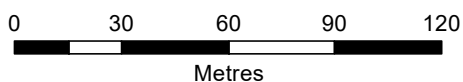
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Legend

Area within 25m of a State-controlled road



Area within 25m of a State-controlled road



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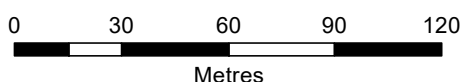
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Legend

State-controlled road



State-controlled road



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Appendix 3

Subject Lot and Surrounds

Lot 7 on SP326358 - 4-14 Cavey Court, Queenton

20°4'12"S 146°16'33"E

20°4'12"S 146°16'47"E



Legend located on next page



20°4'22"S 146°16'33"E

20°4'22"S 146°16'47"E



Scale: 1:2054

Printed at: A4

Print date: 22/11/2024

Not suitable for accurate measurement.

Projection: Web Mercator EPSG 102100 (3857)

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Subject Lot and Surrounds

Lot 7 on SP326358 - 4-14 Cavey Court, Queenton

 Legend

 Attribution

Address

Road parcel



Land parcel



Land parcel - gt 1 ha



Land parcel - gt 10 ha



Easement parcel



Land parcel - gt 1000 ha






















Land parcel label

Land parcel label - gt 1 ha

Land parcel label - gt 10 ha

Roads and tracks

-  Motorway
-  Highway
-  Secondary
-  Connector
-  Local
-  Restricted Access Road
-  Mall
-  Busway
-  Bikeway
-  Restricted Access
-  Bikeway
-  Walkway
-  Restricted Access
-  Walkway
-  Non-vehicular Track
-  Track
-  Restricted Access Track
-  Ferry
-  Proposed Thoroughfare

Bridges



Tunnels

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Land parcel label - gt
1000 ha

Places: Land parcel
7SP326358

Green bridges



Railway stations

Railways




Appendix 4

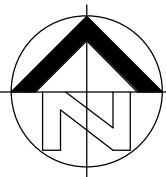
ARCHITECTURAL DA DRAWINGS

PROPOSED MIXED USE DEVELOPMENT

LOT 8 FLINDERS HWY, CHARTERS TOWERS



LOCATION MAP
NTS



DA ARCHITECTURAL DRAWINGS	
DRG No.	DRAWING TITLE
DA00	COVER PAGE
DA01	PROP. SITE PLAN
DA02	PROP. FLOOR PLAN
DA03	PROP. ROOF PLAN
DA04	BUILDING ELEVATIONS AND PERSPECTIVES
DA05	BUILDING ELEVATIONS AND PERSPECTIVES
DA06	BUILDING ELEVATIONS AND PERSPECTIVES
DA07	BUILDING ELEVATIONS AND PERSPECTIVES
DA08	BUILDING ELEVATIONS AND PERSPECTIVES
DA09	BUILDING SECTIONS

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imagine create deliver

- ☐ commercial☐ service stations
- ☐ mixed-use☐ quick service restaurants
- ☐ self storage☐ child care centres
- ☐ industrial☐ large format retail

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Revision and approvals				
Rev	Date	Drn	Description	Appr
P1	26.09.2024	JC	PRELIMINARY ISSUE	
A	04.10.2024	JC	ISSUE FOR DA	

Project Description

PROPOSED MIXED USE DEVELOPMENT
LOT 8 FLINDERS HWY, CHARTERS
TOWERS

Scale @A1
1: 1000

Drawn
JC

Date
AUGUST 2024

Approved By
SS

Drawing Title

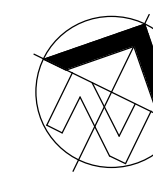
COVER PAGE

Job Number - Drawing Number

22176 DA00

Revision

A



PROPERTY DESCRIPTION

LOT 8 on SP326358 (TBC)

COUNCIL: CHARTERS TOWERS

DEVELOPMENT ASSESSMENT

TOTAL SITE AREA (APPROX.) - 27,841m²
(INCLUDES EMT C AND PMT EMT)

BUILDING SITE COVER - 21.84%
(CALCULATED OVER LOT 8)
(INCLUDES ALL ROOFED AREAS, FOR ALL BUILDINGS)

LANDSCAPED AREA
- PRE SITE DEVELOPMENT - 27,841m²
- POST SITE DEVELOPMENT (35.3%) - 9,811m²

IMPERVIOUS AREA
(CALCULATED OVER LOT 8)
- PRE SITE DEVELOPMENT - 0m²
(INCLUDES BUILDING ROOFED AREAS)
- POST SITE DEVELOPMENT - 18,030m²
(INCLUDES BUILDING ROOFED AREAS)

BUILDING AREAS - GFA LOT 8

- TOWER 18 - SUPERMARKET - 3,898m²
(MEZZ PLANT ROOM LEVEL) - 232m²
- T18.1 TO T18.3 - SHOP - 216m²
- T18.4 - SHOP - 150m²
- T18.5 - SHOP - 78m²
- T18.6 TO T18.9 - SHOP - 418m²
- AMENITIES - 72m²
- AIRLOCK/ENTRY - 233m²

TOTAL GFA - 5,297m²
(INCLUDING MEZZ PLANT ROOM LEVEL)

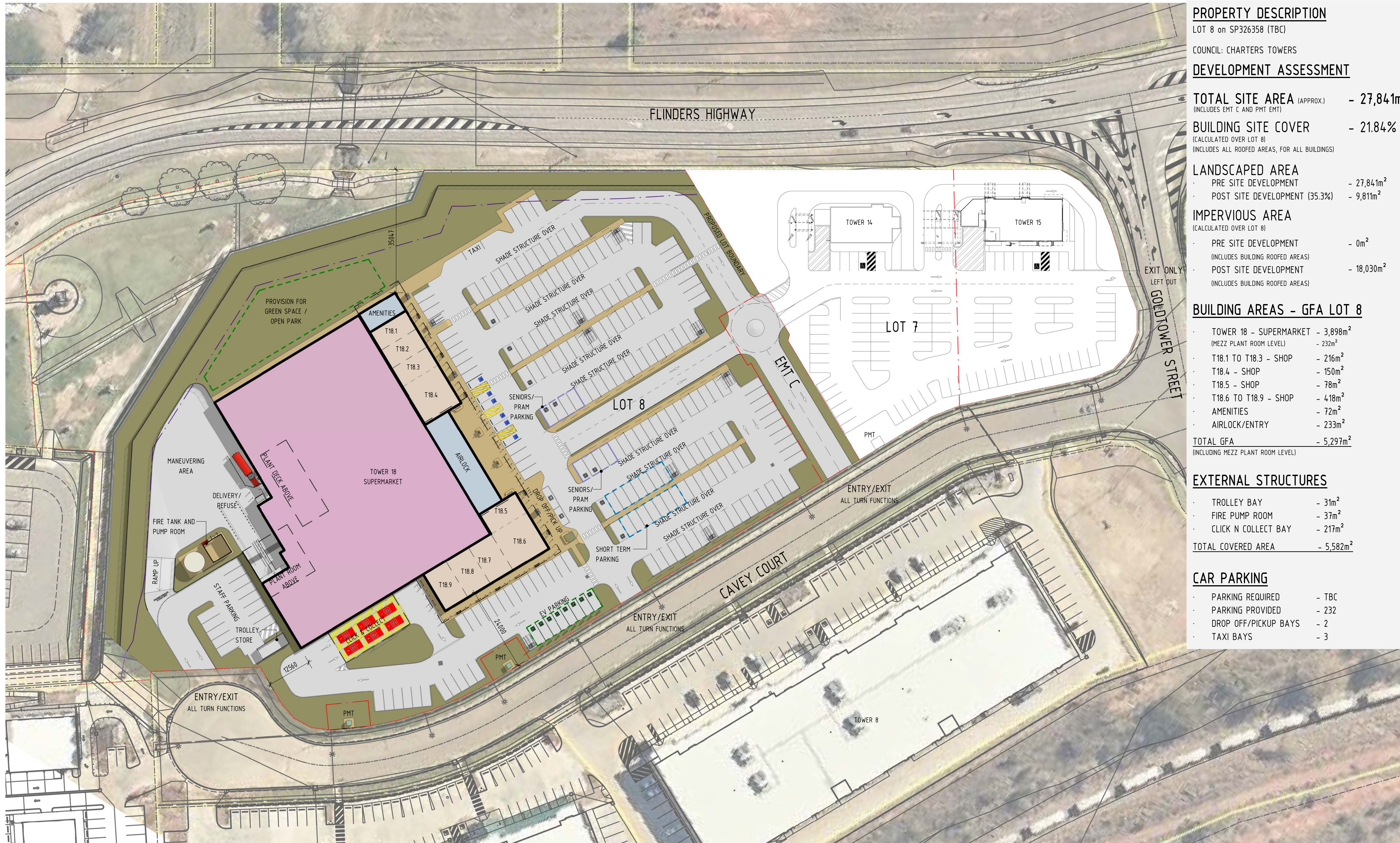
EXTERNAL STRUCTURES

- TROLLEY BAY - 31m²
- FIRE PUMP ROOM - 37m²
- CLICK N COLLECT BAY - 217m²

TOTAL COVERED AREA - 5,582m²

CAR PARKING

- PARKING REQUIRED - TBC
- PARKING PROVIDED - 232
- DROP OFF/PICKUP BAYS - 2
- TAXI BAYS - 3



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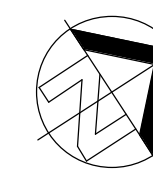
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- ☐ mixed-use
- ☐ self storage
- ☐ industrial
- ☐ service stations
- ☐ quick service restaurants
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Revision and approvals					Appr
Rev	Date	Drn	Description		
P1	26.09.2024	JC	PRELIMINARY ISSUE		
A	04.10.2024	JC	ISSUE FOR DA		

Project Description	
PROPOSED MIXED USE DEVELOPMENT	
LOT 8 FLINDERS HWY, CHARTERS TOWERS	
Scale @A1 1: 500	Date AUGUST 2024
Drawn JC	Approved By SS

Drawing Title	
PROP. SITE PLAN	
Job Number - Drawing Number	Revision
22176 DA01	A



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PROPERTY DESCRIPTION

LOT 8 on SP326358 (TBC)

COUNCIL: CHARTERS TOWERS

DEVELOPMENT ASSESSMENT

TOTAL SITE AREA (APPROX.) - 27,841m²
(INCLUDES EMT C AND PMT EMT)

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(INCLUDES ALL ROOFED AREAS, FOR ALL BUILDINGS)

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(INCLUDING MEZZ PLANT ROOM LEVEL)

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- FIRE PUMP ROOM - 37m²
- CLICK N COLLECT BAY - 217m²

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CAR PARKING

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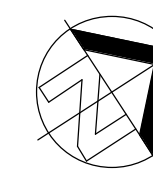
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☐ mixed-use ☐ quick service restaurants
☐ self storage ☐ child care centres
☐ industrial ☐ large format retail

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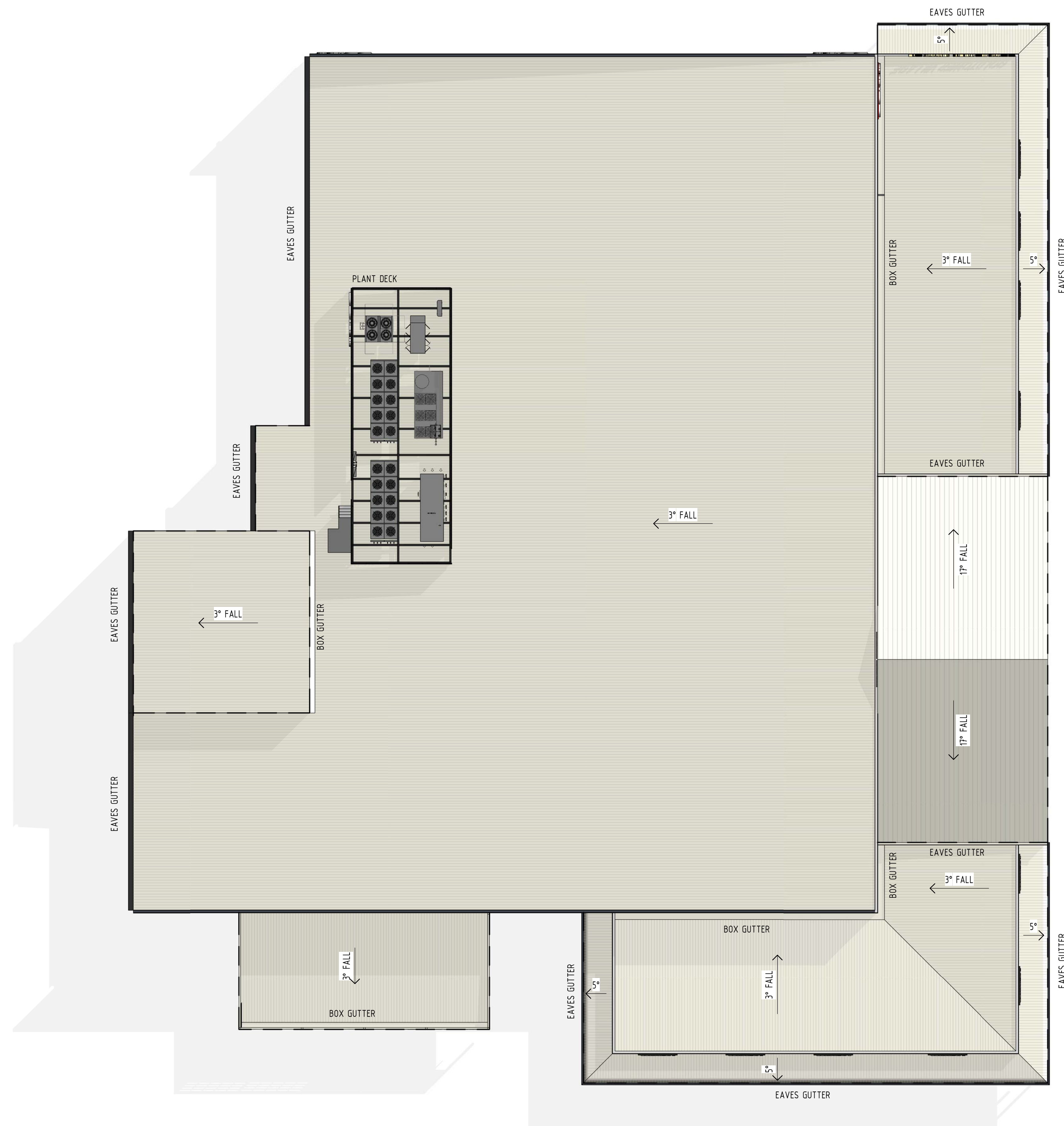
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Rev	Date	Drn	Description	Appr
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A	04.10.2024	JC	ISSUE FOR DA	

Project Description	
PROPOSED MIXED USE DEVELOPMENT LOT 8 FLINDERS HWY, CHARTERS TOWERS	
Scale @A1 As indicated Drawn JC	Date AUGUST 2024 Approved By SS

Drawing Title	
PROP. FLOOR PLAN	
Job Number - Drawing Number 22176 DA02	Revision A



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P1	26.09.2024	JC	PRELIMINARY ISSUE	
A	04.10.2024	JC	ISSUE FOR DA	

Project Description	
PROPOSED MIXED USE DEVELOPMENT LOT 8 FLINDERS HWY, CHARTERS TOWERS	
Scale @A1 1 : 200	Date AUGUST 2024
Drawn JC	Approved By SS

Drawing Title	
PROP. ROOF PLAN	
Job Number - Drawing Number 22176 DA03	Revision A

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3. ALL SIGNAGE INCLUDING LOCATIONS & HEIGHTS ARE SUBJECT TO A SEPARATE SIGNAGE APPLICATION & APPROVAL BY LOCAL AUTHORITY
4. LANDSCAPING IS SHOWN FOR "ARTIST IMPRESSION" PURPOSES ONLY. REFERENCE SHOULD BE MADE TO THE LANDSCAPE DRAWINGS PREPARED BY THE RELEVANT CONSULTANT

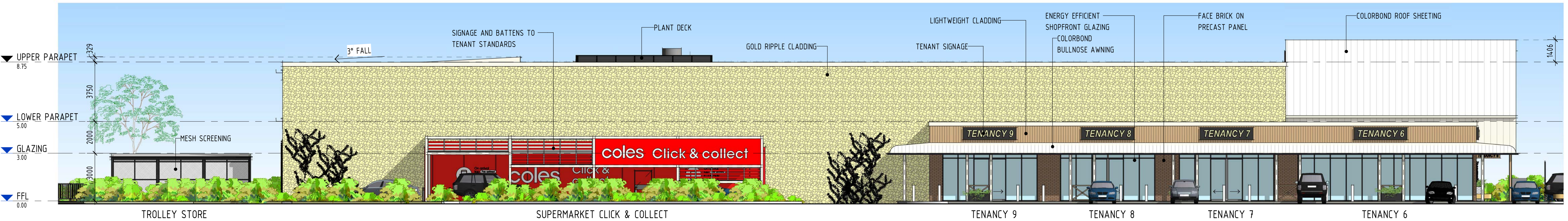
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1 PERSPECTIVE 1



2 OVERALL NORTH EAST ELEVATION
1 : 125



3 OVERALL SOUTH EAST ELEVATION
1 : 125

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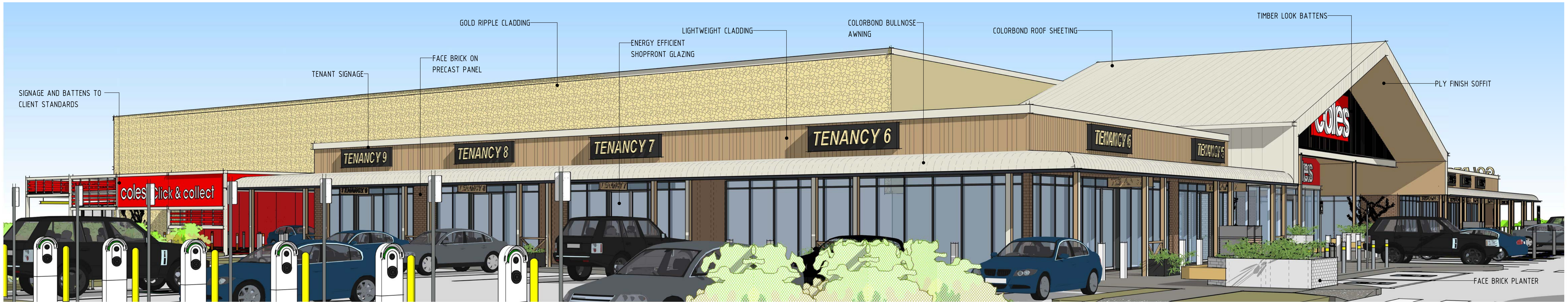
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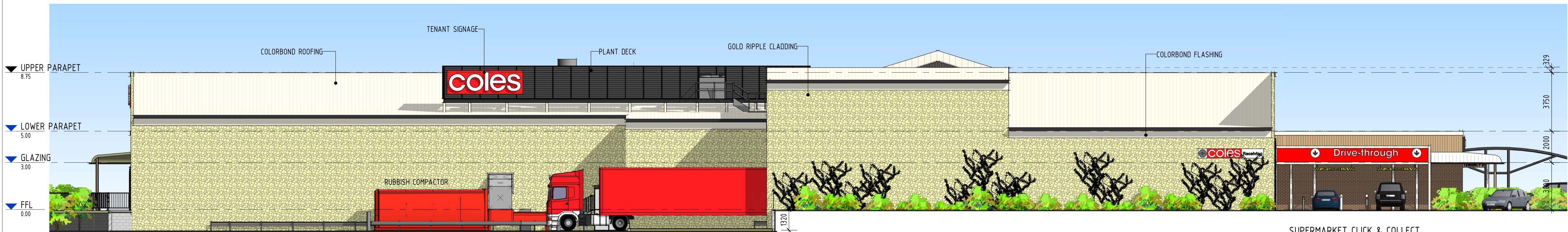
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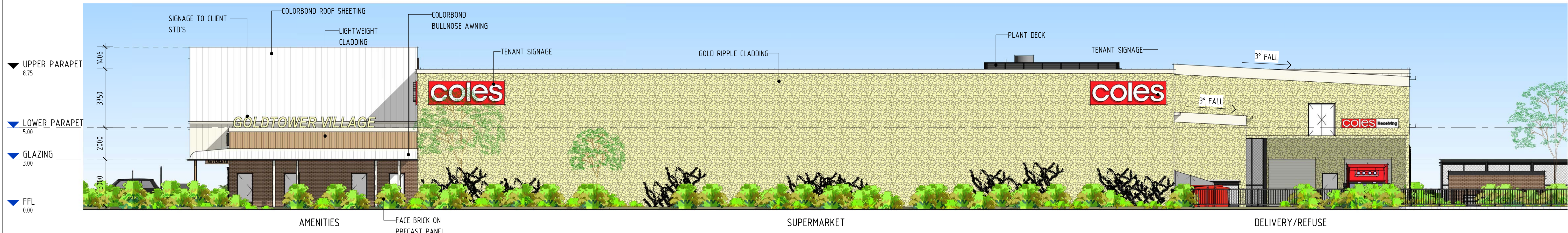
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1 PERSPECTIVE 2



2 OVERALL SOUTH WEST ELEVATION
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3 OVERALL NORTH WEST ELEVATION
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1 PERSPECTIVE 3



2 PERSPECTIVE 4

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3 PERSPECTIVE 5



4 PERSPECTIVE 6

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1 PERSPECTIVE 7



2 PERSPECTIVE 8

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1 PERSPECTIVE 9

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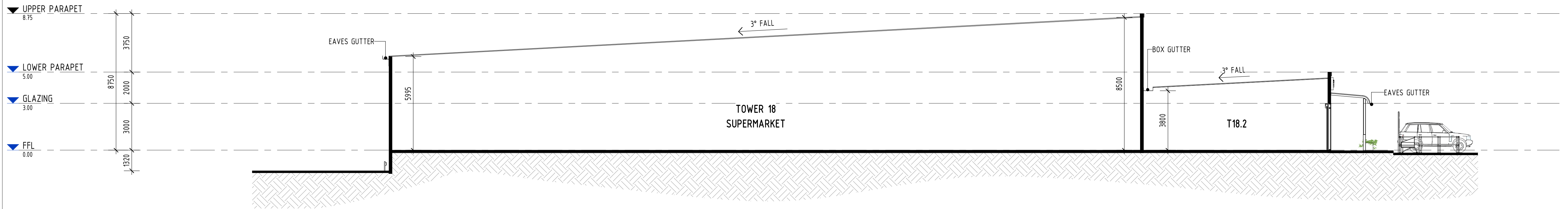
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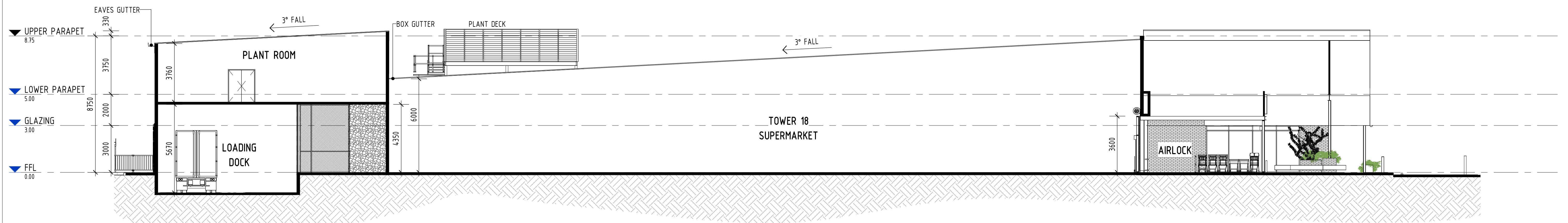
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Appendix 5



TRAFFIC IMPACT ASSESSMENT (STATE & LOCAL AGENCY)

34-58 NEW QUEEN ROAD – GOLDTOWER
DEVELOPMENT, QUEENTON

FOR
GOLDTOWER PROPERTIES

JOB No: GDTC0020
Doc Ref: GDTC0020-TIA

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DOCUMENT CONTROL


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A	Brendan Blair	Brendan Blair	Derek Saw		06/02/2024	Client	Review Based on New TMC Surveys
B	Brendan Blair	Derek Saw	Derek Saw		01/11/2024	Client	Update for New Supermarket Layout

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EXECUTIVE SUMMARY

Northern Consulting Engineers (NCE) have been commissioned by Goldtower Properties to undertake an updated Traffic Impact Assessment (TIA) relating to the updated Traffic Movement Count (TMC) survey conducted from 14/10/2023 to 19/10/2023. The development land 34-58 New Queen Road, Queenton, is described as Lot 1-8 on SP326358, Lot 1 on MPH347 and Lot 138 on SP132624. The development involves the predicted operation of the complete Goldtower Estate.

This report summarises the analysis and results of the traffic study associated with the proposed development, including the likely impacts and mitigation measures required to ensure the development can proceed whilst maintaining an acceptable level of service connection with the state-controlled road network.

NCE conducted a traffic movement count (TMC) survey between the 14th and 19th October 2023 to determine the current traffic volumes at the New Queen Road / Goldtower intersection. This data is considered an accurate reflection of the current operational traffic from the Goldtower Estate. The Department of Transport and Main Roads (TMR) Traffic Analysis and Reporting System (TARS) data (site ID 91328) was obtained and the 10-year background traffic growth rates and through traffic volumes were adopted and applied in conjunction with the TMC data to forecast future traffic.

Development generated traffic rates were set in accordance with the completed TMC survey along with the Queensland Open Data traffic generation data for other use developments on the site. Development traffic, composition and routes were assigned using the splits observed within the TMC.

A SIDRA analysis concluded that the existing state-controlled New Queen Road / Goldtower Street intersection performed satisfactorily with and without the development, with the average delay in the worst-case scenario not exceeding 15.0 seconds with the critical Level of Service (LOS) of B. Back of queue lengths on the state-controlled road do not exceed the available storage lengths of the proposed turning lanes.

1.0 INTRODUCTION

1.1 Background

Northern Consulting Engineers (NCE) have been commissioned by Goldtower Properties to undertake a Traffic Impact Assessment (TIA) relating to the proposed Goldtower Estate.

1.2 Previous work

NCE have previously completed Traffic Impact Assessments supporting:

- MCU application (CTRC MC15/181) (TMR15-015814) (NCE Ref: MJ1578_Road Impact Assessment)
- RaL application (CTRC RAL2023/0001) (2302-33134 SRA and 2302-33421 SAR) (NCE ref: GDTC0101-TIA_RevC)
- Childcare Centre MCU Updates and Response to SARA (MCU2023/0010) (NCE Ref: GDTC0025_TIA_RevA)

1.3 Scope and study area

The proposed development is located within the Charters Towers Regional Council (CTRC), 34-58 New Queen Road, Queenton, on land parcels described as Lots 1-8 on SP326358, Lot 1 on MPH347 and Lot 138 SP132624. The north-west boundary of the lot runs parallel to Goldtower Street, south-east boundary borders the Mount Isa Rail Line. The locality plan can be seen in Figure 1-1.

The purpose of the report is to document the traffic analysis undertaken, which has focused on the potential impacts upon the New Queens Road / Goldtower Street Intersection, as a direct result of the traffic generated from the updated proposed development and generation rates developed from the Traffic Movement Count (TMC) survey.

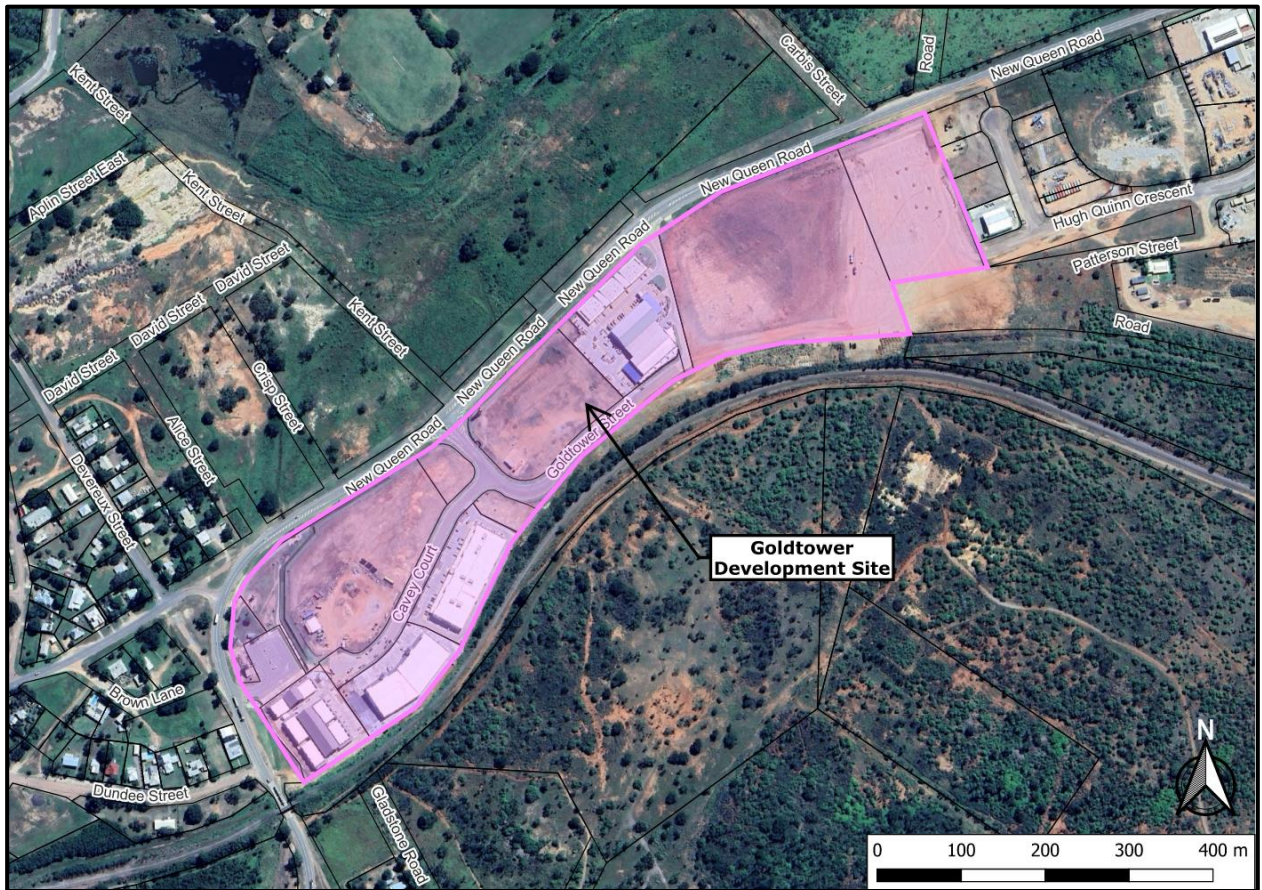


Figure 1-1 Locality plan

2.0 EXISTING CONDITIONS

2.1 Land use and zoning

The Development site is governed by the Plan of Development (Site Specific Planning Instrument) approved as part of a Development Application MC15/181 decided on the 23rd September 2016.

The site also falls under the Charters Towers Regional Town Plan where it is zoned as '**Industry**', as per the Charters Tower Regional Town Plan Zone map.

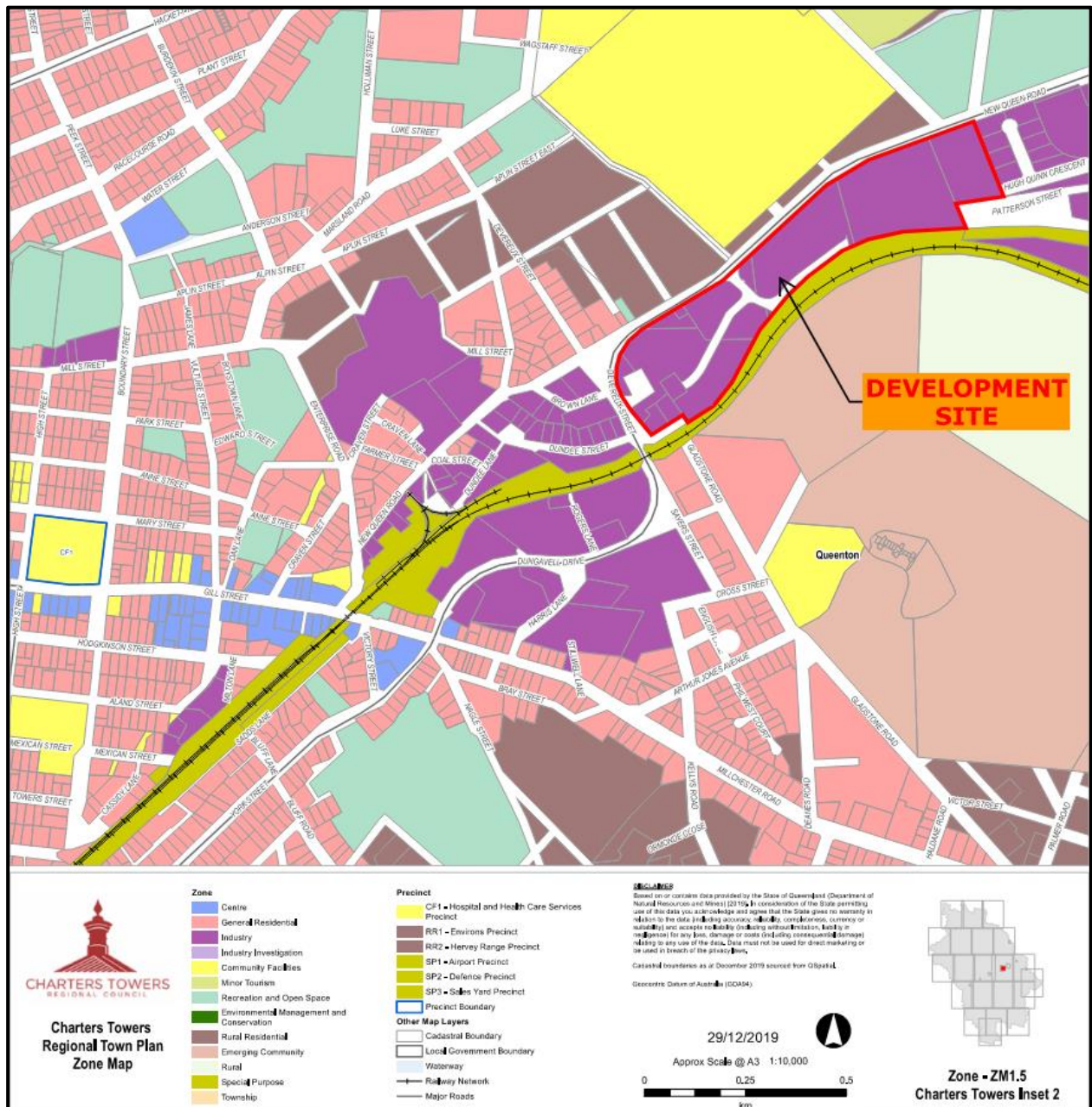


Figure 2-1 Charters Towers Regional Town Plan Zone Map – Zone ZM1.5

2.2 Adjacent land uses / approvals

Surrounding lots are also zoned as 'Industry' including the Industrial subdivision immediately to the north developed by the Charters Tower Regional Council.

2.3 Surrounding road network details

The surrounding road network is made up of both local government roadways and state-controlled roadways.

2.3.1 State-controlled roadways

The proposed development is situated within the Northern District of the Queensland Department of Transport and Main Roads (TMR). The adjacent State Controlled Road Network (SCRN) comprises:

- Flinders Highway – Road Section 14A – New Queen Road - major highway connecting Townsville with Charters Towers. Designated as a RT2 route for type 2 road trains and lower. The development lot itself fronts directly onto New Queen Road.
- Gregory Developmental Road – Road Section 98C – highway connecting Charters Towers to Greenvale. Designated as a RT2 route for type 2 road trains and lower.
- Flinders Highway – Road Section 14B – major highway connecting Charters Towers with Hughenden. Designated as a RT2 route for type 2 road trains and lower.

Figure 2-2 is an excerpt from Queensland Globe showing the heavy vehicles routes and restrictions for the areas expected to be used by the development generated traffic, labels are based on the most up to date routes and restrictions given by the NHVR.

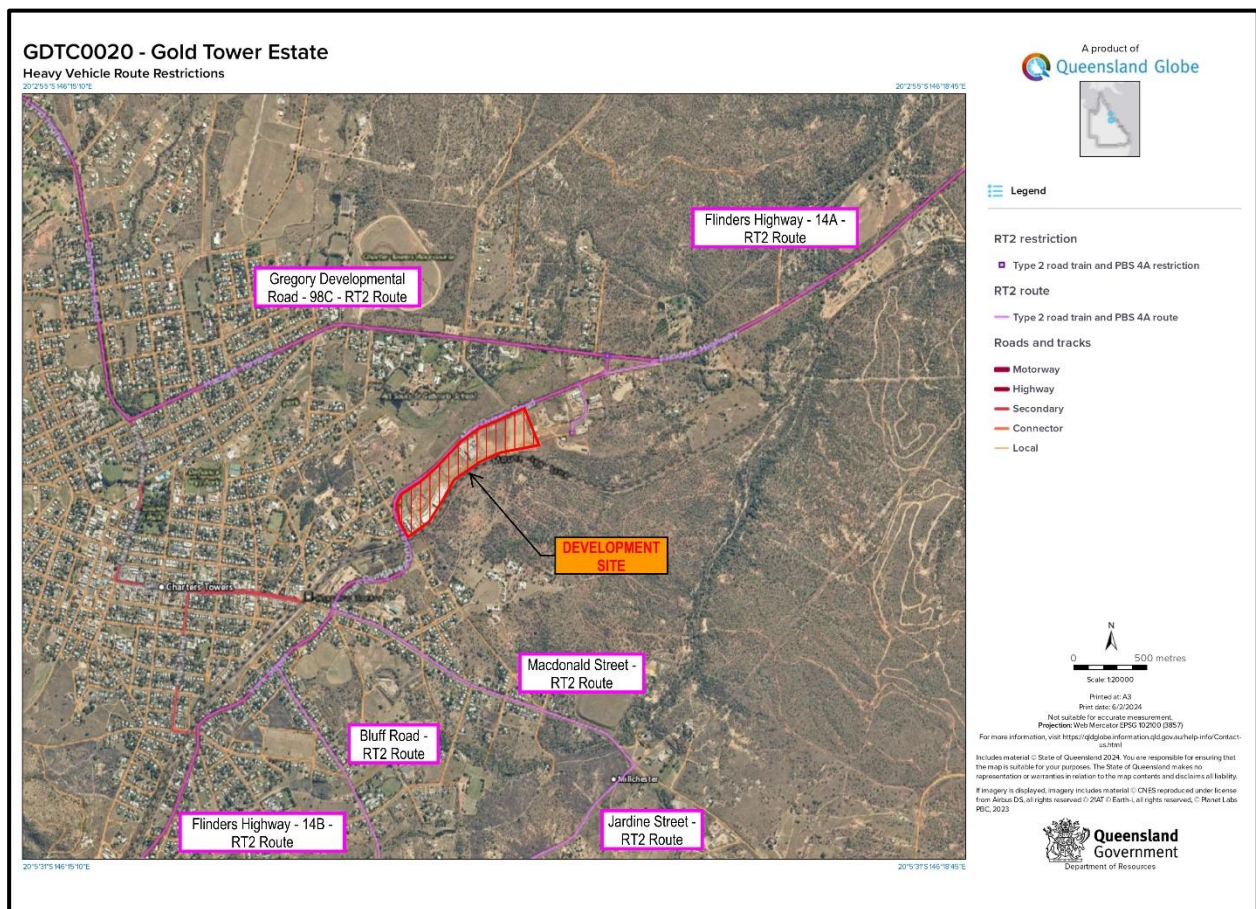


Figure 2-2 Heavy vehicle routes and restrictions

2.3.2 Local authority roadways

This TIA will focus on the impacts on the state-controlled road network only.

2.4 Background traffic volumes

Background traffic volumes utilised within the analysis were derived from two primary sources.

1. Miovision traffic movement count (TMC) survey captured by NCE at the New Queen Road / Goldtower Street intersection starting at 7:00am on 14th of October 2023 ending at 7:00pm on the 19th of October 2023. Full Miovision analysis and count data can be found in the Appendices.

2. **TMR's traffic analysis and reporting data was used for traffic volumes on SCRNs** from the nearest census location. Full TMR traffic data can be found in the Appendices.
 - Flinders Highway – Road Section 14A – data collected in 2019 at site ID 91328 – 400m from Inter with 98C (New Queen Rd).

2.4.1 Assessment of available data

The above available information was assessed to determine the most appropriate traffic data to be used to assess the New Queen Road / Goldtower Street intersection. The intersection being assessed is located approximately 1,000m west of TMR traffic survey data collection point.

There are no intersections or a significant number of driveways between the survey site and the assessed intersection which would suggest the results would accurately represent the conditions at the intersection.

The 12-hour flow data for traffic recorded by the Miovision TMC survey during the weekdays (17th and 19th of October) has been assessed and compared to the TMR survey data for comparative peak hours. Data indicates the TMR data captured a slightly higher movement count and was therefore adopted as the conservative approach.

Table 2-1 Background traffic comparison

Peak hr Direction	TMC (17&19/10/2023)	TMR (2022 data forecast to 2023)
AM Gazettal	105	111
AM Against Gazettal	88	102
PM Gazettal	118	154
PM Against Gazettal	73	101

The 10-year growth percent value from the TMR data has been utilised to project the baseline through traffic data to the end of the design horizon.

The TMR traffic composition data was utilised for through traffic volumes, whilst the recorded heavy vehicle percentages from the TMC Survey were applied to traffic generated from the Goldtower Development Site.

The TMC data also represents traffic movements into and out of Goldtower Street generated by the existing uses within the Goldtower commercial and industrial centre. These volumes can be directly attributed to Towers #1 - #5, Tower #8 and Tower #16 which is partially operational.

2.5 Intersection and network performance

2.5.1 SIDRA analysis (Without Development)

An analysis of the existing intersection for the years 2024 and 2034 was undertaken using SIDRA Intersection 9.1 (Version 9.1.1.200). The intersection was analysed in the AM and PM peaks and the results of the analysis are given in Table 2-2.

Table 2-2 New Queen Road / Goldtower Street intersection analysis results

Critical Movement comparisons						
Time Status	Approach Leg	Movement Ref	Deg. Saturation	LOS	Delay (sec)	Back of Queue Dist (m)
Background 2024 AM	Goldtower St	R2	0.003	A	6.7	0.1
Background 2034 AM	Goldtower St	R2	0.003	A	7.6	0.1
Background 2024 AM	Goldtower St	L2	0.04	A	5.1	1
Background 2034 AM	Goldtower St	L2	0.042	A	5.3	1.1
Background 2024 AM	New Queen Road East	L2	0.006	A	6.4	0
Background 2034 AM	New Queen Road East	L2	0.006	A	6.4	0
Background 2024 AM	New Queen Road West	R2	0.054	A	7	1.6
Background 2034 AM	New Queen Road West	R2	0.057	A	7.2	1.7
Background 2024 PM	Goldtower St	R2	0.011	A	7.3	0.3
Background 2034 PM	Goldtower St	R2	0.013	A	8.5	0.3
Background 2024 PM	Goldtower St	L2	0.054	A	5.4	1.4
Background 2034 PM	Goldtower St	L2	0.058	A	5.8	1.5
Background 2024 PM	New Queen Road East	L2	0.007	A	6.4	0
Background 2034 PM	New Queen Road East	L2	0.007	A	6.4	0
Background 2024 PM	New Queen Road West	R2	0.058	A	7.3	1.7
Background 2034 PM	New Queen Road West	R2	0.063	A	7.6	1.8

The intersection performance is assessed via the level of service (LOS) which represents the most critical value of either the average delay for a vehicle making a movement or the degree of saturation for an approach leg. The Department of Transport and Main Roads (DTMR) Guide to Traffic Impact Assessment (GTIA) indicates that a limit of 42 seconds of average delay should not be exceeded by any movement at a priority-controlled intersection. As indicated by the SIDRA analysis the existing intersection configuration will be adequate in all cases from commencement of operation in 2024 through to the end of the operational design horizon in 2034.

3.0 PROPOSED DEVELOPMENT DETAILS

3.1 Development site plan

The proposed development consists of the master planning for the Goldtower Estate which is inclusive of Towers #1 through #20 and the Goldtower East industrial estate. The development focuses on the Goldtower Street intersection and channels a majority of the traffic through the New Queen Road intersection as a worst-case scenario.

Figure 1-1 shows the location of the site in context to the surrounding properties extracted from Queensland Globe. Figure 3-1 indicates the Goldtower estate layout inclusive of new proposed land uses.

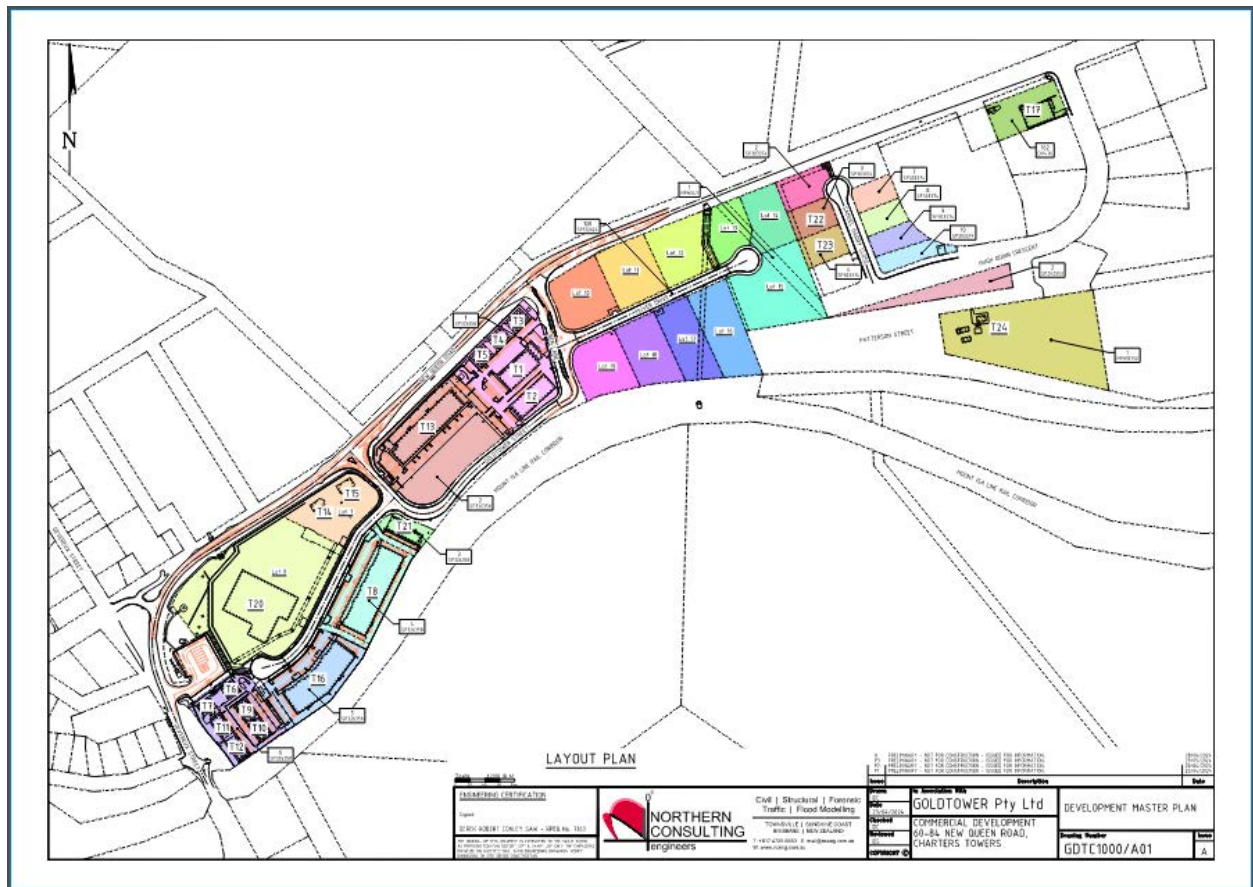


Figure 3-1 Proposed Site Layout

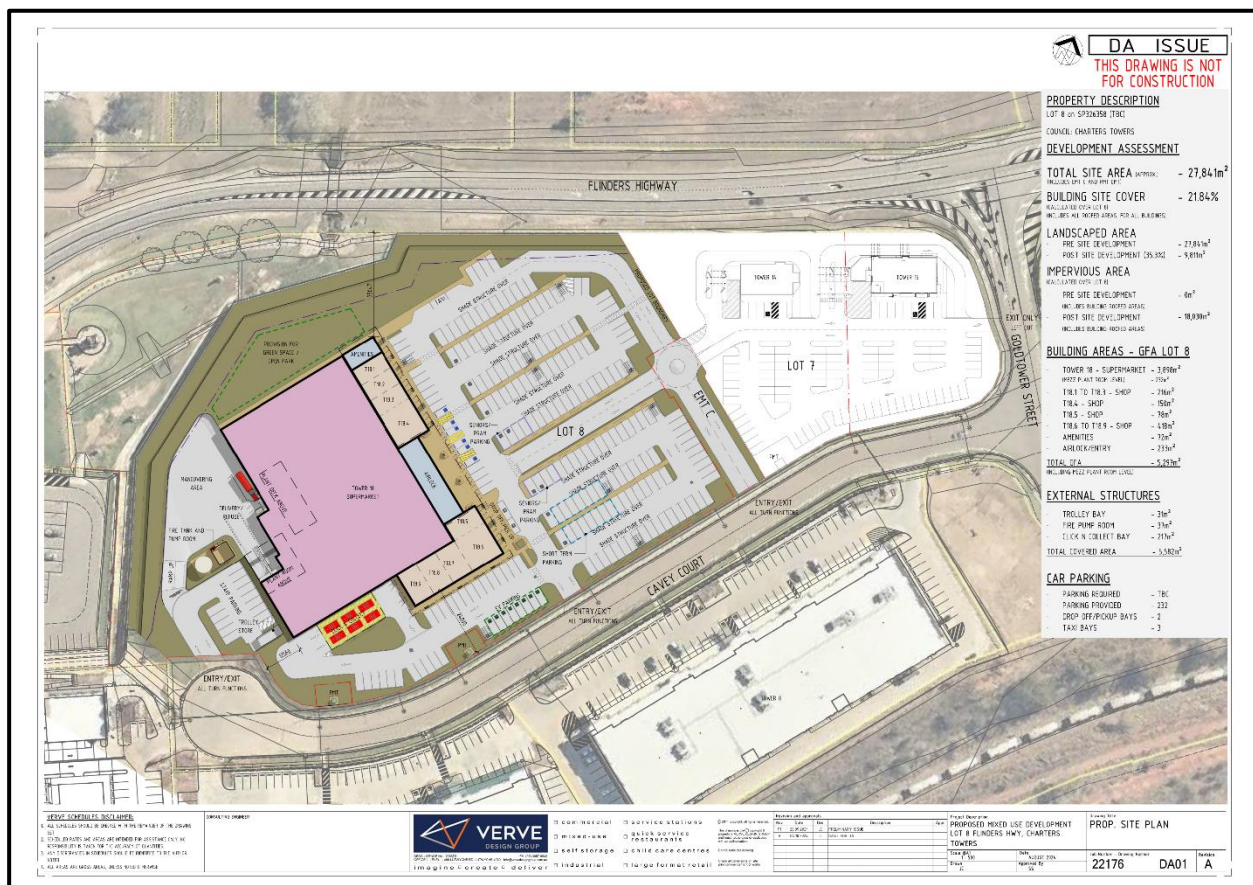


Figure 3-2 Supermarket and Food and Drink outlet layouts

4.0 DEVELOPMENT TRAFFIC

4.1 Traffic generation

In accordance with the Department of Transport and Main Roads Guide to Traffic Impact Assessment (GTIA) December 2018, the following preferred hierarchy of data sources has been adopted:

1. Traffic Movement Count (TMC) Survey of the existing operational areas of the Goldtower Estate.
2. Traffic generation survey of an existing development similar to the proposed development in terms of its land use, scale and location.
3. Traffic generation data – Queensland Open Data (retrieved 24/05/2022)
4. First principles assessment (construction traffic generation)

NCE have utilised the traffic generation data from the Queensland Open Data Portal for the calculation of traffic generated by the development other than the uses included in the TMC.

The traffic generation calculations are contained within the Appendices.

4.1.1 Operational traffic generation calculations

The proposed Goldtower Development Plan approved under MC15/181 (TMR15-015814), is to be developed with changes to some land uses. As of the date of the report (January 2024) several activities had commenced use within the development footprint and several activities had gained planning approval to operate. To accurately assess the impacts the proposed changes to future land uses will have upon the state-controlled road network it was considered prudent to include an updated review of the current operating and approved activities in combination with the proposed use.

The most current TMC Survey (14/10/2023) includes the currently operational towers; Tower #8, Towers #1 to #5 and Lease E of Tower 16 which constitutes a gross leasable floor area of (GLFA) 614m². NCE have assumed the previously adopted generation splits are in affect for the TMC Survey data with the Goldtower East Industrial Estate and Towers #1 to #5 all being serviced by the Ben Lane intersection and the remainder of the Goldtower Estate being serviced by the Goldtower Street intersection.

Generation rates were calculated by dividing the peak hour turn movements by the GLFA of the operational towers. Of particular interest to this assessment is the Goldtower Street intersection. The generation rate calculation is outlined in Table 4-1 below for the AM and PM weekday peaks, as they align with the peaks on New Queens Road.

Table 4-1 Generation rate calculations

Peak Hour	Gross Leasable Floor Area (GLFA) (m ²)	Peak Hourly Traffic (In + Out)	Peak Hourly Generation Rate (v/100m ²)
2023 AM Survey	5414	117	2.16
2023 PM Survey	5414	135	2.49

These generation rates were applied for all equivalent land uses within the development as it is considered to be more accurate to the local conditions than the TMR accepted survey information and the Queensland Open Data.

Generally, the data provided by the TMR accepted sources and Queensland Open Data is not as relevant to regional/rural areas such as Charters Towers, and therefore it is more appropriate to adopt the local survey. Where land uses are not equivalent to those that have been surveyed the hierarchy is applied as normal.

The data values are displayed below in Table 4-2 Operational traffic generation (AM Peak) and Table 4-3 Operational traffic generation (PM Peak). The data shown is for the Goldtower Street intersection only and highlights the updated land uses.

Table 4-2 Operational traffic generation (AM Peak)

		Tower Ref#	Use	Area	Peak hourly rate	Peak traffic	Surveyed 2023 Peak AM (In+Out)	Totals
Goldtower Street	Retail / Commercial Based on Surveyed Rates	Tower #13	Surveyed Rates*	4000	0.02161		86	
		Tower #13a	Surveyed Rates*	70	0.02161		2	
		Tower #13b	Surveyed Rates*	800	0.02161		17	
		Tower #16 (Remaining GLFA)	Surveyed Rates*	3586	0.02161		77	183
	Planning Approved	Tower #6	Fast Food	300	0.33168	100		
		Tower #7	Fast Food	300	0.33168	100		
		Tower #9-#11	Medical	450	0.02606	12		
		Tower #10, #12	Medical	850	0.02606	22		233
	Existing Survey (2023)	Towers #8 + Part #16 (Existing Survey)	Retail Bulk Warehouse	4800	0.02161		117	117
	For Approval	Tower #14, #15	Fast Food	463	0.33168	154		
		Tower #17 = #25	ChildCare (GFL 661m ² / 90 places)	90	0.63502	57		
		Tower #18 - Supermarket	Associated tenancies (Shopping Centre)	4805	0.04251	204		
		Tower #19	Tavern	2200	0.07294			
		Tower #20 - Coles	Supermarket	3800	0.13571	516		931
*Surveyed Rates = Generation rates extrapolated from tower 8 + 16 generation for the same use definition							Goldtower Int	1463

Table 4-3 Operational traffic generation (PM Peak)

		Tower Ref#	Use	Area	Peak hourly rate	Peak traffic	Surveyed 2023 Peak PM (In+Out)	Totals
Goldtower Street	Retail / Commercial Based on Surveyed Rates	Tower #13	Surveyed Rates*	4000	0.02494		100	
		Tower #13a	Surveyed Rates*	70	0.02494		2	
		Tower #13b	Surveyed Rates*	800	0.02494		20	
		Tower #16 (Remaining GLFA)	Surveyed Rates*	3586	0.02494		89	211
	Planning Approved	Tower #6	Fast Food	300	0.33168	100		
		Tower #7	Fast Food	300	0.33168	100		
		Tower #9-#11	Medical	450	0.02606	12		
		Tower #10, #12	Medical	850	0.02606	22		233
	Existing Survey (2023)	Towers #8 + Part #16 (Existing Survey)	Retail Bulk Warehouse	4800	0.02494		135	135
	For Approval	Tower #14, #15	Fast Food	463	0.33168	154		
		Tower #17 = #25	ChildCare (GFL 661m ² / 90 places)	90	0.63502	57		
		Tower #18 - Supermarket	Associated tenancies (Shopping Centre)	4805	0.04251	204		
		Tower #19	Tavern	2200	0.07294			
		Tower #20 - Coles	Supermarket	3800	0.13571	516		931
*Surveyed Rates = Generation rates extrapolated from tower 8 + 16 generation for the same use definition							Goldtower Int	1509

The peak hourly traffic generated by the development is equal to 1463 vehicles (AM) and 1509 vehicles (PM). This peak factor is to be applied as a flat rate with no ramp up or down over the operational design horizon.

4.1.2 Traffic composition

Traffic composition for the operation stages of the development has been determined utilising the TMC Survey data. The peak hourly composition for each leg of the peak hours has been taken directly from the TMC data. Therefore, traffic composition varies for each movement leg. Traffic composition for through traffic has been determined from the TMR TARS data peak hour.

The adopted traffic composition splits are shown in the Appendices and also in Figure 5-1 and Figure 5-2 for the AM and PM peaks respectively. Generally, an overwhelming majority of operational generated traffic (>90%) is light vehicle movements with small percentages of heavy vehicles and articulated heavy vehicles.

4.1.3 Heavy vehicle payloads

Vehicle payloads have not been assessed as a pavement impact assessment (PIA) has not been included as part of this assessment.

4.2 Trip distribution

Operation generated traffic has been assumed to be distributed based on the TMC survey data. The in/out trip distribution percentages have been calculated using the total traffic recorded for each movement of the TMC survey data, whilst the left/right distribution percentages have been calculated using the peak movements from the TMC survey data. The in/out and left/right splits are shown in the below Table 4-4 for both the AM and PM peak movements.

Table 4-4 Operational traffic splits

Peak Hour	In	Out	Left	Right
AM	60%	40%	89%	11%
PM	50%	50%	72%	28%

5.0 STATE AUTHORITY: TRAFFIC IMPACT ASSESSMENT AND MITIGATION

For comparison to existing conditions refer to Section 2.0.

5.1 With development traffic volumes

5.1.1 Construction phase

The construction phase traffic has been assessed as part of the prior TIA reports as referenced in Section 1.2.

5.1.2 Operation phase

The operation phase traffic is applied to the background traffic from the TMC survey and TARS data assessed as part of Section 2.4.

The development generated traffic is depicted graphically in the traffic movement figures shown in Figure 5-1 and Figure 5-2 for the 2024 AM and PM peaks respectively.

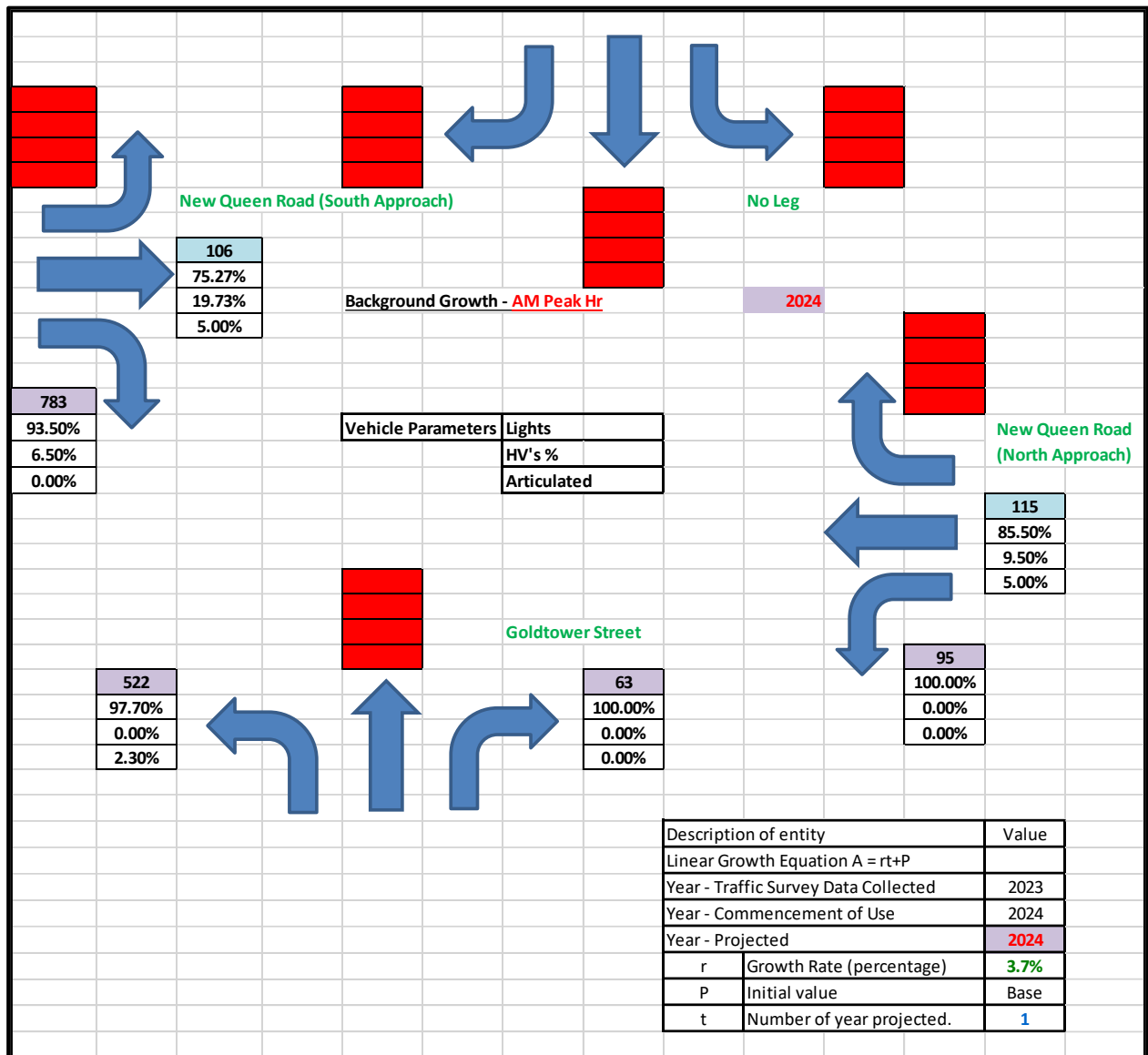


Figure 5-1 Operation phase – New Queen Road / Goldtower Street intersection – 2024 AM Peak

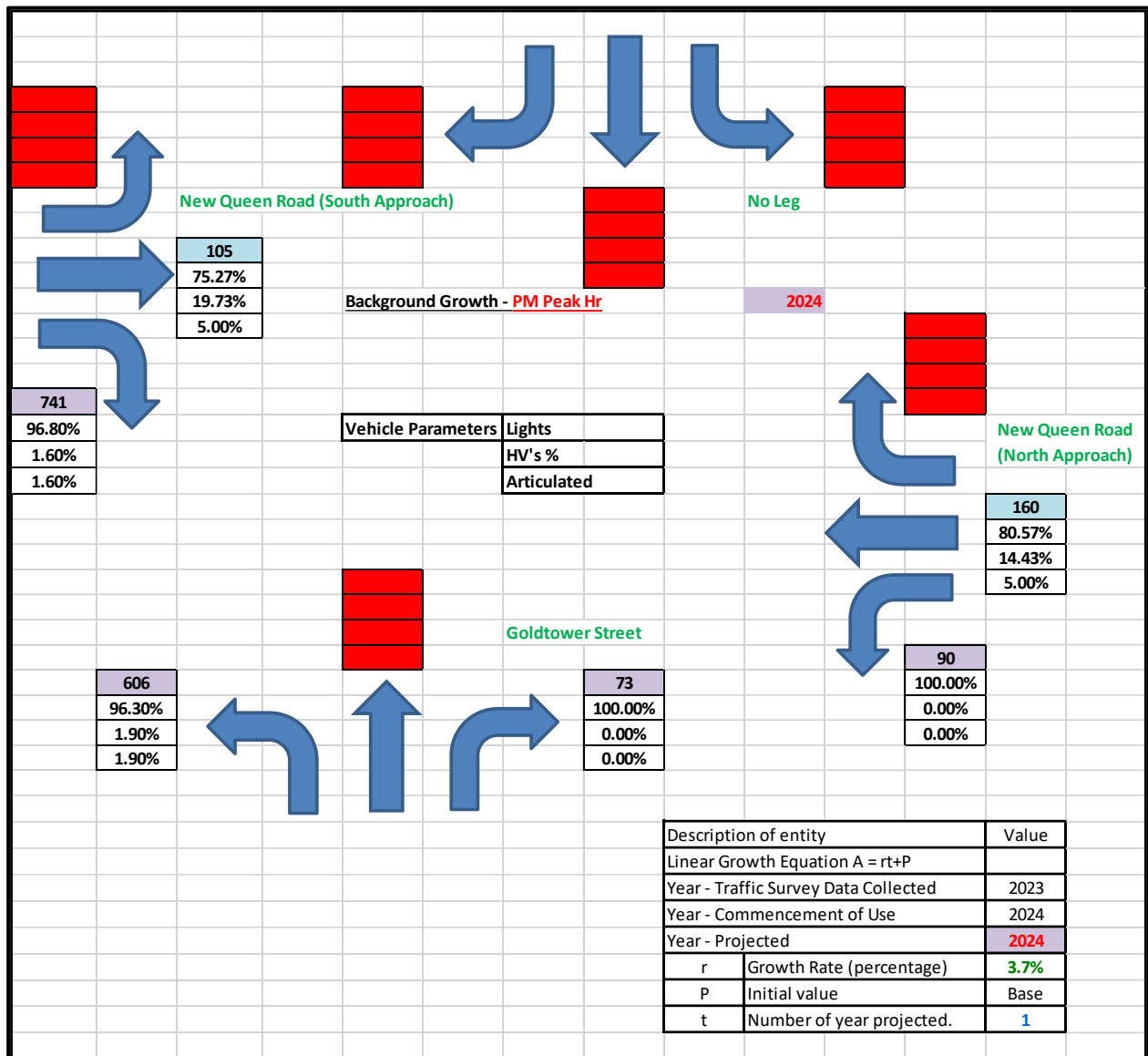


Figure 5-2 Operation phase – New Queen Road / Goldtower Street intersection – 2024 PM Peak

5.2 Intersection impact assessment and mitigation

5.2.1 SIDRA analysis

An analysis of the existing intersection with development traffic for the expected year of construction / expected commencement of operation (2024) and end of operational design horizon (2034) was undertaken using SIDRA Intersection 9.1 (Version 9.1.5.224). The intersection was analysed in the AM and PM peaks for each traffic generation scenario. The results of the SIDRA modelling are shown in Table 5-1 and Table 5-2 for the AM and PM peak assessments respectively.

The intersection performance is assessed via the level of service (LOS) which represents the average delay for a vehicle making a movement. The GTIA indicates that a limit of 42 seconds of average delay should not be exceeded by any movement at a priority-controlled intersection. NCE have utilised the Delay and Degree of Saturation Method from SIDRA to determine the LOS. This method calculates the LOS based on a combination of both the movement delay and degree of saturations. The limits set out by SIDRA are shown in Figure 5-3 below which is an excerpt of Table 5.14.4 from the SIDRA User Guide.

Level of Service	Control delay per vehicle in seconds (d) (including geometric delay)			Degree of Saturation (v/c Ratio) (x)
	Signals	"SIDRA Roundabout LOS" option	Sign Control	
A	$d \leq 10$	$d \leq 10$	$d \leq 10$	$0 < x \leq 0.85$
B	$10 < d \leq 20$	$10 < d \leq 20$	$10 < d \leq 15$	$0 < x \leq 0.85$
C	$20 < d \leq 35$	$20 < d \leq 35$	$15 < d \leq 25$	$0 < x \leq 0.85$
D	$35 < d \leq 55$ $0 < d \leq 55$	$30 < d \leq 50$ $0 < d \leq 50$	$25 < d \leq 35$ $0 < d \leq 35$	$0 < x \leq 0.85$ $0.85 < x \leq 0.95$
E	$55 < d \leq 80$ $0 < d \leq 80$	$50 < d \leq 70$ $0 < d \leq 70$	$35 < d \leq 50$ $0 < d \leq 50$	$0 < x \leq 0.95$ $0.95 < x \leq 1.00$
F	$80 < d$	$70 < d$	$50 < d$	$1.00 < x$

Figure 5-3 Excerpt from SIDRA Intersection User Guide – Table 5.14.4

As indicated by the SIDRA analysis the existing intersection configuration will be adequate in all cases including the expected year of commencement of operation (2024) and end of operational design horizon (2034). For this report the areas of particular interest are the turn movements into Goldtower Street as they impact on the state-controlled road corridor. The worst-case LOS is a B for the right turn movements onto Goldtower Street in the AM and PM peaks at the start (2024) and end (2034) of the operation design horizon. This LOS meets the target LOS set out by the GTIA with the average delay reaching a maximum of 15.0 seconds in the worst case. NCE note that the LOS is the same regardless of whether the degree of saturation or movement delay are considered.

The back of queue length for vehicles turning out of New Queen Road must not exceed the available storage space in the proposed/existing channelised turning lanes. The channelised right turn lane from New Queen Road onto Goldtower Street has a length of 150m with an additional 50m of storage provided by the road marking chevron areas. NCE note that the chevron areas are allowable to be used as storage provided there is adequate roadway width to avoid collisions with through traffic, i.e. there is no queueing within the through lane.

The back of queue distance can be adequately stored within the channelised turning lane and the worst-case movement delay (15.0 second) is significantly less than the 42 second limit. Therefore, NCE consider no addition mitigation or upgrades to the intersection are required by the SIDRA analysis for the proposed land use changes.

Table 5-1 New Queen Road / Goldtower Street intersection analysis results – AM peak development generated traffic

Critical Movement comparisons						
Time Status	Approach Leg	Movement Ref	Deg. Saturation	LOS	Delay (sec)	Back of Queue Dist (m)
Background 2024 AM	Goldtower St	R2	0.003	A	6.7	0.1
Background 2034 AM	Goldtower St	R2	0.003	A	7.6	0.1
Operation 2024 AM	Goldtower St	R2	0.426	D	34.9	11.0
Operation 2034 AM	Goldtower St	R2	0.506	E	43.8	13.1
Background 2024 AM	Goldtower St	L2	0.040	A	5.1	1.0
Background 2034 AM	Goldtower St	L2	0.042	A	5.3	1.1
Operation 2024 AM	Goldtower St	L2	0.485	A	5.5	20.2
Operation 2034 AM	Goldtower St	L2	0.509	A	6.3	26.7
Background 2024 AM	New Queen Road East	L2	0.006	A	6.4	0.0
Background 2034 AM	New Queen Road East	L2	0.006	A	6.4	0.0
Operation 2024 AM	New Queen Road East	L2	0.054	A	6.4	0.0
Operation 2034 AM	New Queen Road East	L2	0.054	A	6.4	0.0
Background 2024 AM	New Queen Road West	R2	0.054	A	7.0	1.6
Background 2034 AM	New Queen Road West	R2	0.057	A	7.2	1.7
Operation 2024 AM	New Queen Road West	R2	0.747	B	11.7	90.1
Operation 2034 AM	New Queen Road West	R2	0.788	B	13.3	101.6

Table 5-2 New Queen Road / Goldtower Street intersection analysis results – PM peak development generated traffic

Critical Movement comparisons						
Time Status	Approach Leg	Movement Ref	Deg. Saturation	LOS	Delay (sec)	Back of Queue Dist (m)
Background 2024 PM	Goldtower St	R2	0.011	A	7.3	0.3
Background 2034 PM	Goldtower St	R2	0.013	A	8.5	0.3
Operation 2024 PM	Goldtower St	R2	0.485	E	36.4	13.0
Operation 2034 PM	Goldtower St	R2	0.598	E	49.2	16.4
Background 2024 PM	Goldtower St	L2	0.054	A	5.4	1.4
Background 2034 PM	Goldtower St	L2	0.058	A	5.8	1.5
Operation 2024 PM	Goldtower St	L2	0.599	A	7.2	41.9
Operation 2034 PM	Goldtower St	L2	0.644	A	8.5	48.8
Background 2024 PM	New Queen Road East	L2	0.007	A	6.4	0.0
Background 2034 PM	New Queen Road East	L2	0.007	A	6.4	0.0
Operation 2024 PM	New Queen Road East	L2	0.051	A	6.4	0.0
Operation 2034 PM	New Queen Road East	L2	0.051	A	6.4	0.0
Background 2024 PM	New Queen Road West	R2	0.058	A	7.3	1.7
Background 2034 PM	New Queen Road West	R2	0.073	A	7.3	2.2
Operation 2024 PM	New Queen Road West	R2	0.749	B	12.4	84.4
Operation 2034 PM	New Queen Road West	R2	0.809	B	15.0	100.3

The SIDRA results reports can be found in the Appendices.

5.3 Road safety impact assessment and mitigation

NCE consider that no updates are required for the road safety impact assessment and therefore, the road safety outcomes can be found in the prior TIA reports referenced in SECTION 1.2.

6.0 PAVEMENT IMPACT ASSESSMENT

A pavement impact assessment has not been completed in conjunction with this TIA.

7.0 CONCLUSIONS AND RECOMMENDATIONS

7.1 Summary of impacts and mitigation measures proposed

NCE have undertaken an updated traffic study for the proposed changes to the Goldtower Estate land uses. The findings of this assessment are summarised below:

- The SIDRA intersection modelling resulted in the following outcomes in the worst-case for the state-controlled intersection:
 - A worst-case LOS of B for right-turning traffic off New Queens Road, in the AM and PM peaks of operation years 2024 to 2034. This LOS is the same regardless if degree of saturation or vehicle delay are used as the controlling parameter.
 - A worst case back of queue distance of 101.6m in the AM peak of operation year 2034. This queue distance is acceptable given the channelised right turn lane and chevron pavement marking provides adequate room to ensure stationary turning vehicles would not create a collision point with through traffic.
- The road safety impact assessments and mitigation measures are adequate for the proposed new uses and NCE have therefore, adopted the same outcomes from the previous reports.

7.2 Certification statement and authorisation

A signed Traffic Impact Assessment Certification can be found in the Appendices.

APPENDICES A

TMR Traffic Data (2022) – Site ID 91328



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AADT Site Profiles Report

Filters

400m from Inter with 98C (New Queen Rd) | Both Directions | 2022

AADT
2304

Growth last Year
N/A

% of year with data



Week day % of AADT
107.92%

Growth last 5 years
5.8% ▲

5%

Weekend day % of AADT
80.21%

Growth last 10 years
3.68% ▲

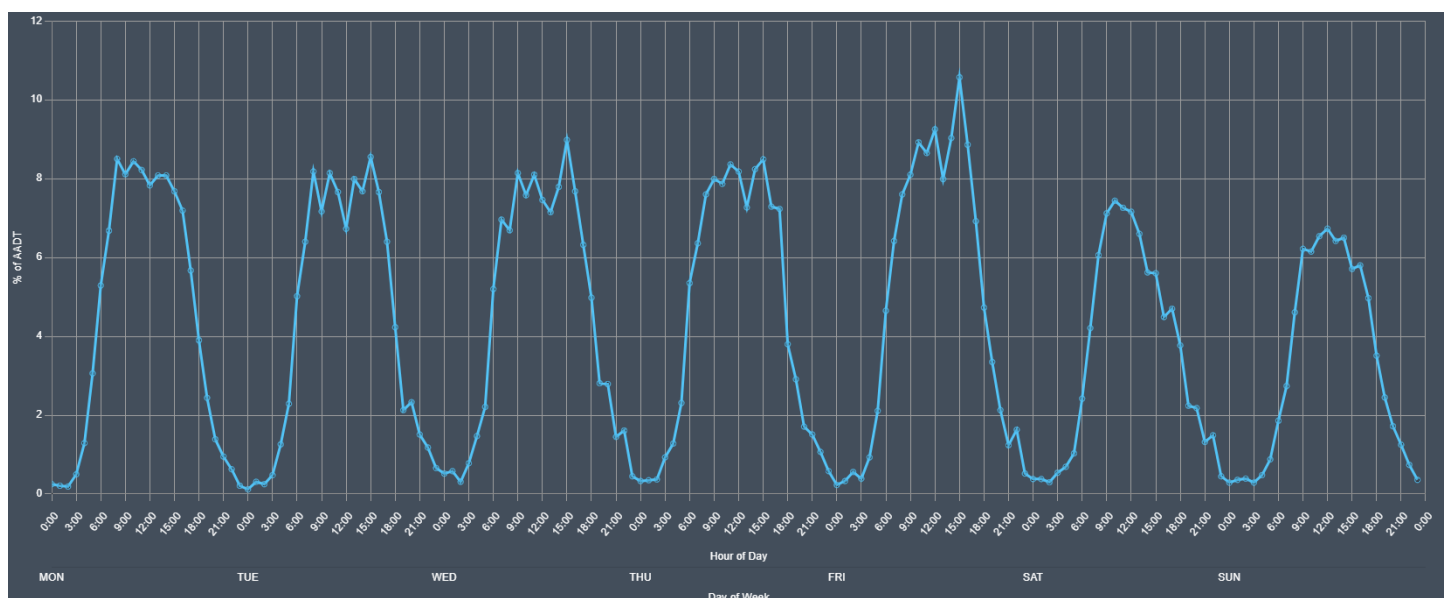
Annual Site Profile

Average Hourly Profile

Year: 2022

Road Section: 14A, FLINDERS HIGHWAY (TOWNSVILLE - CHARTERS TOWERS)

Site: 91328, 400m from Inter with 98C (New Queen Rd), 122.509



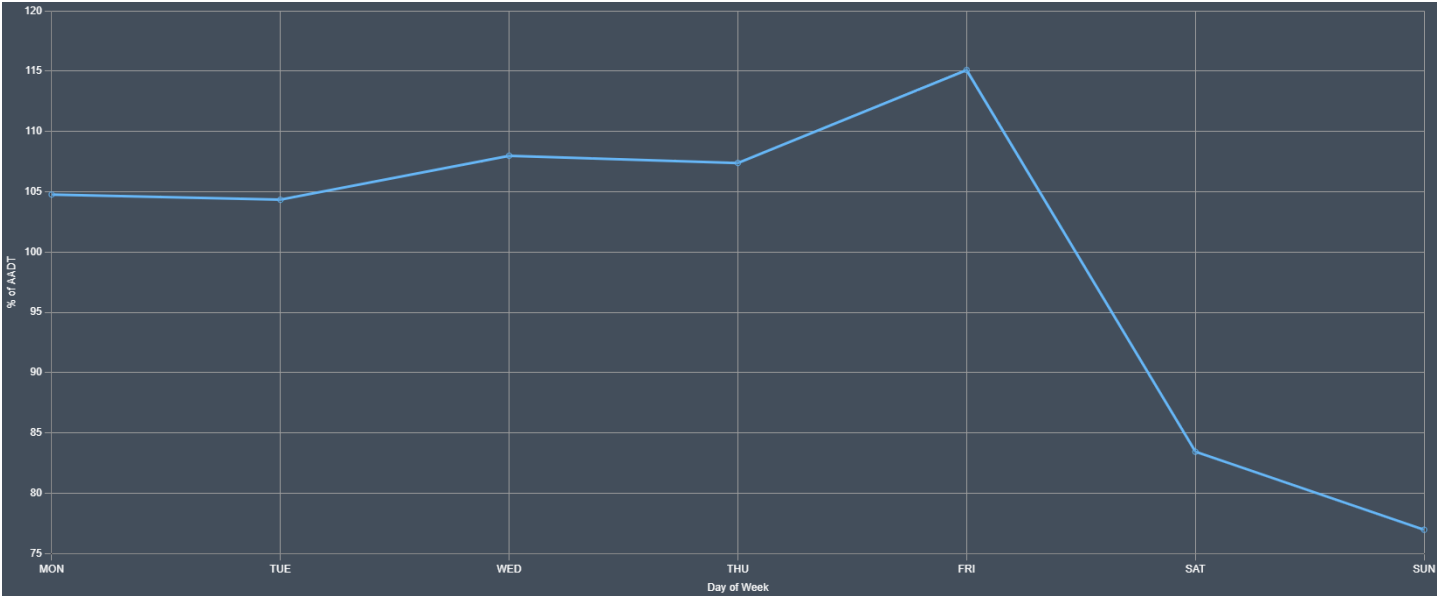
Annual Site Profile

Average Daily Profile

Year: 2022

Road Section: 14A, FLINDERS HIGHWAY (TOWNSVILLE - CHARTERS TOWERS)

Site: 91328, 400m from Inter with 98C (New Queen Rd), 122.509



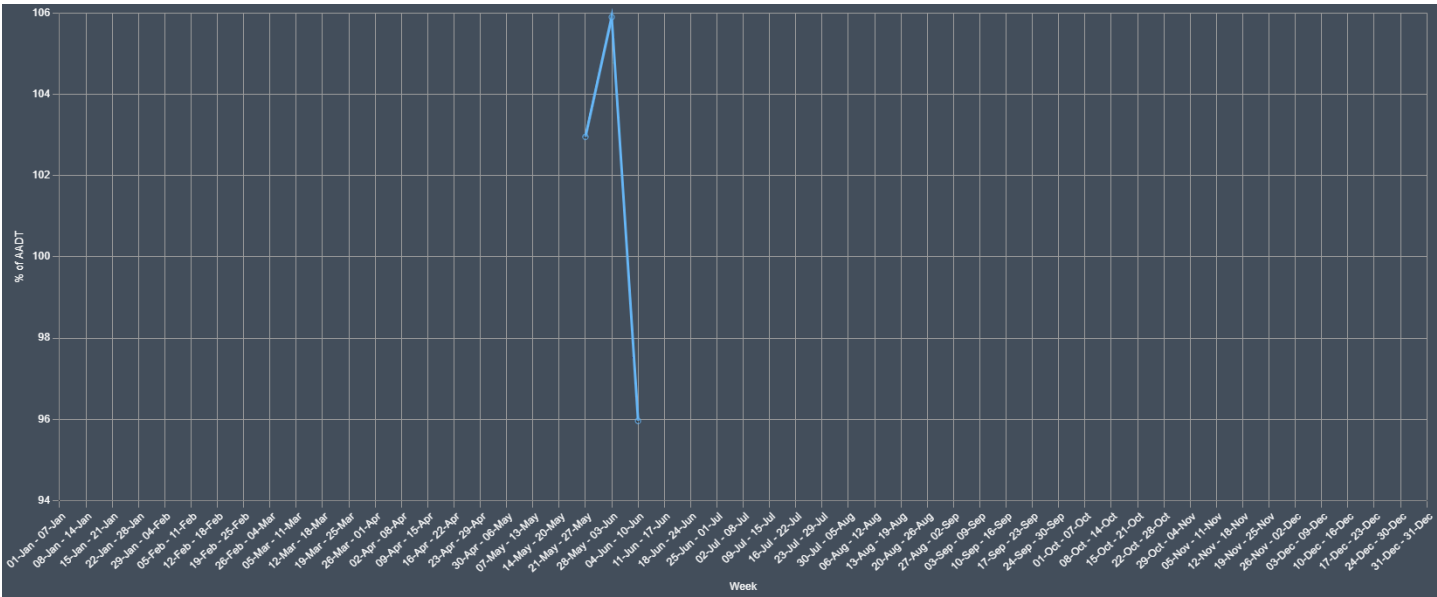
Annual Site Profile

Annual Weekly Profile

Year: 2022

Road Section: 14A, FLINDERS HIGHWAY (TOWNSVILLE - CHARTERS TOWERS)

Site: 91328, 400m from Inter with 98C (New Queen Rd), 122.509



Annual Site Profile

Data Availability

January, 2022

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

February, 2022

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

March, 2022

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

April, 2022

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

May, 2022

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

June, 2022

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

July, 2022

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

August, 2022

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

September, 2022

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

October, 2022

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

November, 2022

MON TUE WED THU FRI SAT SUN

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

December, 2022

MON TUE WED THU FRI SAT SUN

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

APPENDICES B

Northern Consulting Engineers – Miovision
Traffic Movement Count Survey Spreadsheets

Summary

Study Name	Goldtower Street	
Project	GDTC0100: GDTC0100-231014: GDTC0100-Supermarket_TIA	
Project Code	GDTC0020	
Legs and Movements	All Processed Legs & Movements	
Bin Size	15 minutes	
Time Zone	Australia/Brisbane	
Start Time		2023-10-14 08:00:00
End Time		2023-10-19 18:30:03
Location	GDTC0100 Goldtower St	
Latitude and Longitude	-20.069763, 146.27885	

AM Peak (WKND) (Overall Peak)	Oct 14 2023 10AM - 11 AM (0.911)
Midday Peak (WKND)	Oct 14 2023 11AM - 12 PM (0.940)
PM Peak (WKND)	Oct 14 2023 1PM - 2 PM (0.630)
AM Peak	Oct 17 2023 8:30AM - 9:30 AM (0.861)
PM Peak	Oct 19 2023 3PM - 4 PM (0.937)

Lights

Leg Direction Start Time	New Queen Road E Westbound			Goldtower Street Northbound			New Queen Road W Eastbound		
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn
2023-10-14 08:00:00	16	2	0	0	0	6	0	11	21
2023-10-14 08:15:00	21	0	0	0	0	5	0	22	24
2023-10-14 08:30:00	13	3	0	0	0	15	0	19	22
2023-10-14 08:45:00	26	2	0	0	0	10	0	21	19
2023-10-14 09:00:00	23	4	0	0	4	13	0	14	18
2023-10-14 09:15:00	18	4	0	0	2	16	0	26	21
2023-10-14 09:30:00	19	0	0	0	3	26	0	28	24
2023-10-14 09:45:00	17	5	0	0	5	22	0	40	25
2023-10-14 10:00:00	34	6	0	0	2	30	0	30	19
2023-10-14 10:15:00	17	4	0	0	3	22	0	28	28
2023-10-14 10:30:00	29	4	0	0	0	21	0	39	17
2023-10-14 10:45:00	32	4	0	0	5	28	0	26	24
2023-10-14 11:00:00	21	3	0	0	5	27	0	27	19
2023-10-14 11:15:00	20	5	0	0	6	29	0	27	10
2023-10-14 11:30:00	18	3	0	0	6	27	0	34	14
2023-10-14 11:45:00	24	5	0	0	2	26	0	16	12
2023-10-14 12:00:00	21	3	0	0	0	27	0	17	25
2023-10-14 12:15:00	20	3	0	0	1	11	0	15	16
2023-10-14 12:30:00	15	3	0	0	3	11	1	16	17
2023-10-14 12:45:00	10	2	0	0	0	15	0	16	18
2023-10-14 13:00:00	19	3	0	0	5	27	0	13	21
2023-10-14 13:15:00	9	1	0	0	0	14	0	9	16
2023-10-14 13:30:00	14	7	0	0	1	17	0	5	12
2023-10-14 13:45:00	5	1	0	0	2	6	0	3	11
2023-10-14 14:00:00	0	0	0	0	0	0	0	0	0
2023-10-17 07:00:00	8	0	0	0	0	3	0	4	15
2023-10-17 07:15:00	17	0	0	0	2	2	0	6	10
2023-10-17 07:30:00	23	0	0	0	0	3	0	3	16
2023-10-17 07:45:00	19	0	0	0	0	2	0	16	22
2023-10-17 08:00:00	26	2	0	0	2	3	0	3	16
2023-10-17 08:15:00	33	1	0	0	0	4	0	12	16
2023-10-17 08:30:00	19	4	0	0	0	9	0	19	19
2023-10-17 08:45:00	21	4	0	0	1	7	0	17	15
2023-10-17 09:00:00	12	0	0	0	1	7	0	10	19
2023-10-17 09:15:00	29	2	0	0	0	19	0	12	16
2023-10-17 09:30:00	19	1	0	0	0	10	0	6	16
2023-10-17 09:45:00	19	0	0	0	2	9	0	19	20
2023-10-17 10:00:00	0	0	0	0	0	0	0	0	0
2023-10-17 14:30:00	16	2	0	0	1	7	0	11	21
2023-10-17 14:45:00	29	0	0	0	0	8	0	7	17
2023-10-17 15:00:00	29	0	0	0	2	12	0	11	28
2023-10-17 15:15:00	15	3	0	0	1	17	0	9	22
2023-10-17 15:30:00	12	1	0	0	3	11	0	13	18
2023-10-17 15:45:00	12	1	0	0	1	12	1	13	19
2023-10-17 16:00:00	21	1	0	0	1	15	0	5	11
2023-10-17 16:15:00	22	3	0	0	0	10	0	10	18
2023-10-17 16:30:00	17	1	0	0	0	16	0	9	22
2023-10-17 16:45:00	16	0	0	0	1	10	0	3	15
2023-10-17 17:00:00	17	0	0	0	1	11	0	0	12
2023-10-17 17:15:00	17	0	0	0	2	4	0	0	10
2023-10-17 17:30:00	10	0	0	0	1	10	0	1	12
2023-10-17 17:45:00	10	0	0	0	0	1	0	2	8
2023-10-17 18:00:00	10	0	0	0	0	2	0	0	5
2023-10-17 18:15:00	13	0	0	0	0	1	0	1	9
2023-10-17 18:30:00	0	0	0	0	0	0	0	0	0
2023-10-19 07:00:00	9	0	0	0	0	1	0	3	10
2023-10-19 07:15:00	11	1	0	0	0	0	0	2	12
2023-10-19 07:30:00	23	1	0	0	0	0	0	7	15
2023-10-19 07:45:00	19	0	0	0	0	2	0	10	21
2023-10-19 08:00:00	19	1	0	0	1	2	0	7	15
2023-10-19 08:15:00	28	4	0	0	0	2	0	15	17
2023-10-19 08:30:00	15	4	0	0	0	2	0	6	22
2023-10-19 08:45:00	6	1	0	0	1	4	0	11	25
2023-10-19 09:00:00	21	2	0	0	0	4	0	13	20
2023-10-19 09:15:00	10	3	0	0	1	9	0	11	13
2023-10-19 09:30:00	25	5	0	0	1	8	0	12	24
2023-10-19 09:45:00	21	0	0	0	3	11	0	13	17
2023-10-19 10:00:00	0	0	0	0	0	0	0	0	0

Lights

2023-10-19 14:30:00	20	1	0	2	15	0	10	22	0
2023-10-19 14:45:00	18	1	0	2	7	0	10	19	0
2023-10-19 15:00:00	28	6	0	1	5	0	14	23	0
2023-10-19 15:15:00	18	2	0	3	13	0	21	18	0
2023-10-19 15:30:00	13	0	0	1	17	0	14	15	0
2023-10-19 15:45:00	28	4	0	2	17	0	11	7	0
2023-10-19 16:00:00	17	2	0	1	10	0	10	30	0
2023-10-19 16:15:00	16	2	0	4	16	0	10	19	0
2023-10-19 16:30:00	24	1	0	1	14	0	12	22	0
2023-10-19 16:45:00	23	1	0	0	10	0	5	12	0
2023-10-19 17:00:00	23	0	0	0	11	0	2	13	0
2023-10-19 17:15:00	19	0	0	2	9	0	2	16	0
2023-10-19 17:30:00	9	1	0	3	8	0	3	7	0
2023-10-19 17:45:00	14	0	0	1	3	0	1	11	0
2023-10-19 18:00:00	8	0	0	0	2	0	0	8	0
2023-10-19 18:15:00	5	2	0	0	2	0	0	6	0
2023-10-19 18:30:00	0	0	0	0	0	0	0	0	0

Articulated Trucks

Leg Direction Start Time	New Queen Road E Westbound			Goldtower Street Northbound			New Queen Road W Eastbound		
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn
2023-10-14 08:00:00		4	0	0		0	0	0	2
2023-10-14 08:15:00		4	0	0		0	0	0	1
2023-10-14 08:30:00		2	0	0		0	0	0	2
2023-10-14 08:45:00		2	0	0		0	0	0	1
2023-10-14 09:00:00		2	0	0		0	0	0	4
2023-10-14 09:15:00		2	0	0		0	0	0	0
2023-10-14 09:30:00		1	0	0		0	0	0	0
2023-10-14 09:45:00		4	0	0		0	0	0	2
2023-10-14 10:00:00		7	0	0		0	0	0	0
2023-10-14 10:15:00		0	0	0		0	0	0	2
2023-10-14 10:30:00		0	0	0		0	0	0	1
2023-10-14 10:45:00		3	0	0		0	0	0	1
2023-10-14 11:00:00		0	0	0		0	0	0	2
2023-10-14 11:15:00		3	0	0		0	0	0	2
2023-10-14 11:30:00		0	0	0		0	0	0	0
2023-10-14 11:45:00		5	0	0		0	0	0	1
2023-10-14 12:00:00		3	0	0		0	0	0	1
2023-10-14 12:15:00		3	0	0		0	0	0	1
2023-10-14 12:30:00		1	0	0		0	0	0	1
2023-10-14 12:45:00		1	0	0		0	0	0	3
2023-10-14 13:00:00		1	0	0		0	0	0	3
2023-10-14 13:15:00		0	0	0		0	0	0	1
2023-10-14 13:30:00		3	0	0		0	0	0	0
2023-10-14 13:45:00		1	0	0		0	0	0	1
2023-10-14 14:00:00		0	0	0		0	0	0	0
2023-10-17 07:00:00		1	0	0		0	0	0	3
2023-10-17 07:15:00		3	0	0		0	0	0	0
2023-10-17 07:30:00		0	0	0		0	0	0	4
2023-10-17 07:45:00		3	0	0		0	0	0	0
2023-10-17 08:00:00		2	0	0		0	0	0	1
2023-10-17 08:15:00		7	0	0		0	0	0	2
2023-10-17 08:30:00		4	0	0		0	0	0	2
2023-10-17 08:45:00		5	0	0		0	0	0	7
2023-10-17 09:00:00		0	0	0		0	0	0	4
2023-10-17 09:15:00		4	0	0		0	0	0	2
2023-10-17 09:30:00		3	0	0		0	0	0	5
2023-10-17 09:45:00		3	0	0		0	0	0	1
2023-10-17 10:00:00		0	0	0		0	0	0	0
2023-10-17 14:30:00		1	0	0		0	0	0	6
2023-10-17 14:45:00		0	0	0		0	0	0	0
2023-10-17 15:00:00		5	0	0		0	0	0	0
2023-10-17 15:15:00		5	0	0		0	0	0	1
2023-10-17 15:30:00		3	0	0		0	0	0	0
2023-10-17 15:45:00		2	0	0		0	0	0	4
2023-10-17 16:00:00		7	0	0		0	0	0	2
2023-10-17 16:15:00		1	0	0		0	0	0	1
2023-10-17 16:30:00		9	0	0		0	0	0	2
2023-10-17 16:45:00		5	0	0		0	0	0	4
2023-10-17 17:00:00		3	0	0		0	0	0	0
2023-10-17 17:15:00		2	0	0		0	0	0	5
2023-10-17 17:30:00		3	0	0		0	0	0	5
2023-10-17 17:45:00		6	0	0		0	0	0	3
2023-10-17 18:00:00		2	0	0		0	0	0	4
2023-10-17 18:15:00		2	0	0		0	0	0	2
2023-10-17 18:30:00		0	0	0		0	0	0	0
2023-10-19 07:00:00		1	0	0		0	0	0	4
2023-10-19 07:15:00		3	0	0		0	0	0	1
2023-10-19 07:30:00		9	0	0		0	0	0	4
2023-10-19 07:45:00		10	0	0		0	0	0	4
2023-10-19 08:00:00		0	0	0		0	0	0	4
2023-10-19 08:15:00		4	0	0		0	0	0	2
2023-10-19 08:30:00		3	0	0		0	0	0	0
2023-10-19 08:45:00		0	0	0		0	0	0	5
2023-10-19 09:00:00		8	1	0		0	0	0	1
2023-10-19 09:15:00		1	0	0		0	0	0	1
2023-10-19 09:30:00		4	0	0		0	0	0	2
2023-10-19 09:45:00		3	0	0		0	0	0	4
2023-10-19 10:00:00		0	0	0		0	0	0	0

Articulated Trucks

2023-10-19 14:30:00	5	1	0	0	0	0	0	3	0
2023-10-19 14:45:00	3	0	0	0	0	0	0	2	0
2023-10-19 15:00:00	3	0	0	0	0	0	0	3	0
2023-10-19 15:15:00	1	0	0	0	0	0	0	3	0
2023-10-19 15:30:00	4	0	0	0	1	0	1	0	0
2023-10-19 15:45:00	12	0	0	0	0	0	0	0	0
2023-10-19 16:00:00	2	0	0	0	1	0	0	2	0
2023-10-19 16:15:00	5	0	0	0	0	0	0	3	0
2023-10-19 16:30:00	2	0	0	0	0	0	0	4	0
2023-10-19 16:45:00	1	0	0	0	0	0	0	4	0
2023-10-19 17:00:00	4	0	0	0	0	0	0	3	0
2023-10-19 17:15:00	2	0	0	0	0	0	0	3	0
2023-10-19 17:30:00	0	0	0	0	0	0	0	0	0
2023-10-19 17:45:00	1	0	0	0	0	0	0	0	0
2023-10-19 18:00:00	0	0	0	0	0	0	0	1	0
2023-10-19 18:15:00	1	0	0	0	0	0	0	5	0
2023-10-19 18:30:00	0	0	0	0	0	0	0	0	0

Buses and Single-Unit Trucks

Leg Direction Start Time	New Queen Road E Westbound			Goldtower Street Northbound			New Queen Road W Eastbound		
	Thru	Left	U-Turn	Right	Left	U-Turn	Right	Thru	U-Turn
2023-10-14 08:00:00	1	0	0	0	0	0	0	0	2
2023-10-14 08:15:00	0	0	0	1	0	0	0	0	0
2023-10-14 08:30:00	0	0	0	0	0	0	0	0	0
2023-10-14 08:45:00	1	0	0	0	0	0	0	1	3
2023-10-14 09:00:00	5	0	0	0	0	0	0	0	1
2023-10-14 09:15:00	0	0	0	0	0	0	0	0	0
2023-10-14 09:30:00	1	0	0	0	0	0	0	0	1
2023-10-14 09:45:00	1	0	0	0	0	0	0	0	0
2023-10-14 10:00:00	0	0	0	0	0	0	0	0	1
2023-10-14 10:15:00	0	0	0	0	0	0	0	0	1
2023-10-14 10:30:00	1	0	0	0	0	0	0	0	0
2023-10-14 10:45:00	0	0	0	0	0	0	0	1	0
2023-10-14 11:00:00	3	1	0	0	0	0	0	0	0
2023-10-14 11:15:00	1	0	0	0	0	0	0	0	0
2023-10-14 11:30:00	0	0	0	0	0	0	0	0	0
2023-10-14 11:45:00	2	0	0	0	0	0	0	0	0
2023-10-14 12:00:00	2	0	0	0	1	0	0	0	0
2023-10-14 12:15:00	0	0	0	0	0	0	0	0	0
2023-10-14 12:30:00	7	0	0	0	0	0	0	0	0
2023-10-14 12:45:00	0	0	0	0	0	0	0	0	2
2023-10-14 13:00:00	0	0	0	0	0	0	0	0	0
2023-10-14 13:15:00	0	0	0	0	0	0	0	1	0
2023-10-14 13:30:00	0	0	0	0	0	0	0	0	0
2023-10-14 13:45:00	0	0	0	0	0	0	0	0	0
2023-10-14 14:00:00	0	0	0	0	0	0	0	0	0
2023-10-17 07:00:00	1	0	0	0	0	0	0	0	0
2023-10-17 07:15:00	1	0	0	0	0	0	0	0	0
2023-10-17 07:30:00	0	0	0	0	0	0	0	0	1
2023-10-17 07:45:00	1	0	0	0	0	0	0	0	0
2023-10-17 08:00:00	4	0	0	0	0	0	0	0	0
2023-10-17 08:15:00	5	0	0	0	0	0	0	0	1
2023-10-17 08:30:00	4	0	0	0	0	0	0	1	0
2023-10-17 08:45:00	3	0	0	0	0	0	0	0	1
2023-10-17 09:00:00	1	0	0	0	0	0	0	2	2
2023-10-17 09:15:00	3	0	0	0	1	0	0	1	1
2023-10-17 09:30:00	2	0	0	0	1	0	0	0	0
2023-10-17 09:45:00	2	0	0	0	0	0	0	0	0
2023-10-17 10:00:00	0	0	0	0	0	0	0	0	0
2023-10-17 14:30:00	0	0	0	0	0	0	0	0	0
2023-10-17 14:45:00	0	0	0	0	0	0	0	0	1
2023-10-17 15:00:00	1	0	0	0	0	0	0	0	2
2023-10-17 15:15:00	1	0	0	0	0	0	0	0	0
2023-10-17 15:30:00	1	1	0	0	0	0	0	0	1
2023-10-17 15:45:00	0	0	0	0	1	0	0	0	1
2023-10-17 16:00:00	2	0	0	0	1	0	0	0	0
2023-10-17 16:15:00	0	0	0	0	1	0	0	0	0
2023-10-17 16:30:00	2	0	0	0	0	0	0	0	1
2023-10-17 16:45:00	3	0	0	0	0	0	0	0	0
2023-10-17 17:00:00	0	0	0	0	0	0	0	1	2
2023-10-17 17:15:00	0	0	0	0	0	0	0	0	0
2023-10-17 17:30:00	0	0	0	0	0	0	0	0	0
2023-10-17 17:45:00	1	0	0	0	0	0	0	0	0
2023-10-17 18:00:00	2	0	0	0	0	0	0	0	0
2023-10-17 18:15:00	0	0	0	0	0	0	0	0	1
2023-10-17 18:30:00	0	0	0	0	0	0	0	0	0
2023-10-19 07:00:00	1	0	0	0	0	0	0	0	0
2023-10-19 07:15:00	0	0	0	0	1	0	0	0	0
2023-10-19 07:30:00	2	0	0	0	1	0	0	1	3
2023-10-19 07:45:00	0	0	0	0	1	0	0	1	1
2023-10-19 08:00:00	0	0	0	0	0	0	0	0	1
2023-10-19 08:15:00	1	0	0	0	0	0	0	0	1
2023-10-19 08:30:00	0	0	0	0	0	0	0	0	0
2023-10-19 08:45:00	1	0	0	0	0	0	0	1	5
2023-10-19 09:00:00	4	0	0	0	0	0	0	1	1
2023-10-19 09:15:00	1	0	0	0	0	0	0	0	0
2023-10-19 09:30:00	6	0	0	0	0	0	0	0	0
2023-10-19 09:45:00	3	0	0	0	0	0	0	0	1
2023-10-19 10:00:00	0	0	0	0	0	0	0	0	0

Buses and Single-Unit Trucks

2023-10-19 14:30:00	0	0	0	0	0	0	0	1	0
2023-10-19 14:45:00	0	0	0	0	0	0	0	2	0
2023-10-19 15:00:00	1	0	0	0	1	0	1	1	0
2023-10-19 15:15:00	0	0	0	0	0	0	0	3	0
2023-10-19 15:30:00	4	0	0	0	0	0	0	0	0
2023-10-19 15:45:00	6	0	0	0	0	0	0	0	0
2023-10-19 16:00:00	1	0	0	0	0	0	0	1	0
2023-10-19 16:15:00	1	0	0	0	0	0	0	1	0
2023-10-19 16:30:00	2	0	0	0	0	0	0	0	0
2023-10-19 16:45:00	2	0	0	0	0	0	0	0	0
2023-10-19 17:00:00	0	0	0	0	0	0	0	0	0
2023-10-19 17:15:00	0	0	0	0	0	0	0	1	0
2023-10-19 17:30:00	0	0	0	0	0	0	0	0	0
2023-10-19 17:45:00	1	0	0	0	0	0	0	0	0
2023-10-19 18:00:00	1	0	0	0	0	0	0	0	0
2023-10-19 18:15:00	0	0	0	0	0	0	0	1	0
2023-10-19 18:30:00	0	0	0	0	0	0	0	0	0

Total Volume Class Breakdown

Leg Direction Start Time	New Queen Road E				Goldtower Street				New Queen Road W				App Total	Int Total
	Westbound Thru	Left	U-Turn	App Total	Northbound Right	Left	U-Turn	App Total	Eastbound Right	Thru	U-Turn			
2023-10-14 08:00:00	21	2	0	23	0	6	0	6	11	25	0	36	65	
2023-10-14 08:15:00	25	0	0	25	1	5	0	6	22	25	0	47	78	
2023-10-14 08:30:00	15	3	0	18	0	15	0	15	19	24	0	43	76	
2023-10-14 08:45:00	29	2	0	31	0	10	0	10	22	23	0	45	86	
2023-10-14 09:00:00	30	4	0	34	4	13	0	17	14	23	0	37	88	
2023-10-14 09:15:00	20	4	0	24	2	16	0	18	26	21	0	47	89	
2023-10-14 09:30:00	21	0	0	21	3	26	0	29	28	25	0	53	103	
2023-10-14 09:45:00	22	5	0	27	5	22	0	27	40	27	0	67	121	
2023-10-14 10:00:00	41	6	0	47	2	30	0	32	30	20	0	50	129	
2023-10-14 10:15:00	17	4	0	21	3	22	0	25	28	31	0	59	105	
2023-10-14 10:30:00	30	4	0	34	0	21	0	21	39	18	0	57	112	
2023-10-14 10:45:00	35	4	0	39	5	28	0	33	27	25	0	52	124	
2023-10-14 11:00:00	24	4	0	28	5	27	0	32	27	21	0	48	108	
2023-10-14 11:15:00	24	5	0	29	6	29	0	35	27	12	0	39	103	
2023-10-14 11:30:00	18	3	0	21	6	27	0	33	34	14	0	48	102	
2023-10-14 11:45:00	31	5	0	36	2	26	0	28	16	13	0	29	93	
2023-10-14 12:00:00	26	3	0	29	0	28	0	28	17	26	0	43	100	
2023-10-14 12:15:00	23	3	0	26	1	11	0	12	15	17	0	32	70	
2023-10-14 12:30:00	23	3	0	26	3	11	1	15	16	18	0	34	75	
2023-10-14 12:45:00	11	2	0	13	0	15	0	15	16	23	0	39	67	
2023-10-14 13:00:00	20	3	0	23	5	27	0	32	13	24	0	37	92	
2023-10-14 13:15:00	9	1	0	10	0	14	0	14	10	17	0	27	51	
2023-10-14 13:30:00	17	7	0	24	1	17	0	18	5	12	0	17	59	
2023-10-14 13:45:00	6	1	0	7	2	6	0	8	3	12	0	15	30	
2023-10-14 14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
2023-10-17 07:00:00	10	0	0	10	0	3	0	3	4	18	0	22	35	
2023-10-17 07:15:00	21	0	0	21	2	2	0	4	6	10	0	16	41	
2023-10-17 07:30:00	23	0	0	23	0	3	0	3	3	21	0	24	50	
2023-10-17 07:45:00	23	0	0	23	0	2	0	2	16	22	0	38	63	
2023-10-17 08:00:00	32	2	0	34	2	3	0	5	3	17	0	20	59	
2023-10-17 08:15:00	45	1	0	46	0	4	0	4	12	19	1	32	82	
2023-10-17 08:30:00	27	4	0	31	0	9	0	9	20	21	0	41	81	
2023-10-17 08:45:00	29	4	0	33	1	7	0	8	17	23	0	40	81	
2023-10-17 09:00:00	13	0	0	13	1	7	0	8	12	25	0	37	58	
2023-10-17 09:15:00	36	2	0	38	0	20	0	20	13	19	0	32	90	
2023-10-17 09:30:00	24	1	0	25	0	11	0	11	6	21	0	27	63	
2023-10-17 09:45:00	24	0	0	24	2	9	0	11	19	21	0	40	75	
2023-10-17 10:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
2023-10-17 14:30:00	17	2	0	19	1	7	0	8	11	27	0	38	65	
2023-10-17 14:45:00	29	0	0	29	0	8	0	8	7	18	0	25	62	
2023-10-17 15:00:00	35	0	0	35	2	12	0	14	11	30	0	41	90	
2023-10-17 15:15:00	21	3	0	24	1	17	0	18	9	23	0	32	74	
2023-10-17 15:30:00	16	2	0	18	3	11	0	14	13	19	0	32	64	
2023-10-17 15:45:00	14	1	0	15	1	13	1	15	13	24	0	37	67	
2023-10-17 16:00:00	30	1	0	31	1	16	0	17	5	13	0	18	66	
2023-10-17 16:15:00	23	3	0	26	0	11	0	11	10	19	0	29	66	
2023-10-17 16:30:00	28	1	0	29	0	16	0	16	9	25	0	34	79	
2023-10-17 16:45:00	24	0	0	24	1	10	0	11	3	19	0	22	57	
2023-10-17 17:00:00	20	0	0	20	1	11	0	12	1	14	0	15	47	
2023-10-17 17:15:00	19	0	0	19	2	4	0	6	0	15	0	15	40	
2023-10-17 17:30:00	13	0	0	13	1	10	0	11	1	17	0	18	42	
2023-10-17 17:45:00	17	0	0	17	0	1	0	1	2	11	0	13	31	
2023-10-17 18:00:00	14	0	0	14	0	2	0	2	0	9	0	9	25	
2023-10-17 18:15:00	15	0	0	15	0	1	0	1	1	12	0	13	29	
2023-10-17 18:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
2023-10-19 07:00:00	11	0	0	11	0	1	0	1	3	14	0	17	29	
2023-10-19 07:15:00	14	1	0	15	0	1	0	1	2	13	0	15	31	
2023-10-19 07:30:00	34	1	0	35	0	1	0	1	8	22	0	30	66	
2023-10-19 07:45:00	29	0	0	29	0	3	0	3	11	26	0	37	69	
2023-10-19 08:00:00	19	1	0	20	1	2	0	3	7	20	0	27	50	
2023-10-19 08:15:00	33	4	0	37	0	2	0	2	15	20	0	35	74	
2023-10-19 08:30:00	18	4	0	22	0	2	0	2	6	22	0	28	52	
2023-10-19 08:45:00	7	1	0	8	1	4	0	5	12	35	0	47	60	
2023-10-19 09:00:00	33	3	0	36	0	4	0	4	14	22	0	36	76	
2023-10-19 09:15:00	12	3	0	15	1	9	0	10	11	14	0	25	50	
2023-10-19 09:30:00	35	5	0	40	1	8	0	9	12	26	0	38	87	
2023-10-19 09:45:00	27	0	0	27	3	11	0	14	13	22	0	35	76	
2023-10-19 10:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
2023-10-19 14:30:00	25	2	0	27	2	15	0	17	10	26	0	36	80	
2023-10-19 14:45:00	21	1	0	22	2	7	0	9	10	23	0	33	64	
2023-10-19 15:00:00	32	6	0	38	1	6	0	7	15	27	0	42	87	
2023-10-19 15:15:00	19	2	0	21	3	13	0	16	21	24	0	45	82	
2023-10-19 15:30:00	21	0	0	21	1	18	0	19	15	15	0	30	70	
2023-10-19 15:45:00	46	4	0	50	2	17	0	19	11	7	0	18	87	
2023-10-19 16:00:00	20	2	0	22	1	11	0	12	10	33	0	43	77	
2023-10-19 16:15:00	22	2	0	24	4	16	0	20	10	23	0	33	77	
2023-10-19 16:30:00	28	1	0	29	1	14	0	15	12	26	0	38	82	
2023-10-19 16:45:00	26	1	0	27	0	10	0	10	5	16	0	21	58	
2023-10-19 17:00:00	27	0	0	27	0	11	0	11	2	16	0	18	56	
2023-10-19 17:15:00	21	0	0	21	2	9	0	11	2	20	0	22	54	
2023-10-19 17:30:00	9	1	0	10	3	8	0	11	3	7	0	10	31	
2023-10-19 17:45:00	16	0	0	16	1	3	0	4	1	11	0	12	32	
2023-10-19 18:00:00	9	0	0	9	0	2	0	2	0	9	0	9	20	
2023-10-19 18:15:00	6	2	0	8	0	2	0	2	0	12	0	12	22	
2023-10-19 18:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	1800	152	0	1952	108	892	2	1002	973	1579	1	2553	5507	
% Approach	92.2%	7.8%	0.0%		10.8%	89.0%	0.2%		38.1%	61.8%	0.0%			
% Total	32.7%	2.8%	0.0%	35.4%	2.0%	16.2%	0.0%	18.2%	17.7%	28.7%	0.0%	46.4%		

Total Volume Class Breakdown

Lights	1462	148	0	1610	107	880	2	989	959	1359	1	2319	4918
% Lights	81.2%	97.4%	0.0%	82.5%	99.1%	98.7%	100.0%	98.7%	98.6%	86.1%	100.0%	90.8%	89.3%
Articulated Trucks	235	2	0	237	0	2	0	2	1	170	0	171	410
% Articulated Trucks	13.1%	1.3%	0.0%	12.1%	0.0%	0.2%	0.0%	0.2%	0.1%	10.8%	0.0%	6.7%	7.4%
Buses and Single-Unit Trucks	103	2	0	105	1	10	0	11	13	50	0	63	179
% Buses and Single-Unit Trucks	5.7%	1.3%	0.0%	5.4%	0.9%	1.1%	0.0%	1.1%	1.3%	3.2%	0.0%	2.5%	3.3%

AM Weekend Peak Class Breakdown

Leg	New Queen Road E				Goldtower Street				New Queen Road W				App Total	Int Total
Direction	Westbound				Northbound				Eastbound					
Start Time	Thru	Left	U-Turn	App Total	Right	Left	U-Turn	App Total	Right	Thru	U-Turn	App Total		
2023-10-14 10:00:00	41	6	0	47	2	30	0	32	30	20	0	50	129	
2023-10-14 10:15:00	17	4	0	21	3	22	0	25	28	31	0	59	105	
2023-10-14 10:30:00	30	4	0	34	0	21	0	21	39	18	0	57	112	
2023-10-14 10:45:00	35	4	0	39	5	28	0	33	27	25	0	52	124	
Grand Total	123	18	0	141	10	101	0	111	124	94	0	218	470	
% Approach	87.2%	12.8%	0.0%		9.0%	91.0%	0.0%		56.9%	43.1%	0.0%			
% Total	26.2%	3.8%	0.0%	30.0%	2.1%	21.5%	0.0%	23.6%	26.4%	20.0%	0.0%	46.4%		
PHF (Oct 14 2023 10AM - 11 AM)	0.75	0.75	0	0.75	0.5	0.842	0	0.841	0.795	0.758	0	0.924	0.911	
Lights	112	18	0	130	10	101	0	111	123	88	0	211	452	
% Lights	91.1%	100.0%	0.0%	92.2%	100.0%	100.0%	0.0%	100.0%	99.2%	93.6%	0.0%	96.8%	96.2%	
Articulated Trucks	10	0	0	10	0	0	0	0	0	4	0	4	14	
% Articulated Trucks	8.1%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	4.3%	0.0%	1.8%	3.0%	
Buses and Single-Unit Trucks	1	0	0	1	0	0	0	0	1	2	0	3	4	
% Buses and Single-Unit Trucks	0.8%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.8%	2.1%	0.0%	1.4%	0.9%	

Midday Weekend Peak Class Br...

Leg	New Queen Road E				Goldtower Street				New Queen Road W				
Direction	Westbound				Northbound				Eastbound				
Start Time	Thru	Left	U-Turn	App Total	Right	Left	U-Turn	App Total	Thru	U-Turn	App Total	Int Total	
2023-10-14 11:00:00	24	4	0	28	5	27	0	32	27	21	0	48	108
2023-10-14 11:15:00	24	5	0	29	6	29	0	35	27	12	0	39	103
2023-10-14 11:30:00	18	3	0	21	6	27	0	33	34	14	0	48	102
2023-10-14 11:45:00	31	5	0	36	2	26	0	28	16	13	0	29	93
Grand Total	97	17	0	114	19	109	0	128	104	60	0	164	406
% Approach	85.1%	14.9%	0.0%		14.8%	85.2%	0.0%		63.4%	36.6%	0.0%		
% Total	23.9%	4.2%	0.0%	28.1%	4.7%	26.8%	0.0%	31.5%	25.6%	14.8%	0.0%	40.4%	
PHF (Oct 14 2023 11AM - 12 PM)	0.782	0.85	0	0.792	0.792	0.94	0	0.914	0.765	0.714	0	0.854	0.94
Lights	83	16	0	99	19	109	0	128	104	55	0	159	386
% Lights	85.6%	94.1%	0.0%	86.8%	100.0%	100.0%	0.0%	100.0%	100.0%	91.7%	0.0%	97.0%	95.1%
Articulated Trucks	8	0	0	8	0	0	0	0	0	5	0	5	13
% Articulated Trucks	8.2%	0.0%	0.0%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	3.0%	3.2%
Buses and Single-Unit Trucks	6	1	0	7	0	0	0	0	0	0	0	0	7
% Buses and Single-Unit Trucks	6.2%	5.9%	0.0%	6.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%

PM Weekend Peak Class Breakdown

Leg	New Queen Road E				Goldtower Street				New Queen Road W					
Direction	Westbound				Northbound				Eastbound					
Start Time	Thru	Left	U-Turn	App Total	Right	Left	U-Turn	App Total	Right	Thru	U-Turn	App Total	Int Total	
2023-10-14 13:00:00	20	3	0	23	5	27	0	32	13	24	0	37	92	
2023-10-14 13:15:00	9	1	0	10	0	14	0	14	10	17	0	27	51	
2023-10-14 13:30:00	17	7	0	24	1	17	0	18	5	12	0	17	59	
2023-10-14 13:45:00	6	1	0	7	2	6	0	8	3	12	0	15	30	
Grand Total	52	12	0	64	8	64	0	72	31	65	0	96	232	
% Approach	81.3%	18.8%	0.0%		11.1%	88.9%	0.0%		32.3%	67.7%	0.0%			
% Total	22.4%	5.2%	0.0%	27.6%	3.4%	27.6%	0.0%	31.0%	13.4%	28.0%	0.0%	41.4%		
PHF (Oct 14 2023 1PM - 2 PM)	0.65	0.429	0	0.667	0.4	0.593	0	0.563	0.596	0.677	0	0.649	0.63	
Lights	47	12	0	59	8	64	0	72	30	60	0	90	221	
% Lights	90.4%	100.0%	0.0%	92.2%	100.0%	100.0%	0.0%	100.0%	96.8%	92.3%	0.0%	93.8%	95.3%	
Articulated Trucks	5	0	0	5	0	0	0	0	0	5	0	5	10	
% Articulated Trucks	9.6%	0.0%	0.0%	7.8%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	5.2%	4.3%	
Buses and Single-Unit Trucks	0	0	0	0	0	0	0	0	1	0	0	1	1	
% Buses and Single-Unit Trucks	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.2%	0.0%	0.0%	1.0%	0.4%	

AM Peak Class Breakdown

Leg	New Queen Road E Westbound					Goldtower Street Northbound					New Queen Road W Eastbound						
Direction	Thru	Left	U-Turn	App Total		Right	Left	U-Turn	App Total		Right	Thru	U-Turn	App Total	Int Total		
Start Time																	
2023-10-17 08:30:00	27	4	0	31		0	9	0	9		20	21	0	41		81	
2023-10-17 08:45:00	29	4	0	33		1	7	0	8		17	23	0	40		81	
2023-10-17 09:00:00	13	0	0	13		1	7	0	8		12	25	0	37		58	
2023-10-17 09:15:00	36	2	0	38		0	20	0	20		13	19	0	32		90	
Grand Total	105	10	0	115		2	43	0	45		62	88	0	150		310	
% Approach	91.3%	8.7%	0.0%			4.4%	95.6%	0.0%			41.3%	58.7%	0.0%				
% Total	33.9%	3.2%	0.0%	37.1%		0.6%	13.9%	0.0%	14.5%		20.0%	28.4%	0.0%	48.4%			
PHF (Oct 17 2023 8:30AM - 9:30 AM)	0.729	0.625	0	0.757		0.5	0.538	0	0.563		0.775	0.88	0	0.915		0.861	
Lights	81	10	0	91		2	42	0	44		58	69	0	127		262	
% Lights	77.1%	100.0%	0.0%	79.1%		100.0%	97.7%	0.0%	97.8%		93.5%	78.4%	0.0%	84.7%		84.5%	
Articulated Trucks	13	0	0	13		0	0	0	0		0	15	0	15		28	
% Articulated Trucks	12.4%	0.0%	0.0%	11.3%		0.0%	0.0%	0.0%	0.0%		0.0%	17.0%	0.0%	10.0%		9.0%	
Buses and Single-Unit Trucks	11	0	0	11		0	1	0	1		4	4	0	8		20	
% Buses and Single-Unit Trucks	10.5%	0.0%	0.0%	9.6%		0.0%	2.3%	0.0%	2.2%		6.5%	4.5%	0.0%	5.3%		6.5%	

APPENDICES C

Northern Consulting Engineers – Traffic
Generation Calculations

Traffic Generation Rates

Traffic Generation Rates	Reference Document	Rate (Daily Vehicle Trips = DVT/100m ² GFA)		Rate (Peak hour Vehcile Trips = PVT/100m ² GFA)		Discussion
		Weekday or (not nominated)	Weekend	Thursday PM or (not nominated)	Saturday AM	
Warehouse	RTA - Guide to Traffic Generating Developments - Ver 2.2 Oct 2002	4.0		0.5		
Business Park	RTA - Guide to Traffic Generating Developments - Ver 2.2 Oct 2002	7.8		1.1		
Retail - Shopping Centres	RTA - Guide to Traffic Generating Developments - Ver 2.2 Oct 2002			12.5		
Bulky Goods retail stores	RTA - Guide to Traffic Generating Developments - Ver 2.2 Oct 2002	17.0	19.0	2.7	3.9	NSW Tech Note TDT 2013/04 indicates that the rate for bulky goods retail stores recently surveyed in 2009 has a lower rate for peak movements for the Saturday AM movement. This has been adopted along with the slightly highly rate for the Thursday PM movement.(Old Thurs 2.5, Sat 6.6)
Bunnings Data	Cardno report (TTPA Data)			2.1	4.9	Transport and Traffic Associates assessment (TTPA traffic report) referenced within the Cardno Technical Memorandum surveyed (15 Bunnings Sites) and produced the average traffic generation rates depicted herewith.
Major hardware and building supplies stores	NSW - Technical Direction May 2013 TDT 2013/04	33.0	35.0	4.2	5.6	NSW Tech Note TDT 2013/04 indicates that (9) sites where surveyed in 2009. The rates are additional to categories depicted in the original version and have been conducted at Bunnings and Mitre 10 Stores.
Industrial Estate	QLD Gov - Open Data Portal Veh/GFLA m2	0.043	0.007	0.004	0.001	QLD Government - Open Data Portal https://www.data.qld.gov.au/dataset/traffic-generation-data-2006-2019

Aidan Geaney - Use definitions	QLD Gov - Open Data Portal					
Steak-house/Tavern	RTA - Guide to Traffic Generating Developments - Ver 2.2 Oct 2002	60.0	60.0	5.0	5.0	
Steak-house/Tavern	QLD Gov - Open Data Portal Veh/GFLA m2	0.6	0.6	0.1	0.1	
Grocery Store	QLD Gov - Open Data Portal Veh/GFLA m2	1.17	1.15	0.14	0.15	
Childcare centre	QLD Gov - Open Data Portal Veh / Childcare place	2.98	0.10	0.64	0.12	
Service Station	QLD Gov - Open Data Portal Veh/GFLA m2	5047.40	5303.48	373.35	419.00	
Medical Centre	QLD Gov - Open Data Portal Veh/GFLA m2	0.47	0.20	0.05	0.03	
Multiple Drivethrough Food and drink (KFC/Hungry Jacks/Coffee Shop)	QLD Gov - Open Data Portal Veh/GFLA m2	3.35	3.32	0.33	0.35	
Retail / Professional office uses (Poppet Head Plaza) (Office Park)	QLD Gov - Open Data Portal Veh/GFLA m2	0.08	0.01	0.01	0.00	
Grocery Store	QLD Gov - Open Data Portal Veh/GFLA m2	1.17	1.15	0.14	0.15	
Titley (Tower 8)	QLD Gov - Open Data Portal Veh/GFLA m2			0.03	0.06	
Harvey Norman (Tower 8)	QLD Gov - Open Data Portal Veh/GFLA m2			0.03	0.06	

Traffic Generation Rates

Mitre 10 (Towers 1 and 2) Hardware	QLD Gov - Open Data Portal Veh/GFLA m2	0.22	0.25	0.03	0.04	
Tony Parker - Use Definitions	QLD Gov - Open Data Portal					
Industrial Design & Construction Options	QLD Gov - Open Data Portal					
Mining & Service Industries	QLD Gov - Open Data Portal					
Machinery & Engineering Industries	QLD Gov - Open Data Portal					
Building & Agricultural Industries	QLD Gov - Open Data Portal					
Sales Display Yards and Servicing	QLD Gov - Open Data Portal					

2023 AM Tower8 Survey

		Tower Ref#	Use	Area	Peak hourly rate	Peak traffic	Surveyed 2023 Peak AM (In+Out)	Surveyed 2023 Peak PM (In+Out)	Totals
Ben Lane Access	Existing	Goldtower East (40% of Lots)	Industrial Estate	24144	0.00355	86			
		Tower #1, #2 (Existing Survey)	Hardware	3300	0.02532		44		
		Tower #3, #4, #5 (Existing Survey)	Office Park	1200	0.01250				130
Ben Ln Goldtower er St		Tower #13	Surveyed Rates*	4000	0.00500		86		
		Tower #13a	Surveyed Rates*	70	0.00500		2		
		Tower #13b	Surveyed Rates*	800	0.00500		17		
Goldtower Street	Planning Approved	Tower #6	Fast Food	300	0.33168	100			
		Tower #7	Fast Food	300	0.33168	100			
		Tower #9-#11	Medical	450	0.02606	12			
		Tower #10, #12	Medical	850	0.02606	22			338
	Existing	Tower #8 (Existing Survey)	Retail Bulk Warehouse	4800	0.06413	308	49		
	Existing (2023)	Towers #8 + Part #16 (Existing Survey)	Retail Bulk Warehouse	4800	0.06413	308	117		117
		Tower #14, #15	Fast Food	463	0.33168	154			
		Tower #16 (Adopt New Survey Peaks)	Retail Bulk Warehouse	4200	0.06413		77		
	For Approval	Tower #17 = #25	ChildCare (GFL 661m ² / 90 places)	90	0.63502	57			
		Tower #18 - Associated Tenancies	Associated tenancies	4805	0.04251	204			
		Tower #19	Tavern	2200	0.07294				
		Tower #20 - Coles	Supermarket	3800	0.13571	516			1008
							Goldtower Int	Goldtower Int	1463
							Ben Lane Int	Ben Lane Int	130

2023 survey

Surveyed Rates* = Generation rates extrapolated from tower 8 + 16 generation

Left Turn from Goldtower onto New Queen (Consistent with TMC Survey 14 10 2023) Total

Right Turn from Goldtower onto New Queen (Consistent with TMC Survey 14 10 2023) Total

892 89% 1305
108 11% 158

In/Out Splits

60% 40%

783	522
95	63

2023 PM Tower8 Survey

		Tower Ref#	Use	Area	Peak hourly rate	Peak traffic	Surveyed 2023 Peak AM (In+Out)	Surveyed 2023 Peak PM (In+Out)	Totals	
Ben Lane Access	Existing	Goldtower East (40% of Lots)	Industrial Estate	24144	0.00355	86				
		Tower #1, #2 (Existing Survey)	Hardware	3300	0.02532					
		Tower #3, #4, #5 (Existing Survey)	Office Park	1200	0.01250			54	140	
Ben Ln Goldtower er St		Tower #13	Surveyed Rates*	4000	0.00500			100		
		Tower #13a	Surveyed Rates*	70	0.00500			2		
		Tower #13b	Surveyed Rates*	800	0.00500			20		
Goldtower Street	Planning Approved	Tower #6	Fast Food	300	0.33168	100				
		Tower #7	Fast Food	300	0.33168	100				
		Tower #9-#11	Medical	450	0.02606	12				
		Tower #10, #12	Medical	850	0.02606	22			354	
	Existing	Tower #8 (Existing Survey)	Retail Bulk Warehouse	4800	0.06413	308		67		
	Existing (2023)	Towers #8 + Part #16 (Existing Survey)	Retail Bulk Warehouse	4800	0.06413	308		135	135	
		Tower #14, #15	Fast Food	463	0.33168	154				
		Tower #16 (Adopt New Survey Peaks)	Retail Bulk Warehouse	4200	0.06413			89		
	For Approval	Tower #17 = #25	ChildCare (GFL 661m ² / 90 places)	90	0.63502	57				
		Tower #18 - Associated Tenancies	Associated tenancies	4805	0.04251	204				
		Tower #19	Tavern	2200	0.07294					
		Tower #20 - Coles	Supermarket	3800	0.13571	516			1020	
							Goldtower Int	Goldtower Int	1509	
							Ben Lane Int	Ben Lane Int	140	

2023 survey

Surveyed Rates* = Generation rates extrapolated from tower 8 + 16 generation

Left Turn from Goldtower onto New Queen (Consistent with TMC Survey 14 10 2023) Total
Right Turn from Goldtower onto New Queen (Consistent with TMC Survey 14 10 2023) Total

892 89% 1346
108 11% 163

In/Out Splits	
55%	45%
741	606
90	73

							Surveyed 2023 Peak AM (In+Out)	Totals
		Tower Ref#	Use	Area	Peak hourly rate	Peak traffic		
Goldtower Street	Retail / Commercial Based on Surveyed Rates	Tower #13	Surveyed Rates*	4000	0.02161		86	
		Tower #13a	Surveyed Rates*	70	0.02161		2	
		Tower #13b	Surveyed Rates*	800	0.02161		17	
		Tower #16 (Remaining GLFA)	Surveyed Rates*	3586	0.02161		77	183
	Planning Approved	Tower #6	Fast Food	300	0.33168	100		
		Tower #7	Fast Food	300	0.33168	100		
		Tower #9-#11	Medical	450	0.02606	12		
		Tower #10, #12	Medical	850	0.02606	22		233
	Existing Survey (2023)	Towers #8 + Part #16 (Existing Survey)	Retail Bulk Warehouse	4800	0.02161		117	117
	For Approval	Tower #14, #15	Fast Food	463	0.33168	154		
		Tower #17 = #25	ChildCare (GFL 661m ² / 90 places)	90	0.63502	57		
		Tower #18 - Supermarket Associated Tenancies	Associated tenancies (Shopping Centre)	4805	0.04251	204		
		Tower #19	Tavern	2200	0.07294			
		Tower #20 - Coles	Supermarket	3800	0.13571	516		931
*Surveyed Rates = Generation rates extrapolated from tower 8 + 16 generation for the same use definition							Goldtower Int	1463
							Ben Lane Int	130

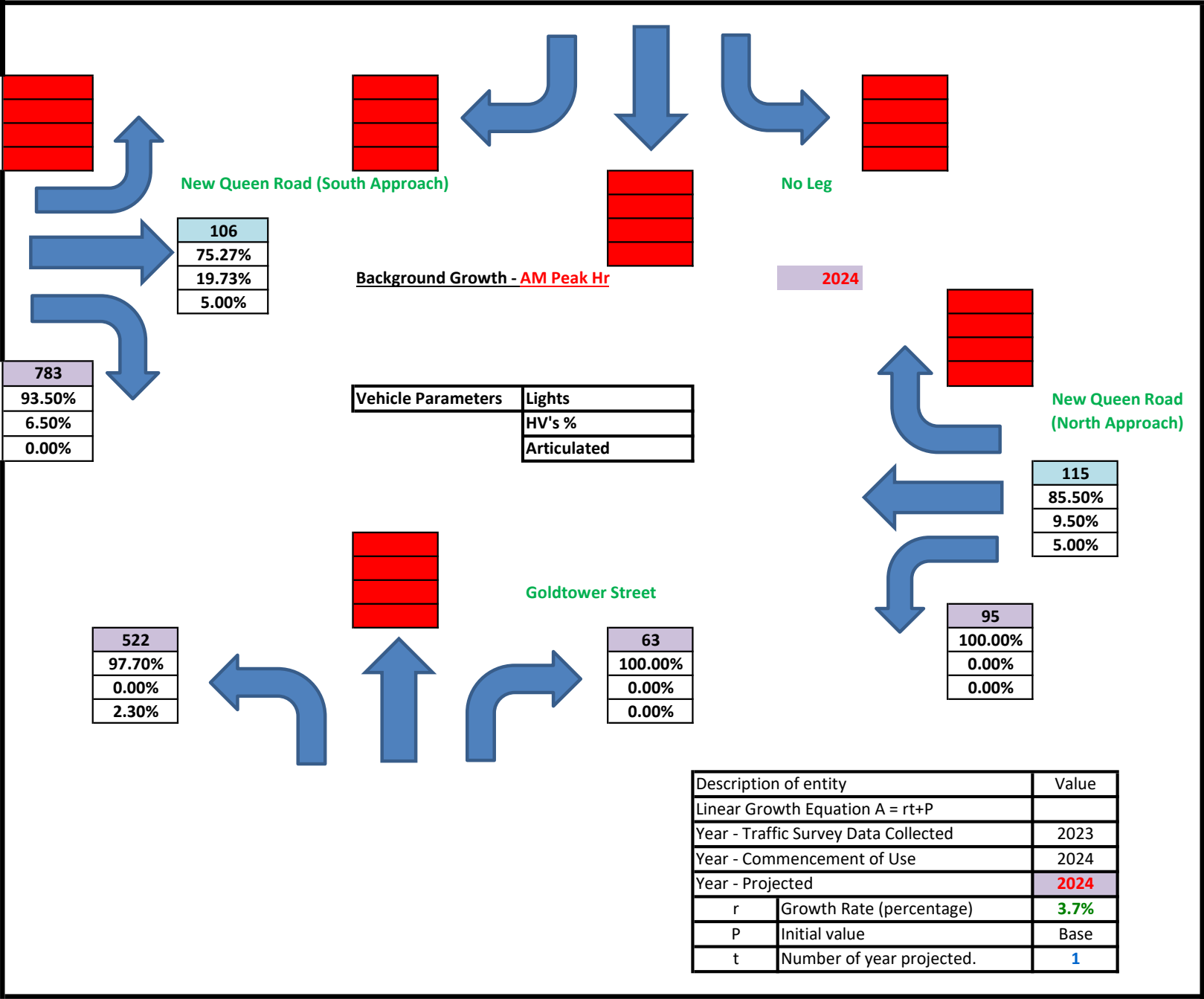
				In/Out Splits	
				60%	40%
Left Turn from Goldtower onto New Queen (Consistent with TMC Survey 14 10 2023) Total	892	89%	1305	783	522
Right Turn from Goldtower onto New Queen (Consistent with TMC Survey 14 10 2023) Total	108	11%	158	95	63

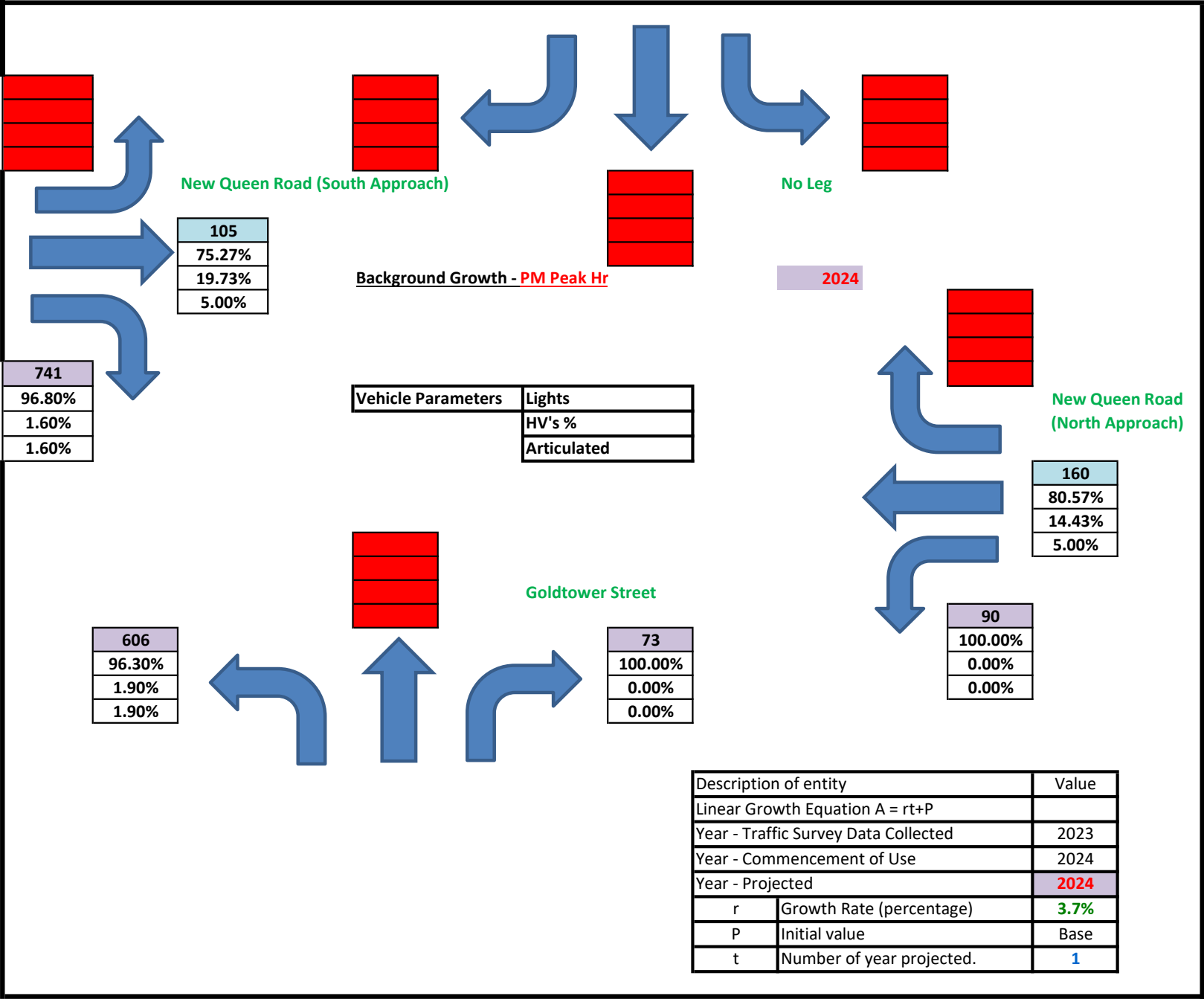
							Surveyed 2023 Peak PM (In+Out)	Totals
		Tower Ref#	Use	Area	Peak hourly rate	Peak traffic		
Goldtower Street	Retail / Commercial Based on Surveyed Rates	Tower #13	Surveyed Rates*	4000	0.02494		100	
		Tower #13a	Surveyed Rates*	70	0.02494		2	
		Tower #13b	Surveyed Rates*	800	0.02494		20	
		Tower #16 (Remaining GLFA)	Surveyed Rates*	3586	0.02494		89	211
	Planning Approved	Tower #6	Fast Food	300	0.33168	100		
		Tower #7	Fast Food	300	0.33168	100		
		Tower #9-#11	Medical	450	0.02606	12		
		Tower #10, #12	Medical	850	0.02606	22		233
	Existing Survey (2023)	Towers #8 + Part #16 (Existing Survey)	Retail Bulk Warehouse	4800	0.02494		135	135
	For Approval	Tower #14, #15	Fast Food	463	0.33168	154		
		Tower #17 = #25	ChildCare (GFL 661m ² / 90 places)	90	0.63502	57		
		Tower #18 - Supermarket Associated Tenancies	Associated tenancies (Shopping Centre)	4805	0.04251	204		
		Tower #19	Tavern	2200	0.07294			
		Tower #20 - Coles	Supermarket	3800	0.13571	516		931
*Surveyed Rates = Generation rates extrapolated from tower 8 + 16 generation for the same use definition							Goldtower Int	1509
							Ben Lane Int	140

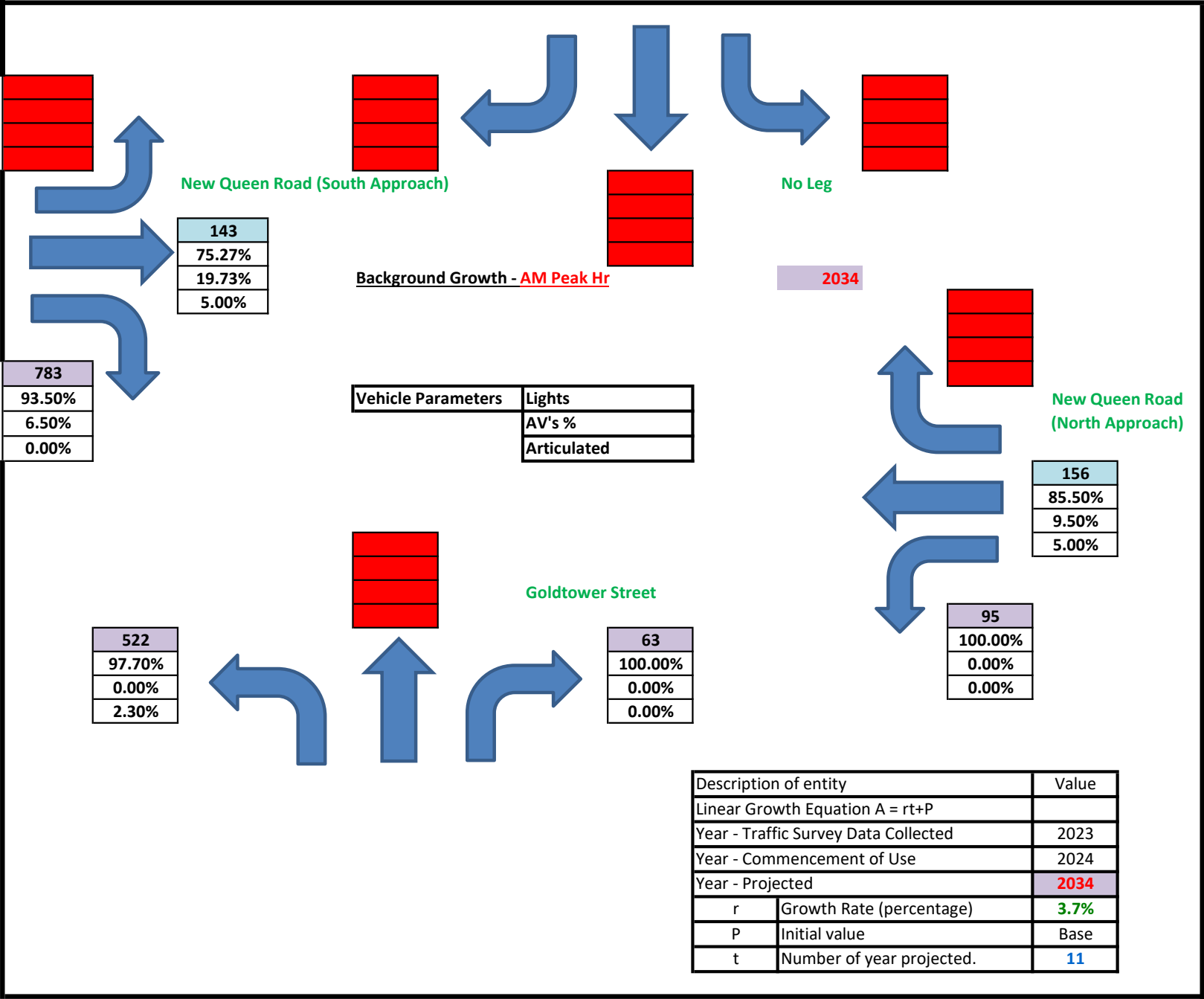
				In/Out Splits	
				55%	45%
Left Turn from Goldtower onto New Queen (Consistent with TMC Survey 14 10 2023) Total	892	89%	1346	741	606
Right Turn from Goldtower onto New Queen (Consistent with TMC Survey 14 10 2023) Total	108	11%	163	90	73

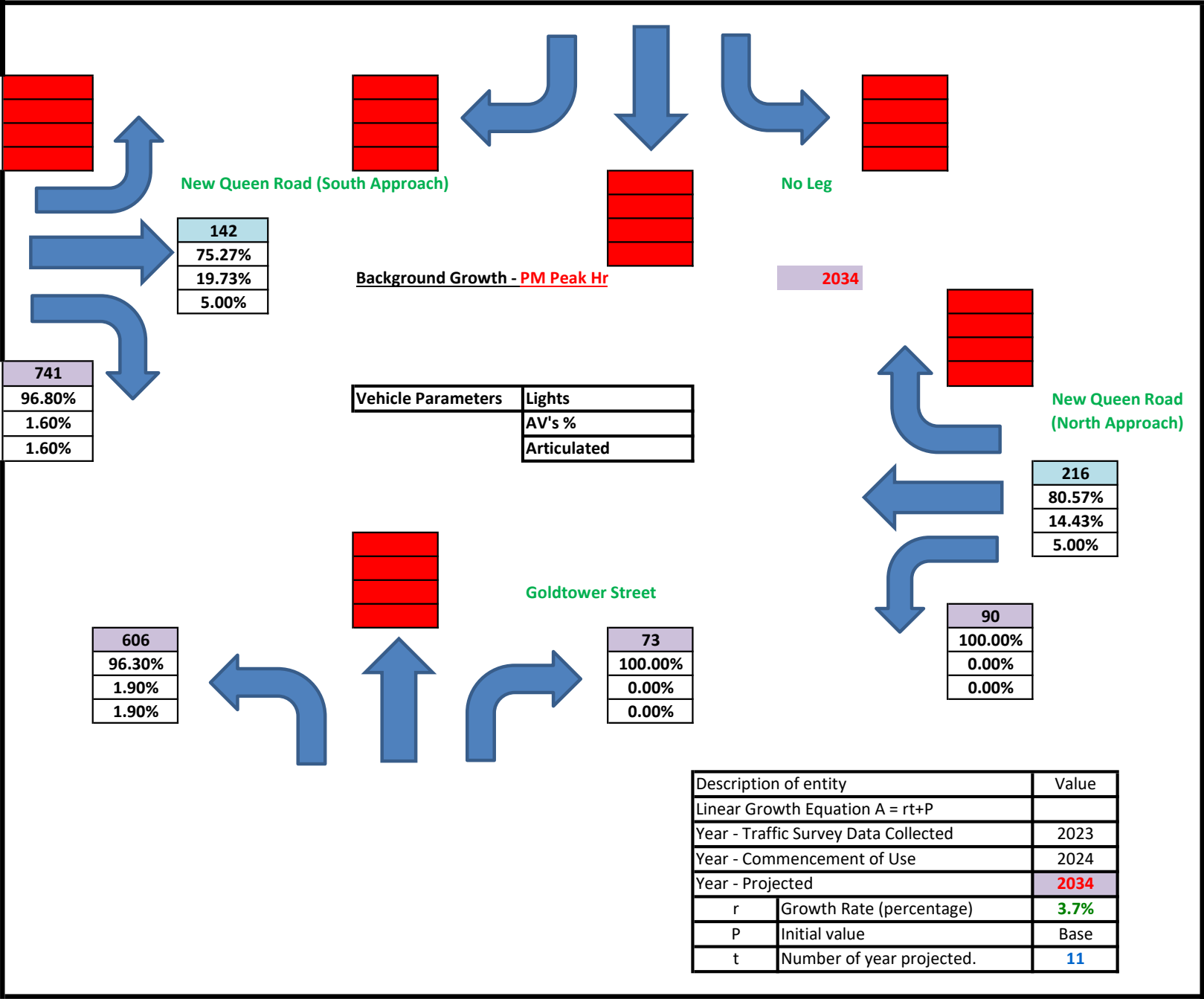
APPENDICES D

Northern Consulting Engineers – Trip Distribution
Spreadsheets









APPENDICES E

Northern Consulting Engineers – SIDRA Analysis
Results Spreadsheet and SIDRA output reports

Critical Movement comparisons						
Time Status	Approach Leg	Movement Ref	Deg. Saturation	LOS	Delay (sec)	Back of Queue Dist (m)
Background 2024 AM	Goldtower St	R2	0.003	A	6.7	0.1
Background 2034 AM	Goldtower St	R2	0.003	A	7.6	0.1
Background 2024 AM	Goldtower St	L2	0.040	A	5.1	1
Background 2034 AM	Goldtower St	L2	0.042	A	5.3	1.1
Background 2024 AM	New Queen Road East	L2	0.006	A	6.4	0
Background 2034 AM	New Queen Road East	L2	0.006	A	6.4	0
Background 2024 AM	New Queen Road West	R2	0.054	A	7	1.6
Background 2034 AM	New Queen Road West	R2	0.057	A	7.2	1.7
Background 2024 PM	Goldtower St	R2	0.011	A	7.3	0.3
Background 2034 PM	Goldtower St	R2	0.013	A	8.5	0.3
Background 2024 PM	Goldtower St	L2	0.054	A	5.4	1.4
Background 2034 PM	Goldtower St	L2	0.058	A	5.8	1.5
Background 2024 PM	New Queen Road East	L2	0.007	A	6.4	0
Background 2034 PM	New Queen Road East	L2	0.007	A	6.4	0
Background 2024 PM	New Queen Road West	R2	0.058	A	7.3	1.7
Background 2034 PM	New Queen Road West	R2	0.063	A	7.6	1.8

Critical Movement comparisons						
Time Status	Approach Leg	Movement Ref	Deg. Saturation	LOS	Delay (sec)	Back of Queue Dist (m)
Background 2024 AM	Goldtower St	R2	0.003	A	6.7	0.1
Background 2034 AM	Goldtower St	R2	0.003	A	7.6	0.1
Operation 2024 AM	Goldtower St	R2	0.426	D	34.9	11.0
Operation 2034 AM	Goldtower St	R2	0.506	E	43.8	13.1
Background 2024 AM	Goldtower St	L2	0.040	A	5.1	1.0
Background 2034 AM	Goldtower St	L2	0.042	A	5.3	1.1
Operation 2024 AM	Goldtower St	L2	0.485	A	5.5	20.2
Operation 2034 AM	Goldtower St	L2	0.509	A	6.3	26.7
Background 2024 AM	New Queen Road East	L2	0.006	A	6.4	0.0
Background 2034 AM	New Queen Road East	L2	0.006	A	6.4	0.0
Operation 2024 AM	New Queen Road East	L2	0.054	A	6.4	0.0
Operation 2034 AM	New Queen Road East	L2	0.054	A	6.4	0.0
Background 2024 AM	New Queen Road West	R2	0.054	A	7.0	1.6
Background 2034 AM	New Queen Road West	R2	0.057	A	7.2	1.7
Operation 2024 AM	New Queen Road West	R2	0.747	B	11.7	90.1
Operation 2034 AM	New Queen Road West	R2	0.788	B	13.3	101.6

Critical Movement comparisons						
Time Status	Approach Leg	Movement Ref	Deg. Saturation	LOS	Delay (sec)	Back of Queue Dist (m)
Background 2024 PM	Goldtower St	R2	0.011	A	7.3	0.3
Background 2034 PM	Goldtower St	R2	0.013	A	8.5	0.3
Operation 2024 PM	Goldtower St	R2	0.485	E	36.4	13.0
Operation 2034 PM	Goldtower St	R2	0.598	E	49.2	16.4
Background 2024 PM	Goldtower St	L2	0.054	A	5.4	1.4
Background 2034 PM	Goldtower St	L2	0.058	A	5.8	1.5
Operation 2024 PM	Goldtower St	L2	0.599	A	7.2	41.9
Operation 2034 PM	Goldtower St	L2	0.644	A	8.5	48.8
Background 2024 PM	New Queen Road East	L2	0.007	A	6.4	0.0
Background 2034 PM	New Queen Road East	L2	0.007	A	6.4	0.0
Operation 2024 PM	New Queen Road East	L2	0.051	A	6.4	0.0
Operation 2034 PM	New Queen Road East	L2	0.051	A	6.4	0.0
Background 2024 PM	New Queen Road West	R2	0.058	A	7.3	1.7
Background 2034 PM	New Queen Road West	R2	0.073	A	7.3	2.2
Operation 2024 PM	New Queen Road West	R2	0.749	B	12.4	84.4
Operation 2034 PM	New Queen Road West	R2	0.809	B	15.0	100.3

APPENDICES F

Certification Statement and Authorisation

Appendix B: Traffic impact assessment certification

Certification of Traffic Impact Assessment Report

Registered Professional Engineer Queensland

for


Project title:	34-58 New Queen Road, Oeenton, Charters Towers. 4820 Lots 1-8 on SP326358, Lot 1 on MPH347 and Lot 138 SP132624. Traffic Impact Assessment (GDTC0020)
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As a professional engineer registered by the Board of Professional Engineers of Queensland pursuant to the *Professional Engineers Act 2002* as competent in my areas of nominated expertise, I understand and recognise:

- the significant role of engineering as a profession, and that
- the community has a legitimate expectation that my certification affixed to this engineering work can be trusted, and that
- I am responsible for ensuring its preparation has satisfied all necessary standards, conduct and contemporary practice.

As the responsible RPEQ, I certify:

- I am satisfied that all submitted components comprising this traffic impact assessment, listed in the following table, have been completed in accordance with the *Guide to Traffic Impact Assessment* published by the Queensland Department of Transport and Main Roads and using sound engineering principles, and
- where specialised areas of work have not been under my direct supervision, I have reviewed the outcomes of the work and consider the work and its outcomes as suitable for the purposes of this traffic impact assessment, and that
- the outcomes of this traffic impact assessment are a true reflection of results of assessment, and that
- I believe the strategies recommended for mitigating impacts by this traffic impact assessment, embrace contemporary practice initiatives and will deliver the desired outcomes.

Name:	Derek Saw	RPEQ No:	7363
RPEQ competencies:	Civil		
Signature:		Date:	1st November 2024
Postal address:	50 Punari Street, Currajong. 4812		
Email:	derek.saw@nceng.com.au		

Traffic impact assessment components to which this certification applies	✓
1. Introduction	
Background	✓
Scope and study area	✓
Pre-lodgement meeting notes	
2. Existing Conditions	
Land use and zoning	✓
Adjacent land uses / approvals	✓
Surrounding road network details	✓
Traffic volumes	✓
Intersection and network performance	✓
Road safety issues	✓
Site access	✓
Public transport (if applicable)	✓
Active transport (if applicable)	✓
Parking (if applicable)	
Pavement (if applicable)	
Transport infrastructure (if applicable)	✓
3. Proposed Development Details	
Development site plan	✓
Operational details (including year of opening of each stage and any relevant catchment / market analysis)	✓
Proposed access and parking	
4. Development Traffic	
Traffic generation (by development stage if relevant and considering light and heavy vehicle trips)	✓
Trip distribution	✓
Development traffic volumes on the network	✓
5. Impact Assessment and Mitigation	
With and without development traffic volumes	✓
Construction traffic impact assessment and mitigation (if applicable)	✓
Road safety impact assessment and mitigation	✓
Access and frontage impact assessment and mitigation	✓
Intersection delay impact assessment and mitigation	✓
Road link capacity assessment and mitigation	✓
Pavement impact assessment and mitigation	
Transport infrastructure impact assessment and mitigation	✓
Other impacts assessment relevant to the specific development type / location (if applicable)	✓

Traffic impact assessment components to which this certification applies	✓
<i>6. Conclusions and Recommendations</i>	
Summary of impacts and mitigation measures proposed	✓
Certification statement and authorisation	✓
<i>[change above and / or insert other component as needed]</i>	



Appendix 6

25 July 2024

Our Ref: 4955480
File Ref: RAL2023/0006.1 &
OPW2023/0001.1
Enquiries: Peter Boyd

Goldtower Properties C/- Northpoint Planning
PO Box 4
TOWNSVILLE QLD 4820

Sent via email: hello@northpointplanning.com.au

Dear Meredith,

Changed Decision Notice
(Given under Section 81A of the *Planning Act 2016*)

The assessment manager wishes to advise that the application was approved under delegated authority on 24 July 2024. The nature of the changes agreed to are detailed below including the conditions of the approval and notice of reasons. This changed decision notice replaces the original decision notice dated 28 July 2023.

Applicant details

Applicant name: Goldtower Properties C/- Northpoint Planning

Location details

Street address: 2 and 4-14 Cavey Court, Queenton QLD 4820
Real property description: Lot 7 and 8 on SP326358
Current lawful use: Vacant

Application details

Application number: RAL2023/0006.1 & OPW2023/0001.1
Approval type: Development Permit
Development type: Reconfiguring a Lot & Operational Works
Category of assessment: Code Assessment
Description of development: Boundary Realignment (Two (2) Lots into Two (2) Lots), Access Easement and Stormwater Infrastructure
Categorising instrument: Charters Towers Regional Town Plan Version 2

1. Nature of the change(s) agreed to

The changes agreed to as part of this changed decision notice are:

- 1) Amend Condition 1.
- 2) Amend Condition 15.



2. Details of the approval

Details of the approval are listed below in accordance with the *Planning Regulation 2017*.

	Planning Regulation 2017 reference	Development Permit	Preliminary Approval
Development assessable under the planning scheme, a temporary local planning instrument, a master plan or a preliminary approval which includes a variation approval		<input checked="" type="checkbox"/>	<input type="checkbox"/>

3. Conditions of approval

Section 1 – Conditions applicable to Reconfiguring a Lot - Subdivision to Create Two (2) New Lots from Two (2) Existing Lots and Access Easement

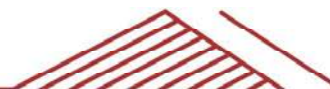
Condition Number	Condition	Timing																																								
Approved Plans/Documents																																										
1.	<div>Development is to be carried out generally in accordance with the submitted application including the following plans and supporting documentation except where amendments are required to satisfy the conditions of this approval:</div> <table><tr><th>Drawing Title:</th><th>Prepared by:</th><th>Date:</th><th>Reference No:</th><th>Revision:</th></tr><tr><td>Proposed Boundary Realignment</td><td>Atkinson & Booy Surveys</td><td>41/4/2023 24/4/2024</td><td>23-092</td><td>-</td></tr><tr><td>Stormwater Layout Plan</td><td>Northern Consulting</td><td>27/10/2022</td><td>GDTC0100/W701</td><td>A</td></tr><tr><td>Stormwater Longitudinal Section – 18% AEP</td><td>Northern Consulting</td><td>27/10/2022</td><td>GDTC0100/W702</td><td>A</td></tr><tr><td>Construction Details</td><td>Northern Consulting</td><td>27/10/2022</td><td>GDTC0100/W703</td><td>A</td></tr><tr><td>Stormwater Catchment Layout Plan – 18% AEP</td><td>Northern Consulting</td><td>27/10/2022</td><td>GDTC0100/W704</td><td>A</td></tr><tr><td>Stormwater Tables</td><td>Northern Consulting</td><td>27/10/2022</td><td>GDTC0100/W705</td><td>A</td></tr><tr><td>Stormwater Design Basis Layout Plan</td><td>Northern Consulting</td><td>27/10/2022</td><td>GDTC0100/W706</td><td>A</td></tr></table>	Drawing Title:	Prepared by:	Date:	Reference No:	Revision:	Proposed Boundary Realignment	Atkinson & Booy Surveys	41/4/2023 24/4/2024	23-092	-	Stormwater Layout Plan	Northern Consulting	27/10/2022	GDTC0100/W701	A	Stormwater Longitudinal Section – 18% AEP	Northern Consulting	27/10/2022	GDTC0100/W702	A	Construction Details	Northern Consulting	27/10/2022	GDTC0100/W703	A	Stormwater Catchment Layout Plan – 18% AEP	Northern Consulting	27/10/2022	GDTC0100/W704	A	Stormwater Tables	Northern Consulting	27/10/2022	GDTC0100/W705	A	Stormwater Design Basis Layout Plan	Northern Consulting	27/10/2022	GDTC0100/W706	A	At all times
Drawing Title:	Prepared by:	Date:	Reference No:	Revision:																																						
Proposed Boundary Realignment	Atkinson & Booy Surveys	41/4/2023 24/4/2024	23-092	-																																						
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Stormwater Tables	Northern Consulting	27/10/2022	GDTC0100/W705	A																																						
Stormwater Design Basis Layout Plan	Northern Consulting	27/10/2022	GDTC0100/W706	A																																						
General																																										
2.	<div>a) Comply with all conditions within this Development Permit with conditions prevailing over the approved plan(s) and document(s) in all instances</div> <div>b) Meet the cost of all works associated with the development including any alterations, relocations or repairs to damaged Council infrastructure, and</div> <div>a) All repairs, alterations and relocations of Council infrastructure are to be in accordance with the relevant Council policy and/or Australian Standard.</div>	At all times																																								



Environmental		
3.	Ensure that erosion and sedimentation control management is undertaken and maintained to prevent soil erosion and sedimentation runoff to watercourses and Council's storm water drainage system. Erosion and sediment control is to be in accordance with <i>International Erosion Control Association – Best Practice Erosion & Sediment Control guidelines</i> and the <i>Queensland Urban Drainage Manual 2017</i> .	At all times
4.	The construction of the development (not operation) must be limited to 0630—1830 Monday to Saturday and not at all on Sunday and public holidays as per Section 440R of the <i>Environmental Protection Act 1994</i> . Noise generated from construction must be within the limits set by the <i>Environmental Protection Act 1994</i> and the <i>Environmental Protection (Noise) Policy 20019</i> .	At all times
5.	Ensure that: a) Works occur so they do not cause unreasonable interference with the amenity of adjoining premises because of noise, air or other chemical pollutants b) The premises including the adjoining Council controlled road reserve are kept in a safe, clean and tidy state, and c) All construction materials are contained wholly within the premises.	As part of construction works
Transport and Access		
6.	Construct three (3) driveway crossovers along Cavey Court in accordance with Council's standard drawing (<i>CTRC-003 Roads commercial driveway slab</i>).	Prior to Council approving the Plan of Subdivision.
7.	Construct one (1) driveway crossover along Goldtower Street along the eastern boundary of proposed Lot 7. The crossover is to be exit and left turn only. Further detailed plans are to be provided to Council for endorsement prior to undertaking Condition 8.	Prior to Council approving the Plan of Subdivision.
8.	Lodge and obtain approval for an application to carry out public access/footpath work as part of works within the Council controlled road reserve.	Prior to works within Council's road reserve.
Water and Sewer		
9.	Lodge and have approved, an application for connection to water supply as part of the development's connection into Council's controlled water service infrastructure.	Prior to works on Council's water infrastructure.
10.	Provide a water service connection from Council's water supply infrastructure to each proposed lot and pay the full cost of a water meter in the form of a bond for each proposed lot.	Prior to Council approving the Plan of Subdivision.
11.	Lodge and have approved an application for sewer main cut-in for connection to sewer supply as part of connection to Council's controlled sewer service infrastructure.	Prior to works on Council's sewer infrastructure.
12.	Provide a sewer service connection from Council's sewer supply infrastructure to each proposed lot with the location and size of the sewer service determined in consultation with Council.	As part of construction.



Electricity and Telecommunication		
13.	Submit to Council a Certificate of Electricity Supply demonstrating that supply is provided and available to each proposed lot, unless otherwise specified by the provider.	Prior to Council approving the Plan of Subdivision.
14.	Submit to Council a Provisioning of Telecommunication Services demonstrating that supply is provided and available to each proposed lot, unless otherwise specified by the provider.	Prior to Council approving the Plan of Subdivision.
Survey Plan Endorsement		
15.	Provide at no cost to Council, one copy of the fully executed easement documentation for the following: a) Access Easement C in favour of Lot 7, through burdening Lot 8; b) Amended Easement B now burdening Lot 8 and 9 for stormwater drainage; and c) Drainage Easements G and H for stormwater purposes burdening Lot 8 and 9 , having a minimum width of 4 m.	Prior to Council approving the Plan of Subdivision.
16.	Lodge to Council, for approval, an application for Survey Plan Endorsement which includes: a) Payment of application fee in accordance with Council's fees and charges at the time of lodgement b) All survey marks in their correct position in accordance with the Survey Plan c) A compliance report demonstrating compliance with all associated Development Permit(s) d) One copy of the survey plan and/or easement documentation each fully executed for the lodgement with the Titles Office e) Payment of any outstanding rates and charges in accordance with Schedule 18, Item 2(1)(c) of the <i>Planning Regulation 2017</i> , and f) Payment of any outstanding Adopted Infrastructure Charges.	Prior to Council approving the Plan of Subdivision.



Section 2 – Conditions applicable to Operational Work – Stormwater Infrastructure

Condition Number	Condition	Timing																																								
Approved Plans/Documents																																										
17.	<div>Development is to be carried out generally in accordance with the submitted application including the following plans and supporting documentation except where amendments are required to satisfy the conditions of this approval:</div> <table><tr><th>Drawing Title:</th><th>Prepared by:</th><th>Date:</th><th>Reference No:</th><th>Revision:</th></tr><tr><td>Proposed Boundary Realignment</td><td>Atkinson & Booy Surveys</td><td>11/4/2023 24/4/2024</td><td>23-092</td><td>-</td></tr><tr><td>Stormwater Layout Plan</td><td>Northern Consulting</td><td>27/10/2022</td><td>GDTC0100/W701</td><td>A</td></tr><tr><td>Stormwater Longitudinal Section – 18% AEP</td><td>Northern Consulting</td><td>27/10/2022</td><td>GDTC0100/W702</td><td>A</td></tr><tr><td>Construction Details</td><td>Northern Consulting</td><td>27/10/2022</td><td>GDTC0100/W703</td><td>A</td></tr><tr><td>Stormwater Catchment Layout Plan – 18% AEP</td><td>Northern Consulting</td><td>27/10/2022</td><td>GDTC0100/W704</td><td>A</td></tr><tr><td>Stormwater Tables</td><td>Northern Consulting</td><td>27/10/2022</td><td>GDTC0100/W705</td><td>A</td></tr><tr><td>Stormwater Design Basis Layout Plan</td><td>Northern Consulting</td><td>27/10/2022</td><td>GDTC0100/W706</td><td>A</td></tr></table>	Drawing Title:	Prepared by:	Date:	Reference No:	Revision:	Proposed Boundary Realignment	Atkinson & Booy Surveys	11/4/2023 24/4/2024	23-092	-	Stormwater Layout Plan	Northern Consulting	27/10/2022	GDTC0100/W701	A	Stormwater Longitudinal Section – 18% AEP	Northern Consulting	27/10/2022	GDTC0100/W702	A	Construction Details	Northern Consulting	27/10/2022	GDTC0100/W703	A	Stormwater Catchment Layout Plan – 18% AEP	Northern Consulting	27/10/2022	GDTC0100/W704	A	Stormwater Tables	Northern Consulting	27/10/2022	GDTC0100/W705	A	Stormwater Design Basis Layout Plan	Northern Consulting	27/10/2022	GDTC0100/W706	A	At all times
Drawing Title:	Prepared by:	Date:	Reference No:	Revision:																																						
Proposed Boundary Realignment	Atkinson & Booy Surveys	11/4/2023 24/4/2024	23-092	-																																						
Stormwater Layout Plan	Northern Consulting	27/10/2022	GDTC0100/W701	A																																						
Stormwater Longitudinal Section – 18% AEP	Northern Consulting	27/10/2022	GDTC0100/W702	A																																						
Construction Details	Northern Consulting	27/10/2022	GDTC0100/W703	A																																						
Stormwater Catchment Layout Plan – 18% AEP	Northern Consulting	27/10/2022	GDTC0100/W704	A																																						
Stormwater Tables	Northern Consulting	27/10/2022	GDTC0100/W705	A																																						
Stormwater Design Basis Layout Plan	Northern Consulting	27/10/2022	GDTC0100/W706	A																																						
18.	Copies of the full set of plans for the proposed works (one x A3 drawings and a digital copy in PDF format correctly scaled), must be re-submitted and accepted by Council. All drawings are to be certified by a Registered Professional Engineer Queensland (RPEQ) and to be accompanied by a design certificate report.	Prior to commencement of construction.																																								
19.	As constructed information must be submitted to Council for review and acceptance prior to inspections or placing the construction ‘on maintenance’. The data is to be submitted with a cover note detailing the development application reference, legal description of the land, address and consultant’s name and contact details.	Prior to commencement of construction.																																								
General																																										
20.	<div>a) Comply with all conditions within this Development Permit with conditions prevailing over the approved plan(s) and document(s) in all instances</div> <div>b) Meet the cost of all works associated with the development including any alterations, relocations or repairs to damaged Council infrastructure, and</div> <div>a) All repairs, alterations and relocations of Council infrastructure are to be in accordance with the relevant Council policy and/or Australian Standard.</div>	At all times.																																								



Environmental		
21.	Ensure that erosion and sedimentation control management is undertaken and maintained to prevent soil erosion and sedimentation runoff to watercourses and Council's storm water drainage system. Erosion and sediment control is to be in accordance with <i>International Erosion Control Association – Best Practice Erosion & Sediment Control guidelines</i> and the <i>Queensland Urban Drainage Manual 2017</i> .	As part of construction and maintained at all times thereafter.
22.	The construction of the development (not operation) must be limited to 0630—1830 Monday to Saturday and not at all on Sunday and public holidays as per Section 440R of the <i>Environmental Protection Act 1994</i> . Noise generated from construction must be within the limits set by the <i>Environmental Protection Act 1994</i> and the <i>Environmental Protection (Noise) Policy 20019</i> .	At all times.
23.	Ensure that: a) Works occur so they do not cause unreasonable interference with the amenity of adjoining premises because of noise, air or other chemical pollutants b) The premises including the adjoining Council controlled road reserve are kept in a safe, clean and tidy state, and c) All construction materials are contained wholly within the premises.	As part of construction.
24.	Do not place earth fill adjacent or in proximity to any site boundary unless: a) The fill is retained on the boundary with approval from Council, and b) Adjoining properties are not adversely affected with respect to a loss of privacy and safety (caused by the ability for example to look over boundary fences) and changes in the natural drainage pattern because of the works.	As part of construction.
Pre-construction		
25.	Contact Council to arrange a pre-start meeting. The pre-start meeting must include the following: a) Notification of the principal contractor for the works b) A copy of the contractor's public liability insurance policy for a minimum of twenty million dollars indemnifying Council against all claims resulting from the construction works of this development c) A programme of works, demonstrating all major activities and milestones, and d) A Traffic Management Plan addressing the following: i) safe and accessible pedestrian movement in and around the site over the life of the project: ii) access and egress for the site over the life of the project iii) haul routes for earthworks and other construction activities over the life of the project iv) general traffic guidance around the site over the life of the project, and v) proposed parking areas for construction vehicles, staff working on-site and visitors.	Prior to commencement of construction.



Maintenance Periods		
26.	A maintenance and defects bond calculated at 5% of the total cost of construction for all works which are to be transferred to Council upon the completion of the development is to be paid. The costs of the construction are to be demonstrated by an itemised bill of quantities provided by a RPEQ. The bond is to be held by Council in trust until the works are considered 'off maintenance'.	Prior to works being requested to be 'on maintenance'
27.	An 'on maintenance' inspection is required to be undertaken and the works which are to be transferred to Council must be placed 'on maintenance' for a minimum period of twelve months (maintenance period) following the satisfactory demonstration and inspection of the final works.	After completion of construction
28.	Upon the completion of the 'maintenance period', rectification of all defects identified by Council are to be completed to the satisfaction of Council. Upon Council being satisfied with the results of an 'off maintenance' inspection and compliance against development approvals conducted by council Officers following the end of the maintenance period.	After completion of maintenance period
Earthworks		
29.	<p>All site and earthworks must:</p> <ul style="list-style-type: none"> a) Be undertaken in accordance with <i>AS/NZ 3798 Guidelines on Earthworks for Commercial and Residential Developments</i> b) Be in accordance with <i>Australian Standard 1289 Methods of Testing Soils for Engineering Purposes</i>, c) Comprise of clean fill and be compacted to building pad standard. A Supervision certificate by a <i>Registered Professional Engineer of Queensland</i> must be submitted to Council upon completion of works, and d) Ensure compliance with Part 3B of the <i>Environmental Protection Act 1994</i>, which prohibits unlawful environmental nuisance caused by dust, beyond the boundaries of the property. 	As part of construction

Advisory Notes

Local and State Heritage

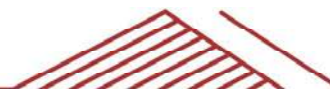
- A. The Charters Towers Regional Council local government area contains significant Local and State heritage features including stone pitch kerbing and channels and footbridges. Persons damaging or removing Local or State heritage features may be prosecuted and fined with the maximum penalty under the *Planning Act 2016*. Please contact Council prior to commencing any works, to determine if there are any Local or State heritage features within or adjacent to the premises.

Aboriginal and Cultural Heritage

- B. The *Aboriginal Cultural Heritage Act 2003* and *Torres Strait Islander Cultural Heritage Act 2003* requires anyone who carries out a land-use activity to exercise a duty of care. Land users must take all reasonable and practicable measures to ensure their activity does not harm Aboriginal or Torres Strait Islander cultural heritage. Prior to carrying out works, it is advised that you contact the Department of Aboriginal and Torres Strait Islander Partnerships on (07) 4799 7470 or by post at PO Box 5620 TOWNSVILLE QLD 4810. For further information on cultural heritage duty of care please visit:
<https://www.datsip.qld.gov.au/people-communities/aboriginal-torres-strait-islander-cultural-heritage/cultural-heritage-duty-care>



Abandoned Mine Shafts	
C.	The city of Charters Towers is subject to a significant number of abandoned mine shafts due to the former gold rush era. It is recommended that all searches be undertaken through the Queensland State Government's Department of Natural Resources Mines and Energy (DNRME) to ensure that the development is not unduly impacted upon by these shafts. The DNRME can be contacted on 13 74 68.
Wet Tropics World Heritage Area	
D.	Land within the Charters Towers Regional Council local government area falls within the Wet Tropics World Heritage Area and is governed by the <i>Wet Tropics World Heritage Protection and Management Act 1993</i> and the <i>Wet Tropics Management Plan 1998</i> . Prior to carrying out works, it is advised that you contact the Wet Tropics Management Authority on (07) 4241 0500 or by post at PO Box 2050 CARINS QLD 4870. For further information including viewing the Act, Management Plan and Interactive Mapping, please visit: http://www.wettropics.gov.au/
Workplace Health and Safety	
E.	Ensure compliance with the <i>Work Health and Safety Act 2011</i> . It states that the project manager is obliged to ensure construction work is planned and managed in a way that prevents or minimises risks to the health and safety of members of the public at or near the workplace during construction work. It is the principal contractor's responsibility to ensure compliance with the <i>Work Health and Safety Act 2011</i> . It states that the principal contractor is obliged on a construction workplace to ensure that work activities at the workplace prevent or minimise risks to the health and safety of the public at or near the workplace during the work. It is the responsibility of the person in control of the workplace to ensure compliance with the <i>Work Health and Safety Act 2011</i> . It states that the person in control of the workplace is obliged to ensure there is appropriate, safe access to and from the workplace for persons other than the person's workers.
Environmental nuisance	
F.	<p>Ensure compliance with the <i>Environmental Protection Act 1994</i>. It states that a person must not carry out any activity that causes, or is likely to cause, environmental harm unless the person takes all reasonable and practicable measures to prevent or minimise the harm. Environmental harm includes environmental nuisance. In this regard persons and entities, involved in the civil, earthworks and construction phases of this development, are to adhere to their "general environmental duty" to minimise the risk of causing environmental harm.</p> <p>Environmental harm is defined by the Act as any adverse effect, or potential adverse effect whether temporary or permanent and of whatever magnitude, duration or frequency on an environmental value and includes environmental nuisance. Therefore, no person should cause any interference with the environment or amenity of the area because of the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, sediment, oil or otherwise, or cause hazards likely in the opinion of the Council to cause undue disturbance or annoyance to persons or affect property not connected with the use.</p>
Airport Operations	
G.	Where works may impact on the safety operation of the Charters Towers Airport such as the use of cranes, industrial lighting or involve impacts such as gaseous plumes, it is advised that you contact one of Council's Airport Reporting Officer(s) on (07) 4761 5300 prior to works commencing.
Ergon Energy and Telstra Corporation Contact Details	
H.	<p>Where a condition requires connections to reticulated electricity and/or telecommunications or a certificate of supply, please contact the below:</p> <ul style="list-style-type: none"> a) Ergon Energy Connection Solution's Team – (07) 4931 1012, and/or b) NBN Co – 1800 687 626.



Council Forms, Policies and Drawings

- I. In achieving compliance with conditions, the below Council forms will need to be completed for this development:
- a) [F0227 - Application to carry out works on a Council road \(including pathways\)](#)
 - b) [Standard drawings and specifications for driveways and roads](#)
 - c) [SRAT0028 – Road risk management](#)
 - d) [F0313 – Request for water supply connection or disconnection](#)
 - e) [F0347 – Application for sewer main cut-in](#)

4. Currency period for the development application approval

Reconfiguring a lot

In accordance with section 85 of the *Planning Act 2016*, the Reconfiguring a Lot component of the approval has a currency period of four (4) years.

Operational Work

In accordance with section 85 of the *Planning Act 2016*, the Operational Works component of the approval has a currency period of two (2) years.

5. Further development permits

Not Applicable.

6. Referral agencies

Agency:	Trigger:	Address:	Date and Ref:
Concurrence	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 – Development stated in schedule 20 that meets or exceeds the threshold (42 – Industry activity).	DSDMIP SARA North and Central West Office PO Box 5666 TOWNSVILLE QLD 4810	The Referral Agency Response was received on 2 July 2024
Department State Development, Manufacturing, Infrastructure and Planning (DSDMIP)	Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 – Reconfiguring a lot where part of the premises is within 25m of a Railway corridor.		SARA reference: 2405-40618 SRA
State Assessment and Referral Agency (SARA) North Queensland	Schedule 10, Part 9, Division 4, Subdivision 2, Table 3, Item 1 – Reconfiguring a lot where part of the premises are adjacent to a road that intersects with a State-controlled road and within 100m of the intersection.		



7. Submission(s)

Not applicable.

8. Notice of reasons

This notice is prepared in accordance with Section 83(9) of the *Planning Act 2016* to inform the public about a decision that has been made in relation to a development application.

Description of the development:	The proposed development is for Reconfiguring a Lot for Boundary Realignment (Two (2) Lots into Two (2) Lots), Access Easement and Operational Works for Stormwater Infrastructure.	
Reasons for the decision:	The proposed development is supported as it seeks to create a lot configuration that is consistent with the scale and configuration of the surrounding development. In terms of the stormwater component, the proposal generally complies with Council's infrastructure design requirements.	
Assessment benchmarks:	The proposed development was assessed against the relevant assessment benchmarks of the Goldtower Development Plan and the Charters Towers Regional Town Plan including the: 1) Goldtower Development Code (Goldtower Development Plan); 2) Reconfiguring a Lot Code (Planning Scheme) 3) Flood Hazard Overlay Code (Planning Scheme) 4) Regional Infrastructure Overlay Code (Planning Scheme)	
	The proposed development was assessed against all the assessment benchmarks listed about and complies with all with the exceptions listed and responded to below.	
	Assessment benchmark:	Reasons for the approval despite non-compliance with benchmark:
	N/a	N/a
Matters raised in submissions:	Submission Point:	Council Response:
	N/a	N/a

9. Other requirements under section 43 of the *Planning Regulation 2017*

There are no other requirements.

10. Appeal rights

The rights of an applicant to appeal to a tribunal or the Planning and Environment Court against a decision are set out in Chapter 6, Part 1 of the *Planning Act 2016*. For particular applications, there may also be a right to make an application for a declaration by a tribunal (see Chapter 6, Part 2 of the *Planning Act 2016*). Information about how to proceed with an appeal to the Planning and Environment Court may be found on the Court's website: <http://www.courts.qld.gov.au/courts/planning-and-environment-court>.

An applicant may also have a right to appeal to the Development tribunal. For more information, see schedule 1 of the *Planning Act 2016*. The timeframes for starting an appeal in the Planning and Environment Court are set out in Section 229 and Schedule 1 of the *Planning Act 2016*.



Date: 25 July 2024

Ref No: 4955480

Should you wish to discuss this matter, please contact Peter Boyd, Planner on (07) 4761 5300 or email development@chartersowers.qld.gov.au.

Yours faithfully



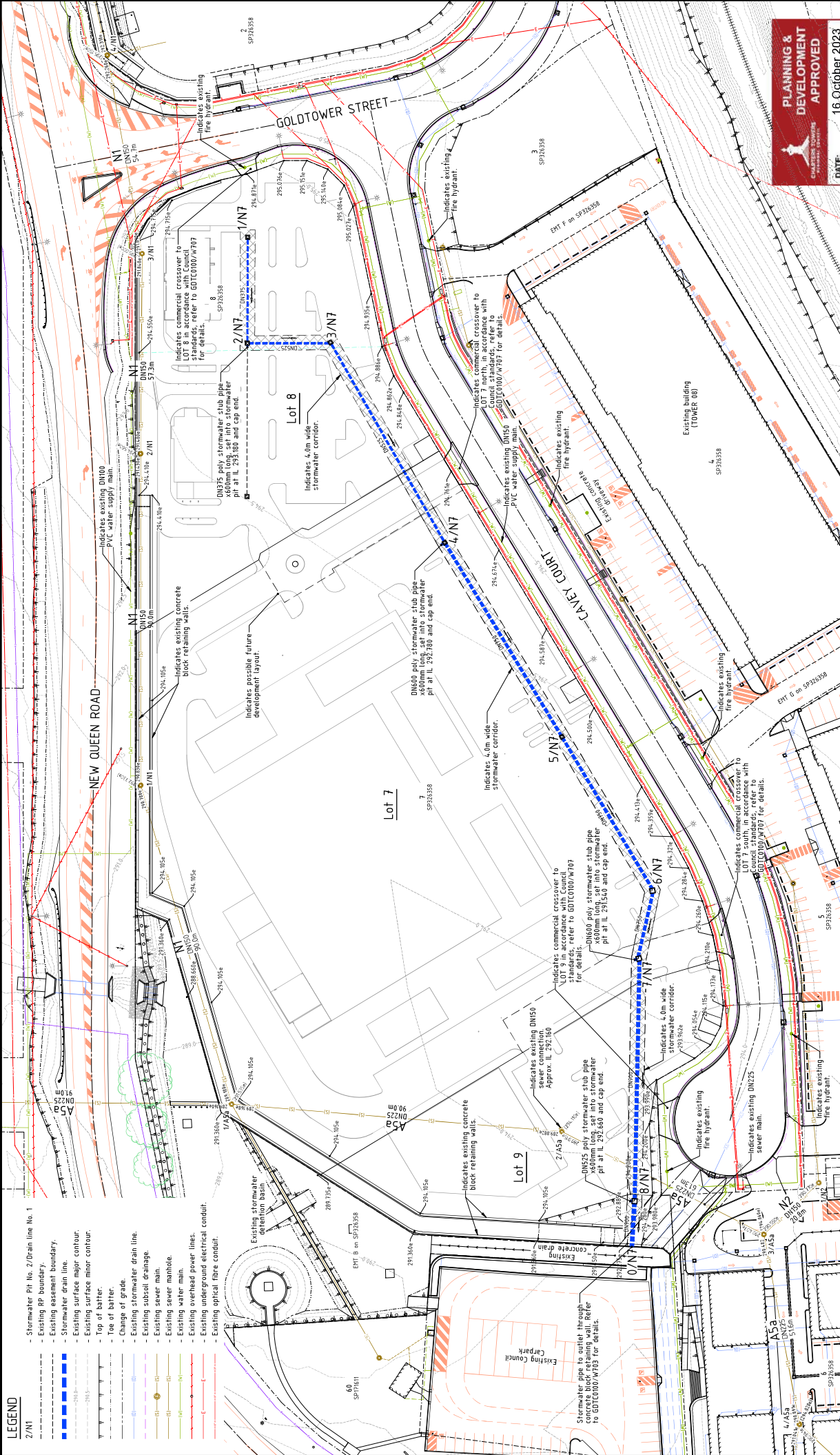
Hayley Thompson
Executive Manager Community Building

Enc. Approved Plans
Referral Agency Response
Appeal Rights



LEGEND

- Stormwater Pit No. 2/Drain line No. 1
- Existing GP boundary
- Existing easement boundary
- Stormwater drain line
- Existing surface major contour
- Existing surface minor contour
- Top of batter
- Change of grade
- Existing stormwater drain line
- Existing subsoil drainage
- Existing sewer main
- Existing sewer manhole
- Existing water main
- Existing overhead power lines
- Existing underground electrical conduit
- Existing optical fibre conduit



Confirm size, location & elevation of all existing services on site before construction commences. Advise Northern Consulting Engineers of any discrepancies between drawings & site.

LAYOUT PLAN

All work is to be carried out in accordance with LOCAL AUTHORITY'S standard details.

Scale 1:500 @ A1

ENGINEERING CERTIFICATION

Signed
DEREK ROBERT CONLEY SAW - REG. NO. 7363
THE ORIGINAL OF THIS DOCUMENT IS COMPLIED TO THE SCALE NOTED
PROVIDED IN ARCHITECTURAL LAYOUT ENGINEERING DRAWINGS
PRESERVE IN SITE BEFORE CONSTRUCTION

REFERENCED STANDARD DRAWINGS	
DRAWING NO.	NAME
SD-1559	INSTALLATION, BEDDING AND FILLING / BACKFILLING AGAINST OVER CULVERTS

CAUTION
OPTIC FIBRE with 400mm road reserves
Location & depth of NBN services & optic fibre
cables must be confirmed on site before
construction commences.

PLANNING & DEVELOPMENT APPROVED
CHARTERS TOWNSHIP
PROPOSED DEVELOPMENT
DATE: 16 October 2023
APPLICATION: OPV2023/0001

Issue		Description
A	FOR CONSTRUCTION - JTC	
P1	PRELIMINARY - NOT FOR CONSTRUCTION - STORMWATER DETAILS AND PROPOSED BOUNDARIES AMENDED	
P2	PRELIMINARY - NOT FOR CONSTRUCTION - STORMWATER CORRIDOR ADDED, APPROVAL	
P3	PRELIMINARY - NOT FOR CONSTRUCTION - ISSUED FOR CLIENT REVIEW AND APPROVAL	

Drawn		In Association With	
DC	27/10/2022	GOLDTOWER Pty Ltd	
Checked	27/10/2022	INDUSTRIAL DEVELOPMENT	
Reviewed		2-14 CAVEY COURT,	
DS		CHARTERS TOWNS,	
COPYRIGHT © 7 & 8 on SP326358		Drawing Number	
		GDT0100/W701	
		Date	
		16 October 2023	

NORTHERN CONSULTING engineers

Civil | Structural | Forensic
Traffic | Flood Modelling

TOWNVILLE | SUNSHINE COAST | IRRESHAPE
GLADSTONE | NEW ZEALAND
T: +61 7 4726 5550 E: mail@neng.com.au
W: www.neng.com.au

Scale 1:500 @ A1
Refer to P1004 A100
Newcastle Urban Growth Zone 55
Refer to P1004 A100
Refer to P1004 A100

[illegible]

1% AEP STORMWATER DESIGN

[illegible]

18% AEP STORMWATER DESIGN

**PLANNING &
DEVELOPMENT
APPROVED**

 **CHARTER TOWERS
REGIONAL COUNCIL**

DATE: 16 October 2023
APPLICATION: RAL2023/0006 &
OPW2023/0001

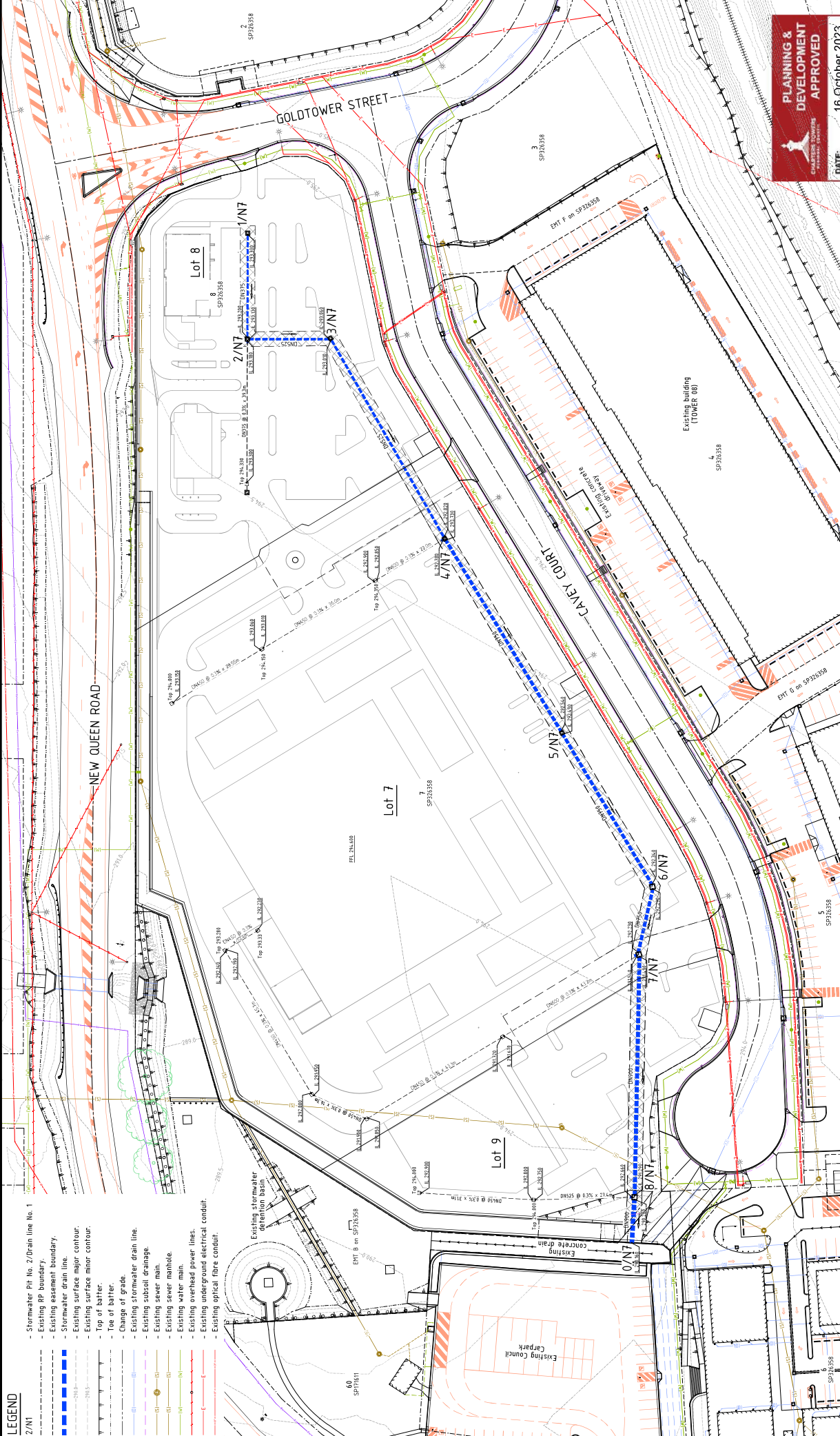
A	ISSUED FOR CONSTRUCTION - "IFC"	28/08/2023
P1	PRELIMINARY - NOT FOR CONSTRUCTION	16/11/2022
P2	PRELIMINARY - NOT FOR CONSTRUCTION - ISSUED FOR OPERATIONAL WORKS APPROVAL	21/10/2022
1	PRELIMINARY - NOT FOR CONSTRUCTION - ISSUED FOR CLIENT REVIEW AND APPROVAL	

[illegible]

LEVEL DATUM A.H.D.
Horizontal Datum GDA' 94 Zone 55
Refer PM 56726 RL 293.685
DEVERUX STREET

LEGEND

- 2/N1 Stormwater Pit No. 2/Drain line No. 1
- Existing GP boundary
- Existing easement boundary
- Stormwater drain line
- Existing surface major contour
- Existing surface minor contour
- Top of batter
- Change of grade
- Existing stormwater drain line
- Existing subsoil drainage
- Existing sewer main
- Existing sewer manhole
- Existing water main
- Existing overhead power lines
- Existing underground electrical conduit
- Existing optical fibre conduit



LAYOUT PLAN

Scale 1:500 @ A1

All work is to be carried out in accordance with LOCAL AUTHORITY'S standard details.

REFER TO DRAWING GDT0100/W706 FOR STORMWATER LAYOUT LEVELS AND DETAILS

Issue

In Association With

Description

Date

ENGINEERING CERTIFICATION

Signed
DEREK ROBERT CONLEY SAW - REGD No. 7363
THE SIGNATURE OF THIS ENGINEER IS A CONDITION OF THE VALIDITY OF THIS DRAWING PROVIDED IN ACCORDANCE WITH THE ENGINEERING ACT 2013 AND THE ENGINEERING COUNCIL OF NEW ZEALAND (ECNZ) REGULATIONS 2013.

NORTHERN CONSULTING

Civil | Structural | Forensic
Traffic | Flood Modelling
TOWNESVILLE | SUNSHINE COAST | HURTSVILLE
GLADSTONE | NEW ZEALAND
T: +61 7 4725 5550 E: mail@neng.com.au
W: www.neng.com.au

GOLDTOWER Pty Ltd

INDUSTRIAL DEVELOPMENT
2-14 CAVEY COURT,
CHARTERS TOWERS,
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STORMWATER DEIGN BASIS LAYOUT PLAN

Drawing Number
GDT0100/W706

Issue
A

PLANNING & DEVELOPMENT APPROVED
CHARTERS TOWERS
DATE: 16 October 2023
APPLICATION: OPW2023/0001

A. DESIGN FOR CONSTRUCTION - "AS-BUILT"
P1. PRELIMINARY - NOT FOR CONSTRUCTION - STORMWATER DETAILS AND PROPOSED BOUNDARIES AMENDED
P2. PRELIMINARY - NOT FOR CONSTRUCTION - STORMWATER CORRIDOR ADDED
P3. PRELIMINARY - NOT FOR CONSTRUCTION - STORMWATER CORRIDOR ADDED
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P97. PRELIMINARY - NOT FOR CONSTRUCTION - STORMWATER CORRIDOR ADDED
P98. PRELIMINARY - NOT FOR CONSTRUCTION - STORMWATER CORRIDOR ADDED
P99. PRELIMINARY - NOT FOR CONSTRUCTION - STORMWATER CORRIDOR ADDED
P100. PRELIMINARY - NOT FOR CONSTRUCTION - STORMWATER CORRIDOR ADDED



SARA reference: 2405-40618 SRA
Council reference: RAL2023/0006.01
Applicant reference: NP22.100.1

2 July 2024

Chief Executive Officer
Charters Towers Regional Council
PO Box 189
Charters Towers QLD 4820
mail@charterstowers.qld.gov.au

Attention: Planning and assessment team

Dear Sir/Madam

SARA referral agency response—2, 4-14 Cavey Court, Queenton

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

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 30 May 2024.

Response

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

Development details

Description:	Development permit	Reconfiguring a lot for Change application (Other Change) to RAL2023/0006 (SARA reference 2305-34494 SRA)
SARA role:	Referral agency	
SARA trigger:	Schedule 10 Part 9 Division 4 Subdivision 1 Table 1 Item 1—	

Development impacting on state transport infrastructure
 Schedule 10 Part 9 Division 4 Subdivision 2 Table 1 Item 1—
 Reconfiguring a lot near a state-controlled road
 Schedule 10 Part 9 Division 4 Subdivision 2 Table 3 Item 1 -
 Reconfiguring a lot within 100m of a state-controlled road intersection

SARA reference: 2405-40618 SRA

Assessment manager: Charters Towers Regional Council

Street address: 2, 4-14 Cavey Court, Queenton

Real property description: Lots 7 & 8 on SP326358

Applicant name: Goldtower Properties C/- Northpoint Planning

Applicant contact details: PO Box 4
 TOWNSVILLE CITY QLD 4810
 hello@northpointplanning.com.au

Human Rights Act 2019 considerations: A consideration of the 23 fundamental human rights protected under the *Human Rights Act 2019* has been undertaken as part of this decision. It has been determined that this decision does not limit human rights.

Representations

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

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

For further information please contact Helena Xu, Senior Planning Officer, on (07) 3452 6724 or via email NQSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Graeme Kenna
 Manager (Planning)

cc Goldtower Properties C/- Northpoint Planning, hello@northpointplanning.com.au

enc Attachment 1 - Referral agency conditions
 Attachment 2 - Advice to the applicant
 Attachment 3 - Reasons for referral agency response
 Attachment 4 - Representations about a referral agency response provisions
 Attachment 5 - Documents referenced in conditions

Attachment 1—Referral agency conditions

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

No.	Conditions	Condition timing
Boundary Realignment (2 into 2)		
10.9.4.1.1.1 – Development impacting on state transport infrastructure & 10.9.4.2.1.1 – Reconfiguring a lot near a state transport corridor & 10.9.4.2.3.1 – Reconfiguring a lot within 100m of a state-controlled road intersection—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following conditions:		
1.	The vehicle access via Goldtower Street to is to permit egress movements only, generally in accordance with Proposed Boundary Realignment, prepared by Atkinson & Booy Surveys, dated 24/4/2024, reference P23-092d.dwg, as amended in red by SARA.	Prior to submitting the Plan of Survey to the local government for approval
2.	a) Road works comprising a double barrier centre line linemarking must be provided along the subject site's frontage to Goldtower Street and must extend beyond the proposed access location terminating before the intersection with Cavey Court. b) The road works must be designed and constructed in accordance with the following: <ul style="list-style-type: none"> i. Department of Transport and Main Roads' Road Planning and Design Manual, Second Edition; ii. Manual of Uniform Traffic Control Devices (MUTCD); iii. Relevant Traffic and Road Use Manuals. 	Prior to submitting the Plan of Survey to the local government for approval
3.	Stormwater management of the development must not cause worsening to the operating performance of the State-controlled Road, such that any works on the land must not: <ul style="list-style-type: none"> (a) create any new discharge points for stormwater runoff onto the State-controlled road; (b) concentrate or increase the velocity of flows to State-controlled road; (c) interfere with and/or cause damage to the existing stormwater drainage on the State-controlled road. 	At all times

Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> , its regulation or the State Development Assessment Provisions (SDAP) (version 3.0). If a word remains undefined it has its ordinary meaning.

Attachment 3—Reasons for referral agency response

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

The reasons for the SARA's decision are:

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

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

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

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

Material used in the assessment of the application:

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

Attachment 4—Representations about a referral agency response provisions

(page left intentionally blank)

Attachment 5—Documents referenced in conditions

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Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules¹ regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

- 28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.
- 28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—
- (a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or
 - (b) the Minister has given the concurrence agency a direction under section 99 of the Act; or
 - (c) the applicant has given written agreement to the change to the referral agency response.²
- 28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.
- 28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—
- (a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and
 - (b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

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

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

Part 7: Miscellaneous

30 Representations about a referral agency response

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

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

Chapter 6 Dispute resolution

Part 1 Appeal rights

229 Appeals to tribunal or P&E Court

- (1) Schedule 1 of the *Planning Act 2016* states –
 - (a) Matters that may be appealed to –
 - (i) either a tribunal or the P&E Court; or
 - (ii) only a tribunal; or
 - (iii) only the P&E Court; and
 - (b) The person-
 - (c)
 - (i) who may appeal a matter (**the appellant**); and
 - (ii) who is a respondent in an appeal of the matter; and
 - (iii) who is a co-respondent in an appeal of the matter; and
 - (iv) who may elect to be a co-respondent in an appeal of the matter.

(Refer to Schedule 1 of the Planning Act 2016)

- (2) An appellant may start an appeal within the appeal period.
- (3) The **appeal period** is –
 - (a) for an appeal by a building advisory agency – 10 business days after a decision notice for the decision is given to the agency; or
 - (b) for an appeal against a deemed refusal – at any time after the deemed refusal happens; or
 - (c) for an appeal against a decision of the Minister, under chapter 7, part 4, to register premises or to renew the registration of premises – 20 business days after a notice is published under section 269(3)(a) or (4); or
 - (d) for an appeal against an infrastructure charges notice – 20 business days after the infrastructure charges notice is given to the person; or
 - (e) for an appeal about a deemed approval of a development application for which a decision notice has not been given – 30 business days after the applicant gives the deemed approval notice to the assessment manager; or
 - (f) for any other appeal – 20 business days after a notice of the decision for the matter, including an enforcement notice, is given to the person.

Note –

See the P&E Court Act for the court's power to extend the appeal period.

- (4) Each respondent and co-respondent for an appeal may be heard in the appeal.
- (5) If an appeal is only about a referral agency's response, the assessment manager may apply to the tribunal or P&E Court to withdraw from the appeal.
- (6) To remove any doubt. It is declared that an appeal against an infrastructure charges notice must not be about-
 - (a) the adopted charge itself; or
 - (b) for a decision about an offset or refund-
 - (i) the establishment cost of trunk infrastructure identified in a LGIP; or
 - (ii) the cost of infrastructure decided using the method included in the local government's charges resolution.

230 Notice of appeal

- (1) An appellant starts an appeal by lodging, with the registrar of the tribunal or P&E Court, a notice of appeal that-
 - (a) is in the approved form; and
 - (b) succinctly states the grounds of the appeal.
- (2) The notice of appeal must be accompanied by the required fee.



- (3) The appellant or, for an appeal to a tribunal, the registrar must, within the service period, give a copy of the notice of appeal to –
- (a) the respondent for the appeal ; and
 - (b) each co-respondent for the appeal; and
 - (c) for an appeal about a development application under schedule 1, table 1, item 1 – each principal submitter for the development application; and
 - (d) for an appeal about a change application under schedule 1, table 1, item 2 – each principal submitter for the change application; and
 - (e) each person who may elect to become a co-respondent for the appeal, other than an eligible submitter who is not a principal submitter in an appeal under paragraph (c) or (d); and
 - (f) for an appeal to the P&E Court – the chief executive; and
 - (g) for an appeal to a tribunal under another Act – any other person who the registrar considers appropriate.
- (4) The *service period* is –
- (a) if a submitter or advice agency started the appeal in the P&E Court – 2 business days after the appeal has started; or
 - (b) otherwise – 10 business days after the appeal is started.
- (5) A notice of appeal given to a person who may elect to be a co-respondent must state the effect of subsection (6).
- (6) A person elects to be a co-respondent by filing a notice of election, in the approved form, within 10 business days after the notice of appeal is given to the person.

231 Other appeals

- (1) Subject to this chapter, schedule 1 and the P&E Court Act, unless the Supreme Court decides a decision or other matter under this Act is affected by jurisdictional error, the decision or matter is non-appealable.
- (2) The *Judicial Review Act 1991*, part 5 applies to the decision or matter to the extent it is affected by jurisdictional error.
- (3) A person who, but for subsection (1) could have made an application under the *Judicial Review Act 1991* in relation to the decision or matter, may apply under part 4 of that Act for a statement of reasons in relation to the decision or matter.
- (4) In this section –
decision includes-
 - (a) conduct engaged in for the purpose of making a decision; and
 - (b) other conduct that relates to the making of a decision; and
 - (c) the making of a decision or failure to make a decision; and
 - (d) a purported decision ; and
 - (e) a deemed refusal.*non-appealable*, for a decision or matter, means the decision or matter-
 - (a) is final and conclusive; and
 - (b) may not be challenged, appealed against, reviewed, quashed, set aside or called into question in any other way under the *Judicial Review Act 1991* or otherwise, whether by the Supreme Court, another court, a tribunal or another entity; and
 - (c) is not subject to any declaratory, injunctive or other order of the Supreme Court, another court, a tribunal or another entity on any ground.

232 Rules of the P&E Court

- (1) A person who is appealing to the P&E Court must comply with the rules of the court that apply to the appeal.
- (2) However, the P&E Court may hear and decide an appeal even if the person has not complied with the rules of the P&E Court.





Appendix 7

Economic Need & Impact Assessment

Supermarket & Drive-thru Development, Goldtower Central Shopping Centre – Charters Towers

June 2024



Prepared on behalf of:

Goldtower Pty Ltd

Prepared by:

Kerrianne Meulman

Managing Director

Nicholas Hiller

Senior Research Analyst

June 2024

23136

Warranty

This report has been based upon the most up to date readily available information at this point in time, as documented in this report. Urban Economics has applied due professional care and diligence in accordance with generally accepted standards of professional practice in undertaking the analysis contained in this report from these information sources. Urban Economics shall not be liable for damages arising from any errors or omissions which may be contained within these information sources.

As this report involves future market projections which can be affected by several unforeseen variables, they represent our best possible estimates at this point in time and no warranty is given that this particular set of projections will in fact eventuate.

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Executive Summary

- Urban Economics has been commissioned by Goldtower Pty Ltd to conduct an Economic Need and Impact Assessment for their proposed development at the Goldtower Central shopping centre on the Flinders Highway.
- This report examines the economic and community need for a supermarket-anchored shopping centre in Charters Towers and assesses the impacts of the proposed development on the CBD and centres.
- The subject site is currently vacant, located at the Goldtower Central precinct on the Flinders Highway, with access via a turn-in, Cavey Ct. The subject development is located on Lots 7 and 8 on SP326358, covering a total land area of 3.5 hectares. The site is 2.4km or 5 minutes' drive north east of the Charters Towers CBD.
- Since its establishment, the Goldtower precinct has been home to large format retailers such as Harvey Norman and Mitre 10 alongside industrial and small-scale office uses. Recent additions to the precinct include the Wall of History tourist precinct, the largest mosaic in Australia, alongside various sculptures celebrating the town's mining history.
- The development proposes a mix of uses including a full-line supermarket (3,496sqm retail floorspace), 8 small retail tenancies (852sqm) and 2 separate drive thru food and drink outlets (463sqm), with expressions of interest and negotiations ongoing with tenants for the supermarket anchor and food and drink outlet that will be new to the Charters Towers economy. The development will include 317 car parking spaces and will have two access points, via Goldtower St and Cavey Ct respectively.
- There are no other vacant tenancies or land within the Charters Towers CBD that would have the capacity to accommodate the proposed development in improving choice and access to food and grocery and food and drink shopping.
- The proposed development will deliver to Charters Towers residents an improved level of choice in supermarket shopping including access to improved choice in operator, price and promotional strategies enjoyed by residents of other regional service hubs and communities such as Emerald, Biloela and Kingaroy.

-
- Moreover, the proposed development would reduce the need for residents of Charters Towers and the surrounding area to travel outside the local area to higher order centres such as Townsville for food and grocery shopping choice.
 - The proposed development would also generate significant economic and social benefits including:
 - Employment opportunities for at least 200 local workers
 - Increasing the relative attraction of Charters Towers as a top-up and supply destination for visitors
 - Retaining expenditure in the township with flow-on benefits for local businesses
 - Improving convenience for shoppers who prefer to undertake a click and collect shop, with dedicated access lanes
 - Improving the depth and range of products available for shoppers supporting household affordability needs
 - The significant community need and benefits that would ensue as a result of the proposed development are considered to outweigh the economic impacts of the proposed development on the existing retail facilities including the Charters Towers city centre.
 - There are no other sites within the Charters Towers town centre or vacancies of a sufficient size that would accommodate the proposed supermarket and food and drink outlets with the attenuating parking, access and specialty store mix that would contribute to improving the choice and access needs of the Charters Towers community and introduce new operators to Charters Towers to support the local economy and the role of Charters Towers as a regional service hub.
 - The proposed development would not have an undue impact on the overall role of the Charters Towers city centre, with the ongoing focus of the town centre or CBD as the higher order retail, commercial, entertainment, community and recreational focus of the community, with moderate population and household growth contributing to ongoing growth in demand in retail facilities, and the capacity to retain expenditure otherwise escaping from the township.

1.0 Introduction

1.1 Background

Urban Economics has been commissioned to prepare a Need and Impact Assessment for the proposed supermarket and food and drink uses as part of the development plan in the Goldtower precinct located on the Flinders Highway, Charters Towers.

The proposed plan of development includes a supermarket along with food and drink uses in excess of 150sqm on land zoned for industry uses, requiring the preparation of an accompanying Need and Impact Assessment demonstrating the need for the proposed development and uses on the subject site. In the Charters Towers Planning Scheme, there is particular emphasis on the primacy of the CBD as a hub for centre-type uses, so the report analyses the availability of other sites that would better meet economic and community needs for the proposed shopping centre in Charters Towers.

This Report explores the need for the proposed uses and assesses the likely economic and community impacts and benefits of the proposed development on the subject site on the surrounding network of centres, having particular regard to the Charters Towers CBD and its role and function.

1.2 Study Objectives and Methodology

The overall objective of this analysis is to assess the economic and community need for and potential impacts of the proposed development on the subject site. In meeting this objective, Urban Economics has undertaken the following:

- Reviewed the plans for the proposed development;
- Inspected the site along with the CBD of Charters Towers, noting vacancy rates, vacant sites and the mix of uses within the CBD including a floorspace survey of the CBD;
- Reviewed customer market research on shopping habits and preferences;
- Reviewed the planning scheme, centre and economic policies for Charters Towers;
- Identified any other proposed and approved retail developments and major infrastructure projects;
- Defined a Study Area for the proposed development;
- Estimated the population and household growth within the Study Area;
- Prepared projections of the growth of the population to 2036;
- Critiqued the demographic and socio-economic profile of the community derived from the results of the 2011, 2016 and 2021 Censuses;

-
- Estimated the retail expenditure base of the Catchment Area community and growth in retail expenditure base;
 - Assessed the demand for additional retail and health care facilities within the Study Area;
 - Critiqued the economic and community need for the proposed uses;
 - Assessed the planning need for the proposed mix of uses on the subject site;
 - Examined the impacts of the proposed mix of uses on the surrounding network of centres;
 - Assessed the capacity for surrounding centres to accommodate the proposed mix of uses; and
 - Analysed the economic impacts and community benefits of the proposed development on the subject site.

2.0 Proposal Background

2.1 The Subject Site

The Goldtower precinct currently consists of 14 buildings across several large land parcels on the Flinders Highway connecting Charters Towers and Townsville. The precinct is only partially developed, with a variety of current industrial and retail tenants, including large format or showroom tenants, with major, ‘anchor’ type tenants including Harvey Norman and Mitre 10.

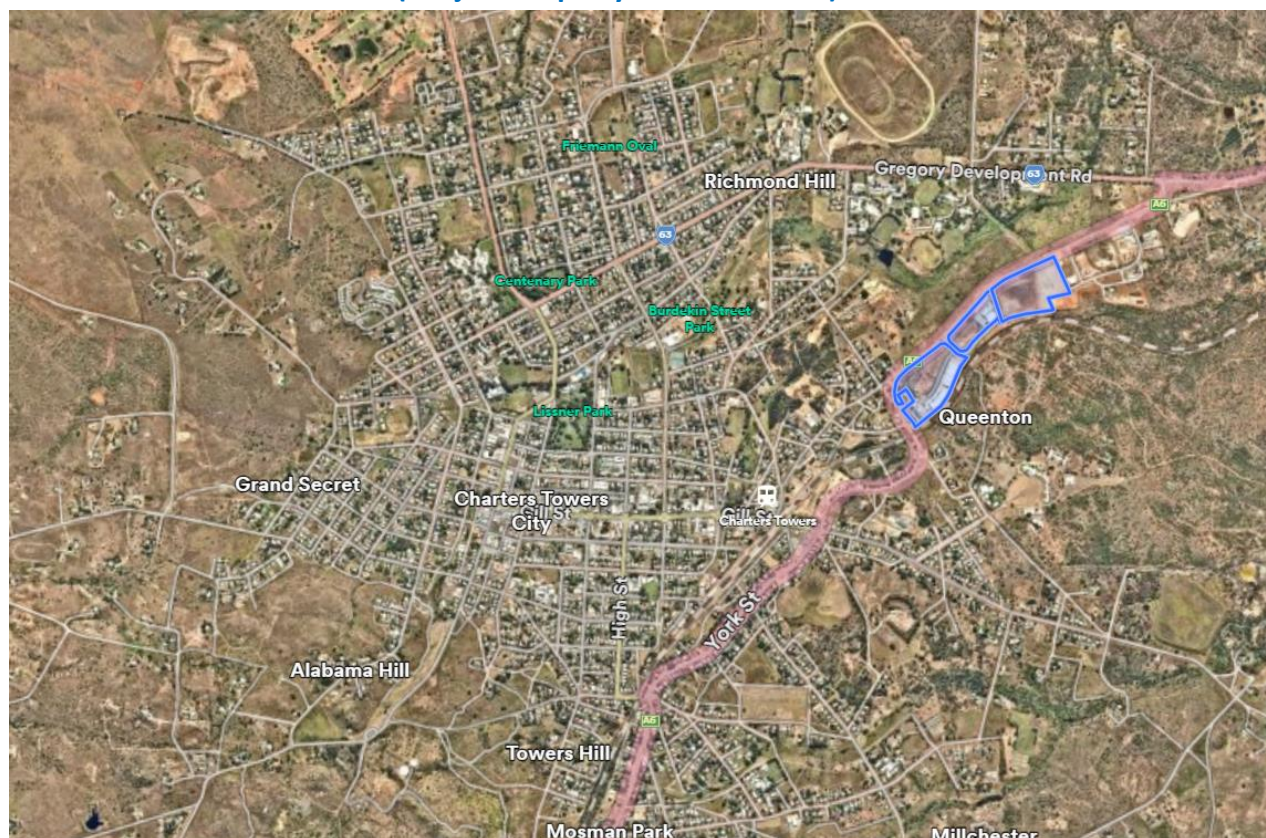
The lots are described by the Charters Tower Planning Scheme as follows:

- Lots 1-7 on Survey Plan 326358
- Lot 60 on Survey Plan 171611
- Lot 138 on Survey Plan 132624
- Lot 1 on MPH347

The specific site discussed for development in this report is Lots 7 and 8 on Survey Plan 326358, representing a total land area of 3.5 hectares with direct frontage to the Flinders Highway.

In relation to the town of Charters Towers, the site is 2.4km or 5 minutes' drive north east of Charters Towers City. The Flinders Highway is the major transport route travelling through the region, connecting Charters Towers with Townsville and in 2022, with an average traffic count of 2,304 vehicles each day.

FIGURE 2.1: Charters Towers (Subject Property shaded in blue)



Source: Nearmap, taken 9 May, 2023

Existing Goldtower Precinct

Since its establishment, the Goldtower precinct has been home to “big-box” retailers, with the current mix of tenants including Harvey Norman, Rivers, Mitre 10, Supercheap Auto, Pets Domain and W. Titley department store. It also has spaces for smaller office and professional services companies available.

Goldtower is also seeking tenants in “Poppet Head Plaza”, another commercial building that will offer smaller floorplans from 150-450sqm aimed at office, small retail or medical tenants. Currently the space hosts pop-up markets on a monthly basis for local home-based or small businesses.

Another recent addition to the precinct is the “Charters Towers Wall of History”, the largest mosaic in Australia chronicling the history of the town and region on the side of one of the commercial buildings, with a dedicated parking area for recreational vehicles with an attached rest stop containing information and statues as a tribute to the town’s gold mining history, together contributing to amenities that will attract visitors to stop and spend within Charters Towers.

2.2 The Proposed Development

The current plans propose for a mixed-use development on Lot 7 and Lot 8 of the Goldtower precinct, with the uses as follows:

- Full-line supermarket with delivery dock and click-and-collect – 3,946sqm (~3,496sqm retail floorspace)
- 8 small retail tenancies – total 852sqm
- 2 drive-thru food and drink outlets – total 463sqm

The development will include 317 car parking spaces and will have two access points, via Goldtower St and Cavey Ct respectively, offering convenience and accessibility for shoppers.

Goldtower Pty Ltd has received expressions of interest for the supermarket tenant and one of the food and drink outlets, both of which would be new tenants to Charters Towers.

The site plan illustrates the layout of the proposed development. Key features include:

- Tower 18 Supermarket:** A large pink-shaded building footprint.
- Tower 14 Food & Drink:** An orange-shaded building footprint.
- Tower 15 Food & Drink:** An orange-shaded building footprint.
- Parking Areas:** Multiple parking lots are shown, including LOT 7, LOT 8, and LOT 9. Specific parking spaces are labeled with numbers (e.g., 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 164

2.3 The Planning Framework

North Queensland Regional Plan

6

Future economic opportunities identified for the town and wider region include the potential to further establish it as a major service centre for both the mining and rural production areas of North Queensland, given its location at the conference of major regional roads such as the Flinders Hwy and Gregory Development Rd. With the extensive supply of critical minerals both in the Charters Towers Region and further west along the Flinders Hwy in Richmond and Julia Creek, the region has the potential to operate as a commercial and retail hub for surrounding remote and rural mining projects.

Major projects currently ongoing within the region include the **Big Rocks Weir**, a \$54 million project aimed at increasing the local supply of water for agricultural and industrial uses, as well as the **Copperstring 2.0** project, an energy transmission line travelling from Mount Isa to Townsville, aimed at supplying power to the North West region and facilitating further investment in major industrial and renewables projects in the mineral-rich North West Province.

Charters Towers Economic Development and Innovation Strategy – July 2020

The Economic Development and Innovation Strategy builds on the area's four economic pillars of agriculture, mining, education and tourism, and has identified 10 opportunities that the Strategy seeks to realise around:

- Local skills
- Tourism
- Economic destination
- Irrigation projections
- Innovation
- Attracting and retaining residents
- Unlocking land – development, construction and commerce
- Defence industry
- Airport expansion
- renewable energy

The Goldtower development and site is highlighted within the Strategy as an innovation opportunity to attract new businesses to Charters Towers, and states that *“Goldtower provides a low cost, high exposure option for businesses to establish a physical storefront, and approach that is unique for Charters Towers and North Queensland”*(p.32).

Charters Towers Planning Scheme

Strategic Framework

The Strategic Framework explores five New World themes that set the policy direction for the planning scheme: economic development and tourism, living, growing and ageing, sustainable infrastructure and services, protecting our heritage and natural resources, resilient to natural and other hazards.

One major outcome of the Strategic Framework is the region being open to the opportunities brought about by major economic activities and uses. Significantly the strategic framework recognises that Charters Towers has a critical role as an education and health care hub for north and north west Queensland, catering to a large catchment area. The strategic framework then defines places across Charters Towers that recognise the diversity of the region from its natural, rural and residential lands to its urban lands comprising industry, neighbourhoods and commercial centre, as well as the townships of the Local Government Area.

“The Central Business District of Charters Towers is the Urban - Commercial centre of the region. In addition to providing the convenience service needs of surrounding neighbourhoods, it also functions as a regional economic hub connecting into State wide, National and global markets. Centre activities include Shopping, offices, administration centres, medical and personal services, Food and drink outlets and hotels or other uses that provide a community focal point”. (p.20).

While the plan seeks to concentrate commercial and centre type uses within the existing CBD along Gill St and Deane St in particular, it recognises the potential for alternative locations, with Section 3.3.1.1 item (2) noting:

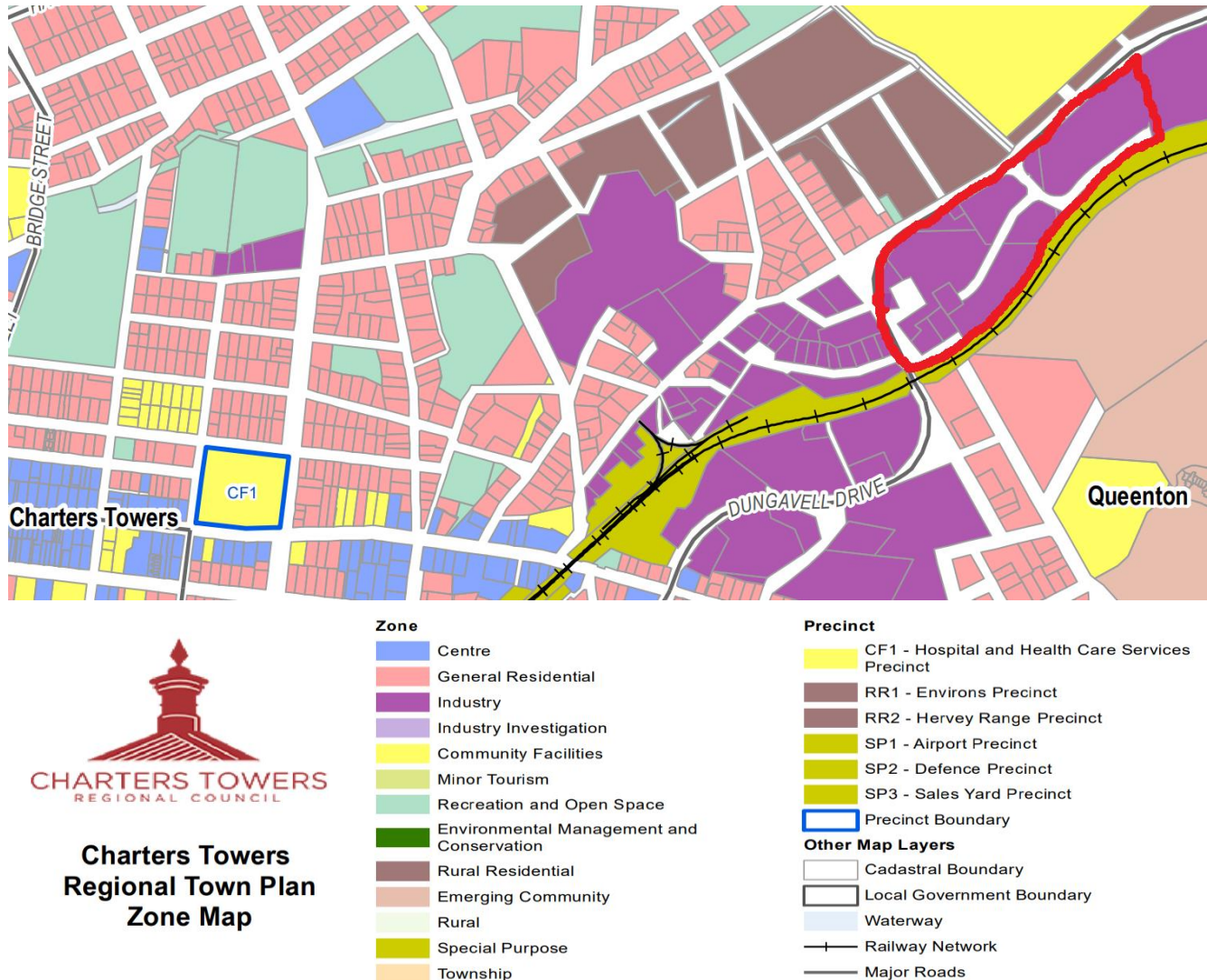
Major economic activities and large industrial uses may be considered outside urban and township areas where:

- a) There is demonstrated need;*
- b) The scale and size of the development means it cannot be feasibly located within existing industry or other urban zones;*
- c) The impacts generated require separation from urban areas and sensitive land uses;*
- d) These are in highly accessible locations that maximise road and rail freight corridors and other transport connections;*
- e) These are supported by necessary infrastructure that provides for significant water and energy;*
- f) These are free from flooding and other natural hazards;*
- g) These avoid productive rural land;*
- h) These amalgamate or co-locate with similar uses (where possible); and*
- i) Operational impacts such as effluent disposal and other forms of waste can be managed and mitigated to acceptable levels.*

Industry Zoning

In the Charters Towers Planning Scheme, the Goldtower Central precinct is zoned for Industry uses, as shown in the FIGURE 2.3 below.

FIGURE 2.3: Charters Towers Zoning Map (Goldtower Precinct Highlighted)



Source: Charters Towers Council

According to the Charters Towers Planning Scheme, the purpose of the industry zone is to provide for:

- a) A variety of industry activities; and
- b) Other uses and activities that:
 - i) Support industry activities; and
 - ii) Do not compromise the future use of premises for industry activities

The zone code also outlines 15 overall outcomes that will achieve these purposes, with the most relevant to this need and impact assessment for retail space being:

- a) *The zone does not accommodate uses which are primarily oriented to retail sales and commercial business activities and which are more appropriately located in centre, such as shops, shopping centres, showrooms and offices;*
- g) *development maximises the use of existing transport infrastructure and has access to the appropriate level of transport infrastructure (railways, freight routes and motorways) and facilities such as airports;*
- k) *the viability of both existing and future industrial uses are protected from the intrusion of incompatible uses*

For the proposed retail, shop and food and drink outlet land uses, the planning scheme identifies several performance benchmarks for any accepted development. Outcomes for different potential uses similar to the ones proposed to the subject development are listed below.

TABLE 2.1: Planning Scheme Performance Benchmarks

General Land Use	
Performance Outcome 16	
Development does not compromise the use of land for industry purposes.	
Performance Outcome 17	
Development is:	
<ul style="list-style-type: none"> a) An industrial activity; or b) Trade related; or c) Difficult to locate in other zones due to land area or operational requirements (such as indoor sport and recreation uses); or d) Small in scale and ancillary to, or directly supports, the industrial functions of the area. 	
Performance Outcome 18	
Any educational establishment must involve the provision of training exclusively and specifically related to industrial or trade related activities.	
Use – Food and drink outlet	
Performance Outcome 19	Acceptable Outcome 19

Development:	GFA including all seating areas does not exceed 150sqm.
<ul style="list-style-type: none"> a) Occurs at a scale which provides for the day-to-day convenience needs of employees in the industry area; and b) Does not impact on the viability of the region's centres. 	

2.4 Implications

The economic and planning framework for Charters Towers recognise the regional service role of Charters Towers as a hub for the rural and regional communities of north and north west Queensland, particularly around health and education, with the potential for retail to reflect this regional service role and wide service catchment.

Whilst the strategic framework of the planning scheme seeks to concentrate centre activities within the CBD and township zones, the economic strategy and strategic framework also recognise that there are opportunities to attract new uses and activities to Charters Towers, with the Goldtower development site a strategic location from which to attract new tenants and activities to Charters Towers.

The proposed supermarket, limited specialty store space and two food and drink outlets, are intended to deliver new retailers to Charters Towers and contribute to the regional service role of the town.

Due to its location in the Goldtower Centre and proximity to the Wall of History, the proposal also has strong potential to support the local tourism industry by increasing the amenity of the Charters Towers region for tourists, supporting the rest stop and providing convenient access to supermarket and food and drink services for travellers and residents alike.

3.0 The Centres Network

3.1 Charters Towers CBD

Centre zoned land in the Charters Towers Planning scheme is largely located in the central city area along Gill and Deane Streets, with a handful of smaller neighbourhood centres in the remainder of the town. The scheme does not distinguish between centres in a hierarchy, with the town itself generally not large enough to require the delineation of specific uses.

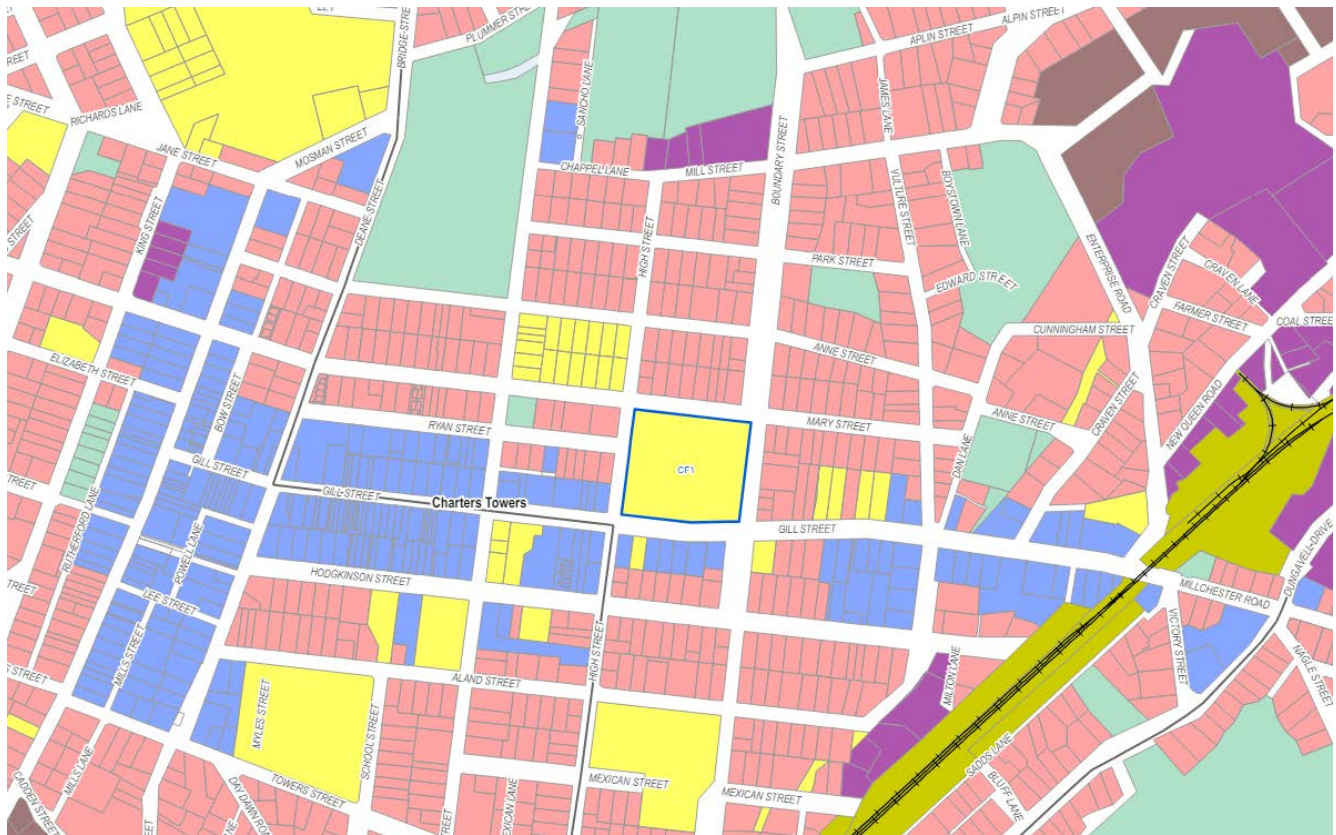
In the planning scheme document, the Charters Towers CBD is described as being the regional economic hub, as well as providing convenience services to surrounding neighbourhoods. Types of activities desired within the CBD include shopping, offices, administration centres, medical centres, food and drink outlets and hotels or community centres.

The major commercial and retail section of the CBD is West of the Charters Towers Hospital along Gill St, with the majority of uses being smaller independent businesses, punctuated by major bank branches at the intersection with Deane St and a KHub. The major shopping complex is Town Plaza at 37 Gill St, a Woolworths-anchored shopping centre with a limited array of other uses including a jeweller, butcher and a branch of Queensland Country Bank.

At the intersection of Gill St and Mosman St are medical and allied health uses including dentists, GPs, chiropractic and physiotherapist. Along Mosman St generally there is less of a focus on retail uses with the exception of takeaway outlets, with many community buildings such as museums, visitor information centres and council chambers at the Northern end.

Further east along Gill St towards the railway line, larger format retail and showroom uses are more common, with operators such as Repco, John Deere and Toyota operating within centre zoned land. One notable recent arrival in this area is the Selectability mental health hub, which opened in 2023 and provides mental health care, carer training and assistance with NDIS management plans.

FIGURE 3.1: CBD Area Charters Towers



Source: Charters Towers Regional Council

Urban Economics conducted a comprehensive floorspacing of the CBD centre zoned land, with the mix of uses noted in the table below. In addition to commercial uses, there were also a number of community facilities and publicly operated buildings, as well as residential dwellings which were not counted in the survey.

The predominant use in the CBD area is retail, with upwards of 60 separate retailers across the CBD, the largest of which is Woolworths at 2,430sqm of floorspace. Town Plaza shopping centre makes up around 15% of all retail uses with approximately 3,900sqm of floor area.

There are a number of larger showroom uses in the CBD area, generally at the eastern end of Gill St where there is more land area and the seven commercial pubs and accommodation operators ensure there is a significant supply of leisure space in the CBD area.

Notably, there is substantial industry use in the centre zone, largely south of Gill St along Deane St, where there is a glass and aluminium works along with scrap metal and steel fabrication operations.

Healthcare and office uses are almost entirely represented by small private practices located along Gill or Mosman St, including local accountants, lawyers, pathology and GP centres.

TABLE 3.2: Commercial Uses in Charters Towers CBD

Use Type	Floorspace (sqm)
Retail	24,980
Showroom	9,285
Vacant	9,165
Leisure	7,050
Industry	6,770
Health	3,300
Office	2,730
Total	63,280

Source: Urban Economics

The floorspace and land use surveys estimated there to be just over 9,000sqm of vacant floorspace in the Charters Towers CBD, representing a commercial vacancy rate of 15%. Local real estate agencies such as Gold City Realty and Jensen's Real Estate have a number of commercial properties listed for sale or lease, and there are some sizable vacant lots in the centre zone without any proposed development, most notably at 30 Mary St adjacent to the existing Red Rooster drive-thru.

TABLE 3.3: Currently Advertised Vacant Tenancies and Vacant Lots, Charters Towers CBD

Address	Status	Price \$	Floorspace	Type
104 Gill St	Sale	335,000	420	Retail
97 Gill St	Sale	450,000	296	Retail
32 Gill St	Sale	275,000	250	Retail
72 Gill St	Sale	250,000	375	Retail
32-34 Deane St	Sale	650,000	2,494	Industry
104 Gill St	Rent	220/week	210	Retail
88 Gill St	Rent	575/week	506	Retail
1 Hodgkinson St	Sale	250,000	1,189	Vacant Lot
15 Hodgkinson St	Sale	450,000	400	Office
59 Gill St	Rent	n/a	125	Retail
61B Gill St	Rent	n/a	105	Retail
30 Mary St	Unknown	n/a	3,625	Vacant Lot
51-55 Mosman St	Unknown	Na/	1,770	Vacant Lot

Source: Gold City Realty, Jensens Real Estate

There are no large contiguous spaces that would have the capacity to accommodate the proposed supermarket and the shopping centre development including at-grade parking as is proposed on the Goldtower site.

3.2 Retail Services

General Retail and Supermarket Development Trends

- While COVID is well and truly over, the impacts are still being felt in the supermarket space, with online shopping making up around 10% of retail sales for supermarkets, compared to just 2% prior. This has led to online brands such as Amazon seeing an increase in the everyday essentials being purchased on their platform, reinforced by their subscription program which offers customers specials on selected products. While Coles and Woolworths still have the vast majority of market share, the increasing popularity of online shopping will likely see more space in newer centre developments dedicated to click and collect and delivery services.
- However, despite the rise of online shopping, the relatively low population density means that same-day delivery is not as common in Australia, meaning there is still a high demand for physical bricks-and-mortar retailers, especially in regional areas. *Colliers' Retail Population Growth Outlook* report from October 2023 forecast that nationally, there will need to be an increase in the number of shopping centres over the next decade to keep pace with retail demand, due to the lack of available warehouse, industrial and logistics sites to fulfil the ongoing demand for e-commerce.
- There has been an increasing propensity to shop by the meal, with supermarkets increasingly taking on a convenience role, amplified by extended trading hours, centre designs that optimise accessibility and parking convenience for shoppers.
- However, cost of living challenges are considered to at least in part be impacting on this propensity to shop frequently at the supermarket, and a demand for less frequent larger trolley shops in meeting the affordability needs of households, with the Finder Consumer Sentiment Tracker February 2023 reporting that 53% of shoppers undertake a grocery shop once a week, up from 38% in 2021.

Food and Drink Outlets

- As household incomes have generally increased over time, food expenditure has made up a smaller proportion of household budgets compared to takeaway and casual dining as families can afford to eat out more frequently. In Queensland specifically, the proportion of retail expenditure directed to meals out/takeaway was 16% in the Australian Bureau of Statistics (ABS) household expenditure survey conducted in 2015/16, an increase of 6 percentage points from the previous survey in 2003/04.

-
- This proportion is likely to have increased further since 2016, with the growth of companies such as UberEats, DoorDash and Menulog delivering takeaway from a wider range of restaurants and food outlets further increasing the convenience of eating out.
 - Expenditure data is however, demonstrating an increasing divergence by demographic and socio-economic of those that are frequent diners and discretionary spenders, including Baby Boomers/retirees, compared with those with mortgage and rental commitments.
 - While food and drink outlets, especially drive-thrus, in Australia have traditionally been associated with large chains such as McDonald's and KFC serving cheap and quick "fast food", in the last decade these large brands have faced competition from other brands promoting a healthier alternative such as Grill'd, Guzman Y Gomez (GYG) and Zambrero. These alternative brands have begun to expand into setting up drive-thru outlets, with GYG in particular expanding aggressively in recent years.
 - There are also a number of new entrants to the drive through food and drink format with significant growth and expansion plans including Zarraffa's Starbucks, Banjo's, and other operators such as Grill'd exploring drive through formats, as well as the anticipated arrival and expansion of US giant Wendy's.

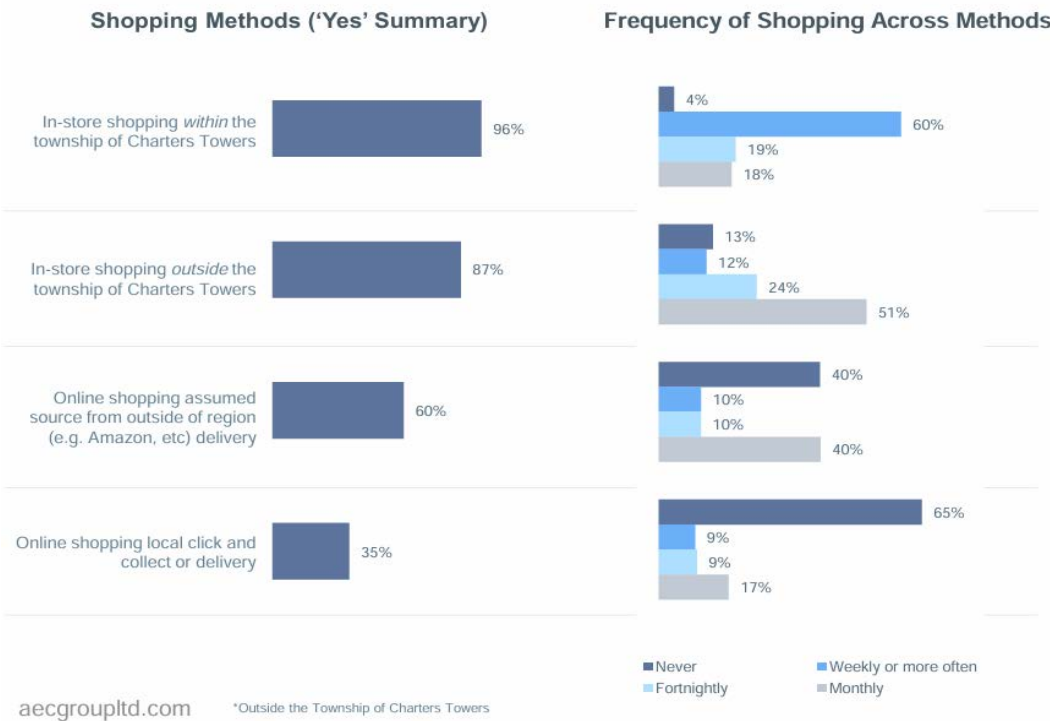
Charters Towers' Shopper Behaviour

As part of previous investigations, AEC group conducted a survey of consumers in the Charters Towers area, discussing their shopping habits and preferences. As highlighted in FIGURE 3.2 below, there are several key observations around shopper behaviour that are relevant to the potential demand for the subject development. These are as follows:

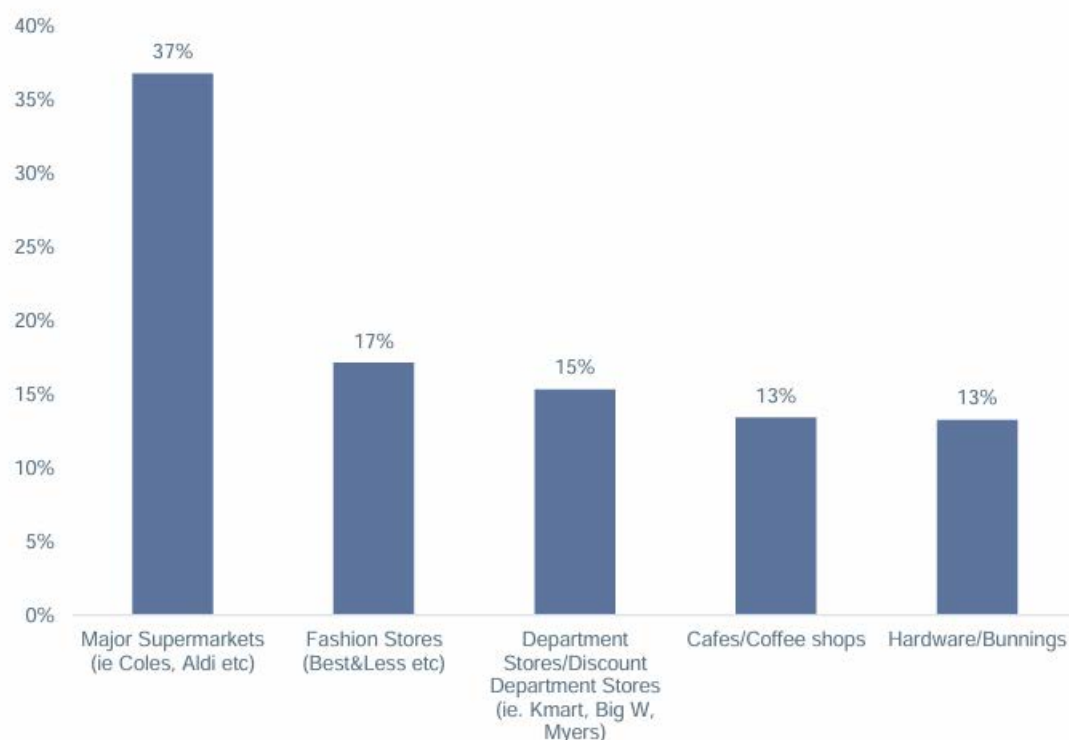
- While 60% of the Charters Towers population say that they shop online, only 20% report doing this on more than a fortnightly basis. As such, the survey reinforces that in Charters Towers there is still a strong demand for in-store experiences, potentially a reflection of the region's heightened proportion of over-60s residents.
- Likely a function of Charters Towers' proximity to Townsville, around 87% of locals shop in stores outside the region, with around one third of the population doing so at least once every fortnight.

- 37% of respondents listed a supermarket brand as the top store that they want in the Charters Towers region, far above the next highest category, clothing stores, underlining the importance of supermarkets and their products to local consumers, including improved choice in supermarket brand.

FIGURE 3.2: AEC Group Survey of Charters Towers Shoppers



Top Stores and/or Services In Demand Within the Township



Existing Shop (Supermarket) Facilities

There are currently three grocery and supermarket facilities in Charters Towers. The town has two smaller convenience centres, FoodWorks and IGA which are located in the CBD and just outside along Boundary St respectively. In addition, the only full-line supermarket in Charters Towers is Woolworths on the corner of the two main CBD commercial streets, Gill and Deane Streets.

Woolworths is the anchor for the main retail centre in Charters Towers – Town Plaza, which include several other major brand tenants such as Thirsty Camel and Queensland Country Bank along with a number of other small businesses. Due to Queensland regional trading hours restrictions, Woolworths is closed on Sundays and is not able to open as early as its smaller counterparts and as late on Saturday.

TABLE 3.2: Current Supermarket Supply

Retailer	Address	Suburb	Opening Hours	Driving distance from subject site
Cornetts IGA	17-19 Boundary St	Charters Towers City	6am-8pm Monday-Saturday	2.0km
FoodWorks	76-78 Gill St	Charters Towers City	6am-9pm Monday-Sunday	2.1km
Woolworths Charters Towers	41 Gill St	Charters Towers City	8am-9pm Monday-Friday, 8am-6pm Saturday	2.3km

Existing Food and Drink Outlets

There are currently two drive thru food and drink outlets in Charters Towers, both located in the CBD area. Opening hours for the two restaurants are seven days a week.

TABLE 3.3: Drive Thru Food and Drink Outlets

Retailer	Address	Suburb	Opening Hours	Driving distance from subject site
McDonald's	113 Gill St	Charters Towers City	5am-9pm Monday-Sunday	2.2km
Red Rooster	40-44 Mosman St	Charters Towers City	7am-9:30pm Monday-Sunday	2.9km

FIGURE 3.3: Charters Towers Supermarket and Food and Drink Network



3.3 Proposed and Approved Development

112-118 Mosman St, Charters Towers City (Approved)

Approved on the 20th of July 2023, this development includes a BP service station with 10 pumps along together with a drive-thru fast food outlet, with information around operators not yet confirmed, although the service station livery suggests BP.



3.4 Implications

While floorspacing surveys of the Charters Towers CBD illustrated a number of retail vacancies and an overall commercial and retail vacancy rate of 15%, there were no vacancies of sufficient scale to accommodate a full-line supermarket and were instead for small retail and commercial tenancies.

Moreover, there were no vacant sites within the CBD that would have the capacity to accommodate the proposed shopping centre with the attenuating at-grade parking required to support the proposed supermarket.

Floorspacing did display the diversity of uses within the CBD area, with a plethora of small retailers as well as medical, allied health, office, community and showroom uses throughout. Despite challenges to traditional retailing generally, the Charters Towers CBD remains an important service centre for the region, proximate to major schools and the local hospitals, with the vast majority of local residents reporting that they regularly shop within Charters Towers on a weekly or fortnightly bases, whilst also travelling outside the Charters Towers area to access improved choice in supermarket, food and grocery and higher order shopping needs.

In addition, with the changes occurring to retail, and especially supermarket space in Australia post-COVID, the subject development, with its large size and click-and-collect facilities is well designed to improve the access and convenience for locals in accessing their groceries and other essentials.

4.0 Catchment Area Analysis

This Chapter examines population and household growth projections and the key demographic and socio-economic features that are likely to characterise the defined Catchment Area, utilising data from the Australian Bureau of Statistics (ABS) Population and Household Censuses.

4.1 Catchment Area Definition

Given the Goldtower precinct's status as a major shopping centre and Charters Towers' role as a major service centre for surrounding rural production communities, Urban Economics has explored distinct catchment areas, used to describe local demographic characteristics and estimate retail expenditure and the potential performance of the subject development.

The Catchment Areas are illustrated in FIGURE 4.1 and are defined by:

- the boundaries of Australian Statistical Geography Standard (ASGS) Statistical Area Level 1's;
- the boundaries of local government areas (LGAs)

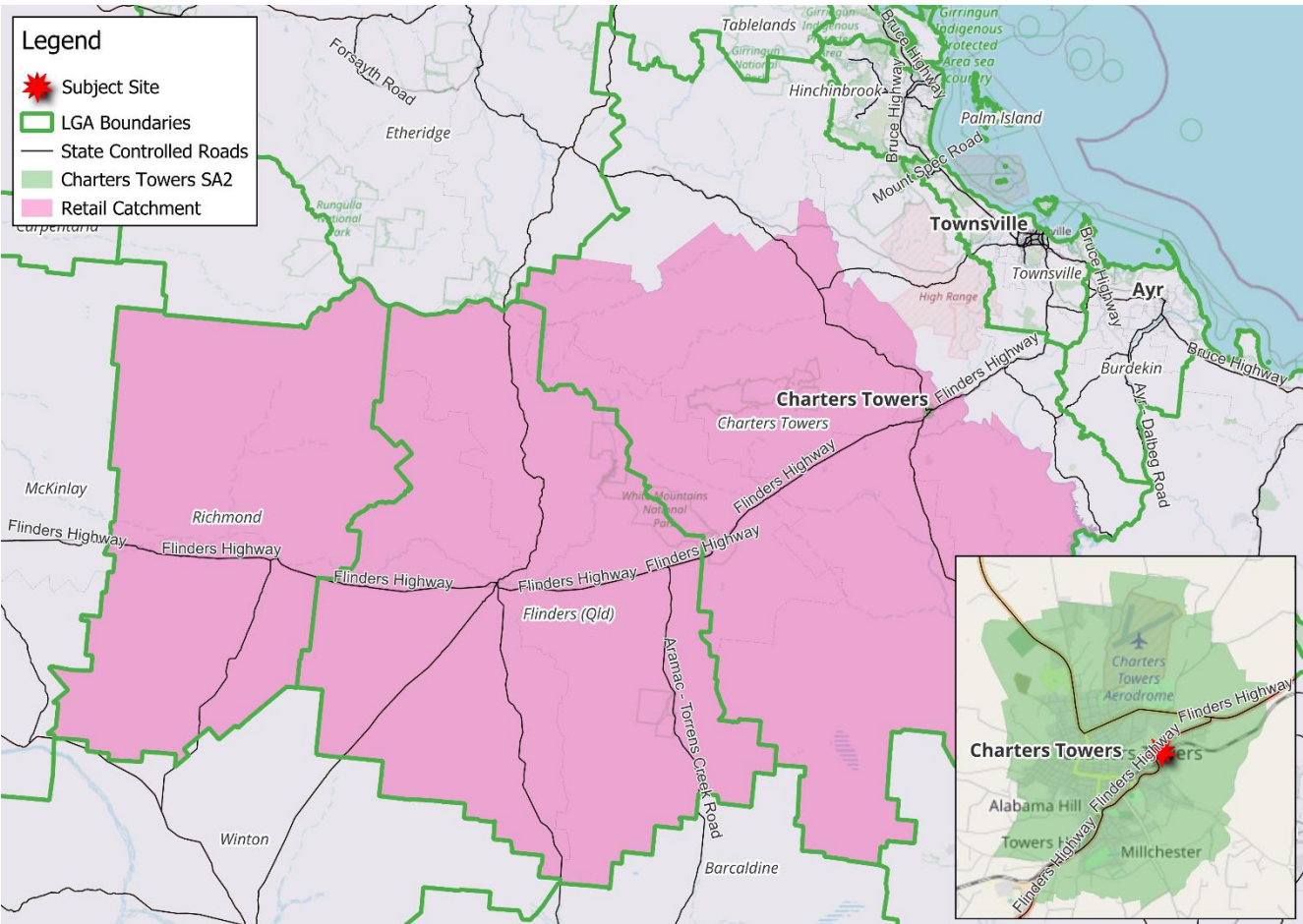
Charters Towers SA2 – representative of immediate local demand, this catchment covers the town of Charters Towers itself, where the majority of potential customers are likely to originate. The SA2 effectively represents the primary trade area for the subject site.

Regional Catchment – reflecting Charters Towers' status as a regional service centre, this catchment includes surrounding rural areas as well as the Flinders and Richmond Shires. However, in line with the AEC Group report, we recognise that several SA1s of the Charters Towers LGA, due to proximity, are likely to travel into Townsville for higher order retail services instead, so have removed these areas when estimating retail expenditures and turnover. The Regional Catchment represents a Secondary catchment area for the subject development.

Communities in the north west of Queensland connected to Charters Towers through the Gregory Development Road may also reflect a tertiary catchment for Charters Towers, with considerable distance between the Woolworths supermarket in Charters Towers and the Coles and Woolworths supermarkets in Mount Isa.

Charters Towers LGA – The Charters Towers LGA, used to find and compare demographic characteristics of the local region.

FIGURE 4.1: Catchment Area



Source: OpenStreetMap

4.2 Population and Household Growth

The following TABLE 4.1 summarises estimated resident population and household growth between 2016 and 2021, and projected growth of the population to 2036, derived from the ABS Population and Household Censuses, building approval data and an assessment of residential activity and the capacity to accommodate future growth within the Catchment Area to 2036.

Urban Economics also used the Charters Towers Strategic Land Supply Report Part A as a base for its population projections. The report projects that the Charters Towers region population will increase at a modest rate over the coming decade, reversing a previously declining population trend.

The Regional Retail Catchment Area (which in this case includes the Charters Towers SA2) is estimated to support some 12,822 persons in 2023 and projected to increase to 13,140 persons by 2036.

TABLE 4.1: Population and Household Growth

		2016 (ACT)	Δ P.A.	2021 (ACT)	Δ P.A.	2023 (ERP)	Δ P.A.	2024 (EST)	Δ P.A.	2026 (EST)	Δ P.A.	2031 (EST)	Δ P.A.	2036 (EST)
Charters Towers SA2	ERP	8,293	-0.4%	8,135	0.2%	8,174	0.4%	8,210	-0.1%	8,200	0.5%	8,390	0.3%	8,530
	Households	3,519	16	3,602	15	3,632	15	3,647	15	3,677	20	3,780		3,860
	PPH	2.36		2.26		2.25		2.25		2.23		2.22		2.21
Regional Catchment	ERP	12,948	-0.4%	12,698	0.5%	12,822	0.5%	12,880	-0.1%	12,860	0.2%	12,970	0.3%	13,140
	Households	5,388	11	5,443	20	5,483	20	5,503	20	5,543	20	5,640	20	5,740
	PPH	2.40		2.33		2.34		2.34		2.32		2.30		2.29
Charters Towers LGA	ERP	12,087	-0.3%	11,920	0.5%	12,013	0.6%	12,080	0.0%	12,070	0.3%	12,260	0.2%	12,400
	Households	5,020	16	5,102	20	5,142	20	5,162	20	5,202	25	5,330	20	5,430
	PPH	2.41		2.34		2.34		2.34		2.32		2.30		2.29

Source: ABS, QGSO, Urban Economics

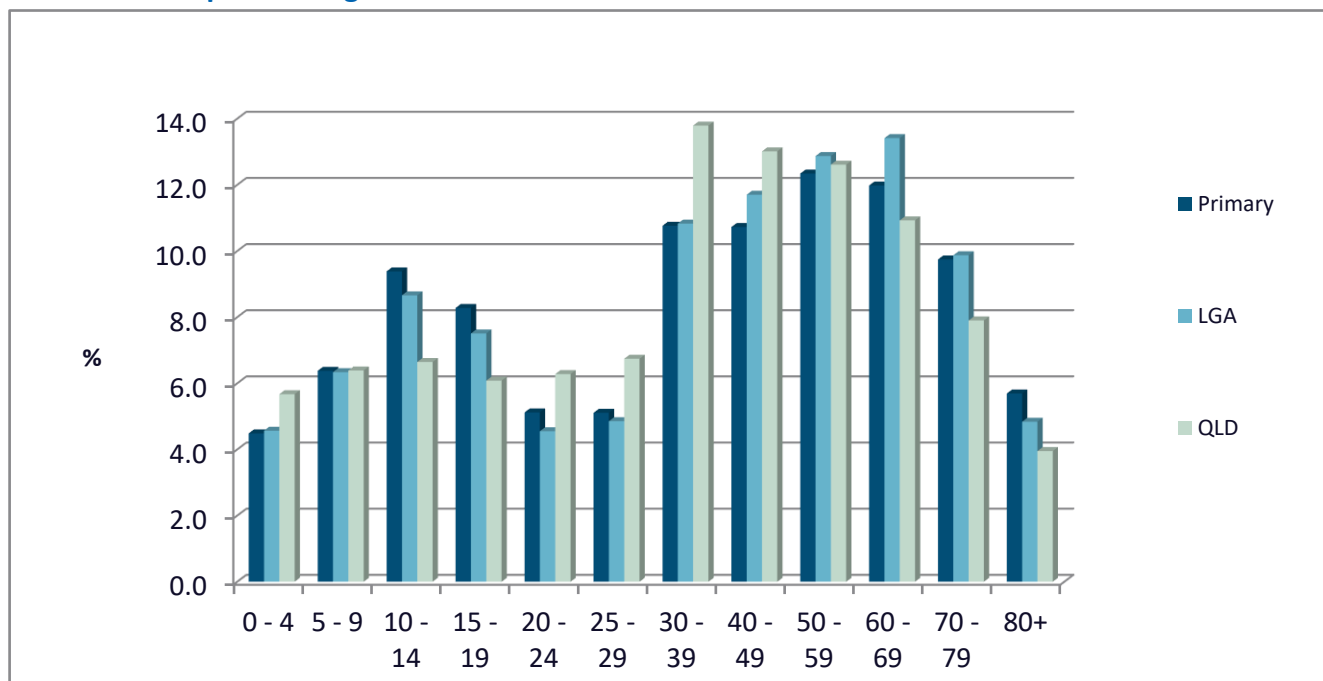
4.3 Socio-Economic & Demographic Overview

TABLE 4.2 summarises the key demographic features of the Catchment Area community in comparison to the average profile for the identified catchment areas alongside the Queensland average. The results of the 2021 ABS Population and Household Census (the most recent Census results available) have been utilised to examine the demographic and socio-economic characteristics of the Catchment Area community.

Key observations include:

- Both the Charters Towers SA2 and LGA have a higher proportion of elderly residents than Queensland overall, with 27.4% and 28.1% respectively of the population aged over 60. This implies that the local community is aging at a faster than average rate and has an above average demand for allied health, medical and pharmaceutical services.
- In addition, the Charters Towers community has an increased proportion of children compared to Queensland, with 20.2% of the population under 14 years of age. In particular, the proportion of the population aged 10-19 is 5 percentage points higher than the Queensland average at 17.2%, a reflection of Charters Towers' status as a regional centre and the presence of local boarding schools.
- Such a population profile, with heightened proportions of young and old people is typical of smaller regional towns, with many young adults moving away for educational or employment purposes, resulting in a smaller proportion of the population that are of working age.

FIGURE 4.2: Population Age Profile

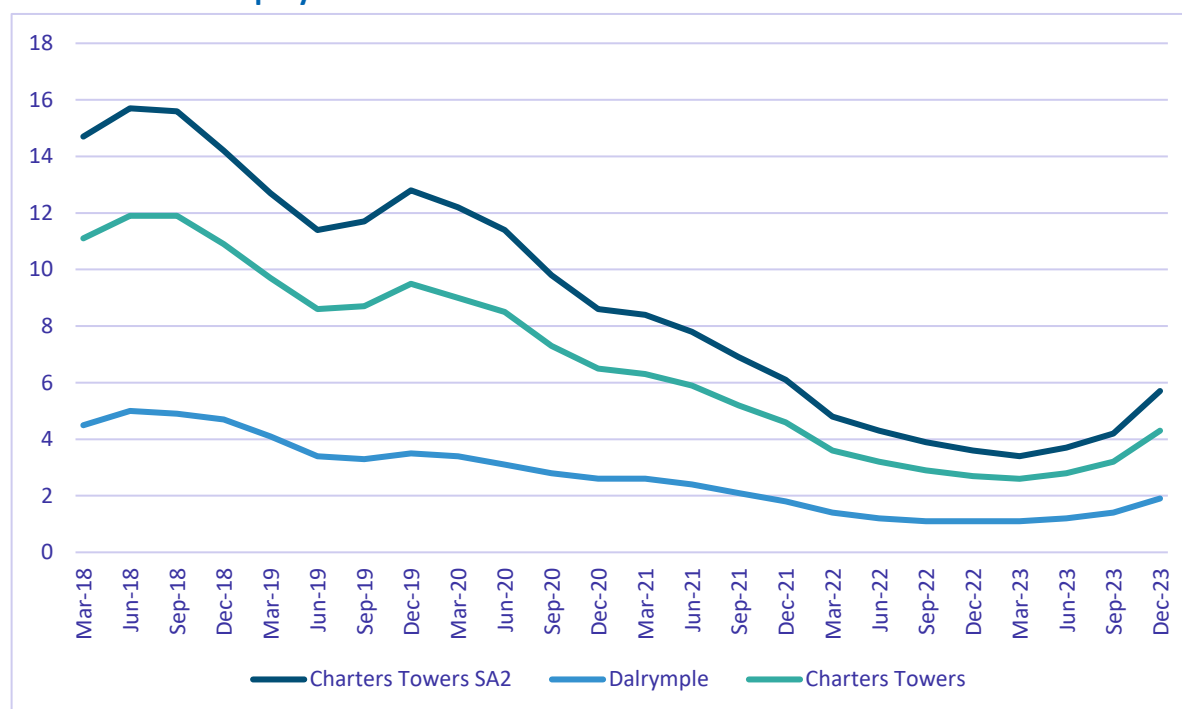


Source: ABS

- In 2021, census data recorded the unemployment rates of Charters Towers SA2 and, LGA as being 6.3% and 5.5% respectively, compared to unemployment across Queensland which was 5.4%. Overall workforce participation rates were slightly lower than the whole of Queensland, reflecting a lower-than-average working population.

- The unemployment rate in Charters Towers SA2 and region is relatively low by historical standards, having reached its lowest point in more than 15 years in March 2023, having declined significantly in the previous three years. Despite remaining relatively low, the unemployment rate jumped 1.5 percentage points in the December 2023 quarter, representing an estimated 100 new people looking for work in the region (Figure 4.3).

FIGURE 4.3: Unemployment Rate in Charters Towers



Source: Jobs and Skills Australia

- Lower than average workforce participation rates, along with a proportion of lone person households that is higher than the statewide level (13.1% c.f. 9.8%) result in an average household income in the Charters Towers LGA that is approximately 21% lower than the average Queensland household's (\$86,410 c.f. \$104,470).
- The importance of both the Agricultural and Mining industries to the Charters Towers LGA is evident, with 12.4% of the workforce involved in the Agriculture industry and 11.4% in the Mining industry, compared to just 2.6% and 2.3% across Queensland respectively. The strength of these businesses along with Charters Towers' status as a regional service hub will lead to demand for businesses supporting these industries such as mine vehicle repair and rural goods stores.

- However, the largest contributing industry to the local workforce is Education & Training, which employs 16.8% of the workforce in the Charters Towers SA2, nearly double the proportion in Queensland of 8.8%. This is reflected in the presence of a number of schools including the Charters Towers School of Distance Education, which is the main distance education option for families in North Queensland, enrolling 2,440 students and employing ~115 teaching staff.
- Compared to Queensland, the Charters Towers LGA has a higher proportion of homeowners that own their property outright (37.2% c.f. 29.1%), meaning that local households' spending patterns are not as susceptible to changes in interest rates and rental prices, with a higher potential discretionary expenditure base.

TABLE 4.2: Demographic Profile

Demographic	Charters Towers SA2	LGA	Queensland
Age Profile (%)			
0-14yrs	20.2	19.6	18.7
15-29yrs	18.5	16.9	19.1
30-59yrs	33.8	35.4	39.4
60+yrs	27.4	28.1	22.8
Average Annual Household Income (\$)	84,020	86,410	104,470
Labour Force (%)			
Unemployment Rate	6.3	5.5	5.4
Workforce Participation Rate	58.7	61.5	65.8
Occupation Profile (%)			
Managers/Administrators	8.7	14.7	12.5
Professionals	18.0	14.2	21.4
Technicians & Trade Workers	14.3	14.3	13.7
Community & Personal Service Workers	13.7	11.3	12.3
Clerical & Administrative Workers	8.9	9.3	12.7
Sales Workers	9.6	7.8	8.7
Machine Operators & Drivers	11.6	11.6	6.8
Labourers	12.8	14.1	10.1
Inadequately Described/Not Stated	2.4	2.6	1.9
Industry Profile (%)			
Agriculture, forestry & fishing	2.7	12.4	2.6
Mining	10.9	11.4	2.3
Manufacturing	3.2	3.1	5.7
Electricity, gas, water & waste services	0.8	0.6	1.2
Construction	5.9	5.8	9.1
Wholesale trade	1.2	1.8	2.4
Retail trade	10.7	8.8	9.3
Accommodation & food services	7.3	6.3	7.2
Transport, postal & warehousing	3.4	3.7	4.7
Information media & telecommunications	0.7	0.4	1.0
Financial & insurance services	0.8	0.8	2.6
Rental, hiring & real estate services	1.2	1.1	1.8
Professional, scientific & technical services	2.1	2.2	6.7
Administrative & support services	2.1	1.9	3.4



<i>Public administration & safety</i>	6.5	5.7	6.2
<i>Education & training</i>	16.8	13.8	8.8
<i>Health care & social assistance</i>	15.0	12.4	15.4
<i>Arts & recreation services</i>	0.6	0.5	1.5
<i>Other services</i>	3.7	3.3	3.9
<i>Inadequately described/Not stated</i>	4.3	4.3	4.5
Highest Level of Education (%)			
<i>Post Graduate Degree</i>	1.8	1.5	4.7
<i>Graduate Diploma & Graduate Certificate</i>	1.5	1.3	2.2
<i>Bachelor Degree</i>	7.6	6.9	15.0
<i>Advanced Diploma</i>	5.0	5.1	9.4
<i>Certificate</i>	19.8	21.3	22.1
<i>Not Stated/Inadequately Described</i>	16.1	16.7	9.0
<i>Not Applicable</i>	48.2	47.4	37.5
Home Ownership (%)			
<i>Owned Outright</i>	34.1	37.2	29.1
<i>Mortgage</i>	26.0	28.2	34.4
<i>Rent</i>	34.7	27.1	33.1
<i>Other/Not Stated</i>	5.2	7.4	3.4
Structure of Dwellings (%)			
<i>Separate House</i>	86.0	88.1	74.8
<i>Semi-detached/Row/Terrace/Townhouse</i>	11.7	8.7	11.7
<i>Flat/Unit</i>	0.3	0.3	12.5
<i>Other/Not Stated</i>	2.1	2.9	1.0
Number of Vehicles Per Dwelling (%)			
<i>0</i>	7.0	5.4	5.7
<i>1</i>	39.0	34.9	35.2
<i>2</i>	35.3	34.6	37.5
<i>3</i>	10.9	13.6	12.8
<i>4+</i>	5.2	8.5	7.2
<i>Not Stated</i>	2.6	3.0	1.5
Relationship in Household (%)			
<i>Couple in Registered Marriage/De Facto Relationship</i>	41.5	44.3	46.1
<i>Lone Parent</i>	6.7	5.7	4.9
<i>Child Under 15yr</i>	18.8	19.0	19.0
<i>Dependent Student (15-24yr)</i>	3.7	3.6	4.7
<i>Non-dependent Child</i>	5.3	5.1	5.8
<i>Other in Family Household</i>	3.7	4.0	4.0
<i>Group Household Member</i>	3.1	2.5	3.8
<i>Lone Person</i>	14.6	13.1	9.8
<i>Visitor in Household (from within Australia)</i>	2.7	2.9	1.9
Religious Affiliation (%)			
<i>Buddhism</i>	0.6	0.4	1.4
<i>Christianity</i>	48.1	50.4	45.7
<i>Hinduism</i>	0.4	0.3	1.3
<i>Islam</i>	0.1	0.1	1.2
<i>Judaism</i>	0.0	0.0	0.1
<i>Other Religions</i>	0.3	0.3	1.0
<i>Secular Beliefs, Other Spiritual Beliefs and No Religious Affiliation</i>	34.9	33.2	41.2
<i>Religious affiliation not stated</i>	15.2	15.3	8.0

Source: ABS

4.4 Implications

Given Charters Towers' position as a regional centre, in addition to the local population there is a significant number of potential customers from the surrounding region who would benefit from additional supermarket and retail development in the region. While projected growth is modest, the local population is characterised by a large proportion of younger children, leading to a higher propensity of demand for fresh food and grocery services. More particularly, the proposed supermarket reflects the regional role of Charters Towers for the surrounding rural, regional and north west Queensland communities.

The proposed full-line supermarket and fast-food developments would also be a major employer in town, providing the large population of 15-19 year olds with opportunities to enter the workforce, as well as further building up the local retail sector.

5.0 Demand Analysis

5.1 Retail Expenditure

The proposed development includes a full-line supermarket contributing to improved choice in fresh food and grocery supplies in Charters Towers and the surrounding regions, whilst the two fast food outlets would add to the existing drive through food and drink network of Red Rooster and McDonald’s and have the potential to attract new operators to the township of Charters Towers.

The retail expenditure base of the various catchment areas has been derived from the results of the ABS 2015/16 Household Expenditure Survey, as inflated by growth in retail turnover and households to 2023-dollar values. In Queensland in 2024 the household retail expenditure base was \$36,500. For this analysis, Urban Economics has assumed a slightly higher proportion of spending directed to food and groceries, reflecting the recent rises in supermarket prices and the higher transport costs to regional areas.

Adjusting for demographic characteristics, the average annual household retail expenditure base for Charters Towers SA2/Primary area is estimated to be \$32,550 and \$33,090 within the Secondary area. Multiplied by the number of households or spending units within the Catchment Area, the 2024 retail expenditure pool is estimated at \$180M and is projected to approach \$185M by 2031, with no allowance for inflation or changes in the real wealth of the community.

This growth of ~\$5 million in expenditure would not all be directed to facilities in the catchment area, with larger cities such as Townsville attracting a share of the retail expenditure as well as spending directed to online options, but is indicative of ongoing growth in demand for additional retail facilities that would cater to the needs of the local Charters Towers and regional communities.

TABLE 5.1: Retail Expenditure Across Catchments (\$M)

	2024 \$M	2026 \$M	2031 \$M	2036 \$M	Change 2024-2036
Primary	118.7	119.7	123.0	125.6	+6.9
Food At Home Expenditure	38.0	38.3	39.4	40.2	+2.2
Takeaway/Meals Out Expenditure	14.8	15.0	15.4	15.7	+0.9
Non Food	65.9	66.4	68.3	69.7	+3.8
Secondary Catchment	61.4	61.8	61.5	62.2	+0.8
Food At Home Expenditure	19.7	19.8	19.7	19.9	+0.2
Takeaway/Meals Out Expenditure	7.4	7.4	7.4	7.5	+0.1
Non Food	34.4	34.6	34.5	34.8	+0.4

Applying an average of \$8,000/sqm, it is estimated that the Catchment Area community could support some 7,200sqm of supermarket retail space. Urban Economics estimates that there is ~4,500sqm of supermarket space in Charters Towers, across Woolworths, IGA and Foodworks.

There are no other full-line supermarkets within the broader Catchment Area, with convenience supermarkets located in Hughenden and Richmond to the west catering to immediate and top-up needs.

It is recognised that a share of demand may otherwise be directed to facilities outside the main trade area including to facilities in Townsville, and that there would be a share of demand generated by those travelling through the Charters Towers area including those from the broader tertiary catchment area and tourists and other travellers on the Flinders Highway.

At a top level, there is a gap in the provision of retail space and retail outlets to cater to the existing and growing needs of the Main Trade Area community, with residents travelling outside the Charters Towers area to access choice in shopping.

5.2 Market Share and Turnover

TABLE 5.2 examines market shares for the proposed development, based on the following assumptions:

- (i) An assumed first full year of operation for the approved development in 2026
- (ii) As per the existing plans, a 3,946sqm supermarket (with 3,496sqm floorspace), two drive thru food and drink outlets totalling 463sqm and 852sqm worth of specialty stores.
- (iii) There are three supermarkets including convenience supermarkets in Charters Towers, Woolworths, FoodWorks and Cornetts IGA.
- (iv) Rogue expenditure is estimated at 15%, attributed to travellers and tourists stopping in Charters Towers, together with residents from the broader North West Queensland area utilising Charters Towers as their regional service hub.
- (v) No other significant changes in the retail network in the surrounding area.
- (vi) No economic changes or changes in spending habits that would significantly impact retail spending

Urban Economics has therefore estimated the following market shares:

TABLE 5.2: Market Shares for the Proposed Development

Sector	Food Take Home	Food Takeaway	Non Food	Total
Primary	45%	20%	4%	19%
Secondary	35%	10%	3%	13%
Rogue				15%

Rogue is that share of total centre turnover that is attributable to trade from outside the Catchment Area including visitors and tourists and those from the broader region accessing Charters Towers as a retail and commercial hub. A rogue share of 15% has been applied reflective of the role of Charters Towers and the location and role of the Goldtower precinct.

TABLE 5.3: Centre Turnover Projections

	2024	2026	2031	2036
Primary Households	3,647	3,677	3,780	3,860
Food At Home Expenditure \$M	38.0	38.3	39.4	40.2
Takeaway/Meals Out Expenditure \$M	14.8	15.0	15.4	15.7
Non Food \$M	65.9	66.4	68.3	69.7
Regional Households	1,856	1,866	1,860	1,880
Food at Home \$M	19.7	19.8	19.7	19.9
Eating Out \$M	7.4	7.4	7.4	7.5
Non-Food \$M	34.4	34.6	34.5	34.8
Total Catchment Expenditure \$M	180.1	181.5	184.5	187.8
Market Share Primary				
Food at Home	0%	45%	45%	45%
Eating Out	0%	20%	20%	20%
Non-food	0%	4%	4%	4%
Market Share Secondary				
Food at Home	0%	35%	35%	35%
Eating Out	0%	10%	10%	10%
Non-food	0%	3%	3%	3%
Rogue %	0%	15%	15%	15%
Turnover		37.1	37.9	38.6
Supermarket \$M	0	28.4	29.0	29.5
Food and Drink \$M	0	3.7	3.8	3.9
Specialties \$M	0	5.0	5.1	5.2
Productivity				
Supermarket \$/sqm	-	8,130	8,280	8,430
Food and Drink \$/sqm	-	8,060	8,240	8,400
Specialties \$/sqm	-	5,870	5,990	6,100

Based on these market shares it is estimated that the proposed supermarket anchored development at Goldtower would achieve a turnover of some \$37.1million in 2026, representing a productivity level of \$7,720/sqm, which is sufficient for a centre of this nature.

6.0 Need Assessment

It is Urban Economics's opinion that there is economic and community need for the proposed development in Charters Towers and that the subject site represents a strategic and logical location for a major retail project which will deliver economic opportunities for the wider region. This analysis has been explored in terms of economic need, which we relate to demand for the proposed uses and how existing facilities are meeting the needs of the local community, community need relative to the benefits that may ensue as a result of the proposed development and need for the development on the subject site – related to the locational and practicality aspects of the proposal.

Economic Need

- The proponents have received expressions of interest from a supermarket operator and food and drink outlet that will introduce new tenants to the township of Charters Towers, indicative of tenant recognition of underlying demand for additional retail facilities in Charters Towers.
- Charters Towers is an important regional service hub for the north western Queensland community, and an expansion of the range of retail facilities in Charters Towers will reflect this regional role.
- More particularly, the proposed development would broaden the role of the existing Goldtower precinct by providing supermarket and food and drink services, contributing to the role of Charters Towers as a genuine regional centre for surrounding rural areas and tourists on the Flinders Highway.
- There is ongoing growth in the retail expenditure base of the Catchment Area, generating demand for additional retail facilities to cater to the weekly shopping and service needs of the Charters Towers and surrounding community.
- The proposed development will also create around 200 full-time, part-time and casual jobs across the various stores, providing new employment opportunities for locals, particularly Charters Towers' large population of 10–19-year-olds.

Community Need

- The proposed development would provide the residents of Charters Towers and surrounding rural areas with improved choice in supermarket, food and drink and retail services, most notably through providing the region with a second full-line supermarket in addition to the Woolworths in Town Plaza.

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- The addition of a new full-line supermarket would also improve the competitiveness of the local sector, including improved opportunities for price competitiveness and the promotional and pricing strategies of major operators.
 - The proposed development would improve convenience and accessibility for Catchment Area residents to food and grocery shopping and services and reduce the need for residents of the Catchment Area to travel to larger coastal centres such as Townsville to access choice in supermarket operator and pricing strategies.
 - More particularly, 37% of local residents surveyed highlighted a demand for an additional supermarket operator to meet their needs in Charters Towers.
 - There is an increasing propensity for shoppers to undertake a bulk supermarket shop on a weekly basis to meet the needs of households which appears to be linked to the cost of living pressures experienced by households. The introduction of a larger full-line supermarket and alternative operator to Charters Towers will improve choice in weekly shopping destinations for local and regional catchment area residents and support affordability for households.
 - In particular, a larger format full-line supermarket will introduce additional choice and depth in product lines, potentially including additional “home” and “store” branded ranges to support price conscious shoppers and larger ranges dedicated to health foods and gluten free products.
 - Similarly, a larger full line supermarket has the capacity to include dedicated in-store fresh butcher and bakery areas, supporting consumer demands for access to fresh produce.
 - Notably, a survey of 750 Australians aged 18+ by FMCG and Pureprofile¹ (2024) reported that more than 50% of respondents were experiencing financial strain from increased costs but were continuing to demand quality food, including fresh produce and ethically or sustainably sourced produce. Some 79% of respondents considered that fresh produce at a farmers markets was fresher than what could be sourced at a supermarket. A larger format full-line supermarket with larger areas for fresh produce including opportunities for in-store butcher and bakery areas may support shoppers’ demands for improved access to quality fresh produce.
 - The demographic and socio-economic profile of the Catchment Area is indicative of a community with a propensity to undertake a bulk food and grocery shop to meet the needs of households.

¹ [Farmer's markets and the future of fresh food retail in Australia - Inside Small Business](#)

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- The proposed development will provide at-grade parking at the supermarket entry, contributing to convenience and accessibility for shoppers, and includes dedicated lanes for “click-and-collect” shopping, further amplifying convenience for shoppers.
 - The proposed full-line supermarket will reduce congestion impacts on the existing supermarket including queuing and parking congestion challenges during peak periods.
 - The proposed development will also improve choice in food and drink outlets including drive through capacity, with only two other drive through food and drink outlets currently available within Charters Towers.
 - The proposed development would further develop the Goldtower Central precinct, adding supermarket and drive-thru food and drink in addition to the existing large format retail and showroom uses. Alongside the recent development of Poppet Head Plaza with its range of soon-to-be medical, office and retail uses, the proposed development would form part of a wider range of services now accessible to the local community.
 - The contribution of Food and Drink outlets and a supermarket to the Goldtower Central development has the potential to make the precinct, and by extension, the town of Charters Towers more attractive as a regional centre and potential tourist destination. The proposed development’s location adjacent to the RV rest stop and tourist trail makes the centre an attractive place for tourists to stop and stock up whilst also being able to contribute to the local tourist economy.

Need for Development on Subject Site

- Based on Urban Economics’s floorspacing and land use surveys of the Charters Towers CBD, there are no suitable commercial vacancies in existing buildings or vacant lots sufficient to accommodate the subject development.
- The 3,496sqm floorspace of the supermarket component requires a sizeable land area to operate in introducing improved choice in supermarket operator, pricing and promotional strategies, whilst also offering sufficient parking for customers. There are no other sites within the Charters Towers CBD that would have the capacity to accommodate the proposed full-line supermarket with the attenuating specialty and parking requirements.
- Located just off the Flinders Highway, the subject site is easily accessible both for travellers passing through town along with locals and commuters returning from Townsville and further consolidates major activities and uses along major transport routes.

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- Retail trends have shifted towards an increasingly online presence for major supermarkets, with dedicated space required for “click-and-collect” services at major outlets. This subject development includes this in its design, improving convenience and accessibility for shoppers, a feature which would be difficult to adequately retrofit in the Charters Towers CBD due to the density of buildings and the space and access corridors required.

7.0 Impact & Benefit Analysis

7.1 Impact on the Centres Network

With the proposed development in the Goldtower precinct, an assessment of the impact of the proposed mix of retail uses on the existing centres network having particular regard to the CBD has been undertaken.

The following TABLE explores the estimated level, direction and implications of the impact of the proposed supermarket anchored development at Goldtower, based on an estimated turnover of \$37million in 2026 (Table 5.3).

“Other” includes retail within townships and communities of the surrounding region and facilities with an expanded array of retailing within Charters Towers increasing the relative attraction of Charters Towers for residents of the surrounding regional and rural communities, and within higher order centres such as Townsville that include a more diverse array of supermarket operators and locations. The level and direction of this impact is not considered significant.

With only one small scale full line supermarket in Charters Towers it is expected that there would be periods in which the Woolworths supermarket and convenience stores would be subject to congestion and over-trading periods including queuing at registers and in the carparks, and stocking challenges. It is Urban Economics’s opinion based on inspections and the assessment of catchment expenditure, that the Woolworths supermarket is performing very strongly in Charters Towers, and likely experiencing periods of “over-trading”. Whilst an impact of 18% in isolation could be considered significant, it is therefore Urban Economics’s opinion that an impact of 18% of turnover of the Tower Plaza centre is not significant and would not contribute to the closure of the Woolworths supermarket in Charters Towers.

TABLE 7.1: Impact Analysis

	2024	2026	2026	2026	Impact	Impact
	Est.	Without Proposal	Distribution	With Proposal		
	\$M	\$M	%	\$M	\$M	%
Proposed Development	-	0	100	37	37	100%
Tower Plaza	39	41	20	7	34	-18%
Other City Centre	95	100	35	13	87	-13%
Other Goldtower	26	27	5	2	25	-7%
Other	0	n/a	40	15	n/a	n/a

Impacts on the remainder of the City Centre are not considered significant and would be distributed amongst a number of retailers and outlets.

While the addition of a new supermarket will naturally draw some existing customers away from Woolworths and the CBD area, the CBD itself contains a mix of uses that the Goldtower Central development does not, and its central location makes it a more convenient option for many in the town and region. More particularly, the city centre or CBD incorporates an important breadth of higher order retail, commercial, financial and community services including:

- healthcare uses such as GP and mental health clinics as well as the Charters Towers hospital;
- major bank branches;
- community services;
- recreational facilities

The CBD is also proximate to other major destinations such as public and private schools and childcare centres, offering a convenient destination for parents during drop off or pick up.

Overall, the retail expenditure base is expanding in the region, projected to grow by ~\$8 million to the year 2036. With this growth, and the continuing establishment of Charters Towers as a major regional centre, there is potential for the CBD to continue to evolve and function as the major service and retail hub of Charters Towers, with Goldtower Central functioning as a complementary centre, offering access to larger format retail unable to fit within the CBD.

7.2 Other Economic and Community Impacts

The proposed development will also generate significant economic and community benefits for the Charters Towers and surrounding communities:

- The proposed development will deliver to the Charters Towers and surrounding regional and rural communities an improved level of supermarket choice as is enjoyed by other regional service towns and communities such as Emerald, with three full line supermarkets and a population of 15,000 persons, Dalby with a population of 12,500 persons and Coles, Woolworths and ALDI all represented, or Biloela with a population of 6,000 persons and incorporating a Woolworths and Drakes supermarket.
- Approximately 200 additional positions including full-time, part-time and casual employment positions would be created within the Goldtower precinct as a result of the proposed development.
- The proposed development would contribute to the introduction of new tenants to the township of Charters Towers, reflective of the strategic framework and economic development intents for the Goldtower precinct as an innovation hub.

-
- The opportunity for start-up and micro businesses and workers within the innovation precinct to access facilities that cater to their day-to-day needs including takeaway food and top-up shopping.
 - The proposed development would reduce the level of escape expenditure out of the Charters Towers area to higher order centres such as Townsville in search of improved choice in shopping and food and drink outlets with considerable flow-on benefits for local retailers and businesses.
 - The proposed development would contribute to the overall amenity of Charters Towers for visitors and tourists, increasing the opportunity for visitors to stop and spend within Charters Towers.
 - The proposed development would also contribute to the local Charters Towers economy during the construction and development of the centre, with opportunities for local trades and construction businesses.

8.0 Conclusions

The proposed development at Goldtower would introduce new tenants to Charters Towers, with significant and ongoing economic and community benefits for the Charters Towers community, including the opportunity for Charters Towers' residents to enjoy the level of choice and accessibility to supermarket and food and drink outlets as enjoyed by residents in other regional service hubs and communities across Queensland.

There is significant community need for the development of a second full line supermarket in Charters Towers that would improve choice in operator, location, pricing and promotional strategies for local residents, and reduce the need for residents to travel outside the Charters Towers area for their food and grocery shopping needs. There is a clear and growing need for improved choice in supermarket shopping to support households' needs for affordability, with surveys of local residents highlighting a strong demand for an additional supermarket operator in Charters Towers to meet their needs.

There are no other sites within the Charters Towers town centre or vacancies of a sufficient size that would accommodate the proposed supermarket and food and drink outlets with the attenuating parking, access and specialty store mix that would contribute to improving the choice and access needs of the Charters Towers community and introduce new operators to Charters Towers to support the local economy and the role of Charters Towers as a regional service hub.

The proposed development would not have an undue impact on the overall role of the Charters Towers city centre, with the ongoing focus of the town centre or CBD as the higher order retail, commercial, entertainment, community and recreational focus of the community, with moderate population and household growth contributing to ongoing growth in demand in retail facilities, and the capacity to retain expenditure otherwise escaping from the township.



Appendix 8

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

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

Table 1.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Buildings, structures, infrastructure, services and utilities		
PO1 The location of the development does not create a safety hazard for users of the state-controlled road .	AO1.1 Development is not located in a state-controlled road . AND AO1.2 Development can be maintained without requiring access to a state-controlled road .	Complies The proposed development is not located in a State-controlled road and does not involve new access to a State-controlled road.
PO2 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development does not adversely impact the structural integrity or physical condition of State transport infrastructure. The proposed works involve crossovers to the local road network.
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 set back 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 The proposed development does not include advertising devices that create a safety hazard for users of the state-controlled road. Any future advertising will be located, designed, and operated in accordance with relevant standards to ensure it does

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Performance outcomes	Acceptable outcomes	Response
		not distract drivers or obstruct visibility, maintaining safety for all road users.
PO5 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road .	<p>AO5.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials.</p> <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>	<p>Complies</p> <p>The design and construction of the proposed buildings and structures do not present a safety hazard or distraction to users of the State-controlled road. Further, the subject site is elevated approximately 3m from the road surface to natural ground level of the subject site. Accordingly, visibility and sightlines of the proposed building from the road carriageway will be limited.</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.	<p>Not applicable</p> <p>The proposed development does not involve works within the State-controlled road corridor.</p>
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>Complies</p> <p>The proposed landscaping is designed and located to ensure it does not create a safety hazard for users of the state-controlled road. All landscaping is set back</p>

Performance outcomes	Acceptable outcomes	Response
	<p>AO7.2 Landscaping can be maintained without requiring access to a state-controlled road.</p> <p>AND</p> <p>AO7.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.</p>	appropriately to maintain clear sightlines and avoid interference with road signage or driver visibility.
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 Stormwater runoff and overland flow from the development site are directed to a lawful point of discharge, ensuring they do not create or exacerbate a safety hazard for users of the State-controlled road.
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 Stormwater runoff and overland flow from the development site are managed through a designed stormwater system that directs flows to a lawful point of discharge. This ensures there is no material worsening of the operating performance of the state-controlled road or associated transport infrastructure.
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 runoff and overland flow from the development site are directed to a lawful point of discharge, ensuring they do not adversely impact the structural integrity or physical condition of the State-controlled road or road transport infrastructure.
PO11 Development ensures that stormwater is lawfully discharged.	<p>AO11.1 Development does not create any new points of discharge to a state-controlled road.</p> <p>AND</p> <p>AO11.2 Development does not concentrate flows to a state-controlled road.</p> <p>AND</p>	Complies The development ensures stormwater is lawfully discharged by directing all runoff to an existing lawful point of discharge. No new points of discharge to the State-controlled road are created, and flows are not concentrated toward the State-controlled road. The stormwater management system will be designed to maintain the condition of the existing lawful point of

Performance outcomes	Acceptable outcomes	Response
	<p>AO11.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <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>	discharge and prevent any worsening impacts on the State-controlled road.
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 development does not result in a material worsening of flooding impacts within the State-controlled road. The stormwater management regime will be designed to manage runoff appropriately, ensuring compliance with relevant standards and maintaining pre-development flooding conditions on the State-controlled road.</p>
Drainage Infrastructure		
PO13 Drainage infrastructure does not create a safety hazard for users in the state-controlled road .	AO13.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge .	<p>Complies</p> <p>The drainage infrastructure for the development is designed to ensure it does not create a safety hazard</p>

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Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO13.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road.</p>	for users of the State-controlled road. All drainage is appropriately located and constructed to avoid impacts on road safety and visibility.
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.	<p>Complies</p> <p>The drainage infrastructure associated with the development will be designed and constructed to maintain the structural integrity and physical condition of drainage network within the State-controlled road. All works will comply with relevant engineering standards and guidelines to ensure no adverse impacts occur.</p>

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.	<p>Not applicable</p> <p>The development does not propose any new or changed access to the State-controlled road.</p>
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.	<p>Not applicable</p> <p>The development does not propose any new or changed access to the State-controlled road.</p>
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.	<p>Not applicable</p> <p>The development does not propose any new or changed access to the State-controlled road.</p>
<p>PO18 New or changed access is consistent with the access for the relevant limited access road policy:</p> <ol style="list-style-type: none"> LAR 1 where direct access is prohibited; or LAR 2 where access may be permitted, subject to assessment. 	No acceptable outcome is prescribed.	<p>Not applicable</p> <p>The development does not propose any new or changed access to the State-controlled road.</p>

Performance outcomes	Acceptable outcomes	Response
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 development does not propose any new or changed access to the State-controlled road.
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 development does not propose any new or changed access to the 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 includes appropriate public passenger transport infrastructure, including a taxi rank, pedestrian and bicycle paths, and bicycle facilities to support safe and convenient access for all users.
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 includes appropriate public passenger transport infrastructure, including a taxi rank, pedestrian and bicycle paths, and bicycle facilities to support safe and convenient access for all users.
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 is designed to ensure it does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services, or active transport infrastructure. The inclusion of dedicated pedestrian pathways, bicycle facilities, and a taxi rank ensures the continued functionality and efficiency of these systems.
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 is designed to ensure it does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure or active transport infrastructure. All works will be undertaken in accordance with

Performance outcomes	Acceptable outcomes	Response
		relevant standards to protect existing infrastructure and maintain its functionality.

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 development does not compromise the safety of users of the State-controlled road network. Refer to Traffic Impact Assessment provided at Appendix 5 .
PO26 Development ensures no net worsening of the operating performance of the state-controlled road network.	No acceptable outcome is prescribed.	Complies The development does not result in a net worsening of the operating performance of the State-controlled road network. Refer to Traffic Impact Assessment provided at Appendix 5 .
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 Traffic movements are directed to the local 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 haulage.
PO29 Development does not impede delivery of planned upgrades of state-controlled roads .	No acceptable outcome is prescribed.	Complies The development does not impede delivery of any planned upgrades.
PO30 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor .	No acceptable outcome is prescribed.	Complies The development does not impede delivery of any planned upgrades.

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 is located on land that has previously been approved for future commercial development. An existing retaining

Performance outcomes	Acceptable outcomes	Response
		wall adjacent the State-controlled road corridor will be retained, with the building setback of 35m from the road frontage.
PO32 Development does not adversely impact the operating performance of the state-controlled road .	No acceptable outcome is prescribed.	Complies The access arrangements and internal traffic circulation have been designed to maintain the efficiency and functionality of the road network (refer Appendix 5).
PO33 Development does not undermine, damage or cause subsidence of a state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development is located on land that has previously been approved for future commercial development. An existing retaining wall adjacent the State-controlled road corridor will be retained, with the building setback of 35m from the road frontage.
PO34 Development does not cause ground water disturbance in a state-controlled road .	No acceptable outcome is prescribed.	Complies The proposed development is located on land that has previously been approved for future commercial development. An existing retaining wall adjacent the State-controlled road corridor will be retained, with the building setback of 35m from the road frontage.
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 is located on land that has previously been approved for future commercial development. An existing retaining wall adjacent the State-controlled road corridor will be retained, with the building setback of 35m from the road frontage.
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 .	<p>AO37.1 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. 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</p>	Not applicable

Performance outcomes	Acceptable outcomes	Response
	full extent of the boundary closest to the state-controlled road .	
Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor		
PO38 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road .	<p>AO38.1 Development provides 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. 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>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>	Not applicable
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor		
PO39 Development minimises noise intrusion from a state-controlled road in private open space .	<p>AO39.1 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 	Not applicable

Performance outcomes	Acceptable outcomes	Response
	<p>2.2) for private open space at the ground floor level;</p> <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>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>	
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>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> <ul 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: <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; 	Not applicable

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

Performance outcomes	Acceptable outcomes	Response
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor		
PO44 Development: <ol style="list-style-type: none"> provides a noise barrier or earth mound that is designed, sited and constructed: <ol style="list-style-type: none"> to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas; in accordance with: <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; Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or achieves the maximum free field acoustic level in reference table 2 (item 2.3) for all outdoor education areas and outdoor play areas by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound. 	No acceptable outcome is provided.	Not applicable
PO45 Development involving a childcare centre or educational establishment : <ol style="list-style-type: none"> provides a noise barrier or earth mound that is designed, sited and constructed: to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); 	No acceptable outcome is provided.	Not applicable

Performance outcomes	Acceptable outcomes	Response
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; 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
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 	No acceptable outcome is provided.	Not applicable

Performance outcomes	Acceptable outcomes	Response
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 .		
PO48 Development including: 1. indoor education areas and indoor play areas in a childcare centre or educational establishment ; or 2. sleeping rooms in a childcare centre ; or 3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is provided.	Not applicable
Air, light and vibration		
PO49 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road .	AO49.1 Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence , or other solid gap-free structure . OR AO49.2 Each outdoor education area and outdoor play area is shielded from a state-controlled road by a building, solid gap-free fence , or other solid gap-free structure .	Not applicable

Performance outcomes	Acceptable outcomes	Response
PO50 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor .	<p>AO50.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1\text{m/s}^{1.75}$.</p> <p>AND</p> <p>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 $0.4\text{m/s}^{1.75}$.</p>	Not applicable
<p>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:</p> <ol style="list-style-type: none"> 1. intrude into buildings during night hours (10pm to 6am); 2. create unreasonable disturbance during evening hours (6pm to 10pm). 	No acceptable outcomes are prescribed.	Not applicable

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

Performance outcomes	Acceptable outcomes	Response
PO52 Development does not impede delivery of a future state-controlled road .	<p>AO52.1 Development is not located in a future state-controlled road.</p> <p>OR ALL OF THE FOLLOWING APPLY:</p> <p>AO52.2 Development does not involve filling and excavation of, or material changes to, a future state-controlled road.</p> <p>AND</p>	Not applicable

Performance outcomes	Acceptable outcomes	Response
	<p>AO52.3 The intensification of lots does not occur within a future state-controlled road.</p> <p>AND</p> <p>AO52.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.</p>	
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
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
PO55 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Not applicable
PO56 Development ensures that stormwater is lawfully discharged.	<p>AO56.1 Development does not create any new points of discharge to a future state-controlled road.</p> <p>AND</p> <p>AO56.2 Development does not concentrate flows to a future state-controlled road.</p> <p>AND</p> <p>AO56.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p>	Not applicable

Performance outcomes	Acceptable outcomes	Response
	AO56.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road .	



Appendix 9

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the state-controlled road network.	No acceptable outcome is prescribed.	Complies The proposed development is designed to ensure the safety of users of the State-controlled road network is not compromised. Access points and internal traffic layouts are configured to minimise conflict and maintain safe movement patterns. Refer to Traffic Impact Assessment provided at Appendix 5 .
PO2 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development is located on land that has previously been approved for future commercial development. An existing retaining wall adjacent the State-controlled road corridor will be retained, with the building setback of 35m from the road frontage.
PO3 Development ensures no net worsening of the operating performance the state-controlled road network.	No acceptable outcome is prescribed.	Complies The proposed development will not result in a net worsening of the operating performance to the State-controlled road. Refer to Traffic Impact Assessment provided at Appendix 5 .
PO4 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.	No acceptable outcome is prescribed.	Complies The proposed development directs traffic to the local road network.
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road .	No acceptable outcome is prescribed.	Not applicable The proposed development does not involve haulage activities.
PO6 Development does not require a new railway level crossing.	No acceptable outcome is prescribed.	Complies The proposed development does not involve a new railway level crossing.
PO7 Development does not adversely impact the operating performance of an existing railway crossing .	No acceptable outcome is prescribed.	Complies The subject site is not located within proximity to a level railway crossing.
PO8 Development does not adversely impact on the safety of an existing railway crossing .	No acceptable outcome is prescribed.	Complies

Performance outcomes	Acceptable outcomes	Response
		The subject site is not located within proximity to a level railway crossing.
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing .	No acceptable outcome is prescribed.	Complies The subject site is not located within proximity to a level railway crossing.
PO10 Development does not create a safety hazard within the railway corridor .	No acceptable outcome is prescribed.	Complies The proposed development is located in excess of 85m from the railway corridor and is not located within proximity to a level railway crossing.
PO11 Development does not adversely impact the operating performance of the railway corridor .	No acceptable outcome is prescribed.	Complies The proposed development is located in excess of 85m from the railway corridor and is not located within proximity to a level railway crossing.
PO12 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development is located in excess of 85m from the railway corridor and is not located within proximity to a level railway crossing.
PO13 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development is located in excess of 85m from the railway corridor.
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies Stormwater runoff and overland flow from the development site are directed to a lawful point of discharge, ensuring they do not create or exacerbate a safety hazard for users of the State-controlled road.
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies Stormwater runoff and overland flow from the development site are managed through a designed stormwater system that directs flows to a lawful point of discharge. This ensures there is no material worsening of the operating performance of the state-controlled road or associated transport infrastructure.

Performance outcomes	Acceptable outcomes	Response
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure .	No acceptable outcome is prescribed.	Complies Stormwater runoff and overland flow from the development site are directed to a lawful point of discharge, ensuring they do not adversely impact the structural integrity or physical condition of the State-controlled road or road transport infrastructure.
PO17 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.	<p>AO17.1 Development does not create any new points of discharge to a state transport corridor or state transport infrastructure.</p> <p>AND</p> <p>AO17.2 Development does not concentrate flows to a state transport corridor.</p> <p>AND</p> <p>AO17.3 Stormwater run-off is discharged to a lawful point of discharge.</p> <p>AND</p> <p>AO17.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure.</p>	Complies The development ensures stormwater is lawfully discharged by directing all runoff to an existing lawful point of discharge. No new points of discharge to the State-controlled road are created, and flows are not concentrated toward the State-controlled road. The stormwater management system will be designed to maintain the condition of the existing lawful point of discharge and prevent any worsening impacts on the State-controlled road.
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure	<p><i>For a state-controlled road or road transport infrastructure, all of the following apply:</i></p> <p>AO18.1 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a state transport corridor.</p> <p>AND</p>	Complies The development does not result in a material worsening of flooding impacts within the State-controlled road. The stormwater management regime will be designed to manage runoff appropriately, ensuring compliance with relevant standards and maintaining pre-development flooding conditions on the State-controlled road.

Performance outcomes	Acceptable outcomes	Response
	<p>AO18.2 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a state transport corridor.</p> <p>AND</p> <p>AO18.3 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a state transport corridor.</p> <p><i>No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.</i></p>	
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a state transport corridor .	<p><i>For a state-controlled road environment, both of the following apply:</i></p> <p>AO19.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained within the development site, except at the lawful point of discharge.</p> <p>AND</p> <p>AO19.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor.</p> <p><i>For a railway environment both of the following apply:</i></p> <p>AO19.3 Drainage infrastructure associated with a railway corridor or rail transport infrastructure is wholly contained within the development site.</p>	<p>Complies</p> <p>The drainage infrastructure for the development is designed to ensure it does not create a safety hazard for users of the State-controlled road. All drainage is appropriately located and constructed to avoid impacts on road safety and visibility.</p>

Performance outcomes	Acceptable outcomes	Response
	AND AO19.4 Drainage infrastructure can be maintained without requiring access to a state transport corridor .	
PO20 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	Complies The drainage infrastructure associated with the development will be designed and constructed to maintain the structural integrity and physical condition of drainage network within the State-controlled road. All works will comply with relevant engineering standards and guidelines to ensure no adverse impacts occur.
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of state transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development is not located in proximity to any planned upgrades.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services .	No acceptable outcome is prescribed.	Complies The proposed development will not damage or interfere with existing public passenger transport infrastructure, active transport infrastructure or public passenger services.
PO23 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development includes appropriate public passenger transport infrastructure, including a taxi rank, pedestrian and bicycle paths, and bicycle facilities to support safe and convenient access for all users.
PO24 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development is designed to ensure it does not adversely impact the operating performance of public passenger

Performance outcomes	Acceptable outcomes	Response
		transport infrastructure, public passenger services, or active transport infrastructure. The inclusion of dedicated pedestrian pathways, bicycle facilities, and a taxi rank ensures the continued functionality and efficiency of these systems.
PO25 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	Complies The proposed development is designed to ensure it does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure or active transport infrastructure. All works will be undertaken in accordance with relevant standards to protect existing infrastructure and maintain its functionality.
PO26 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.	No acceptable outcome is prescribed.	Complies The proposed development includes appropriate public passenger transport infrastructure, including a taxi rank, pedestrian and bicycle paths, and bicycle facilities to support safe and convenient access for all users.
PO27 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services .	No acceptable outcome is prescribed.	Complies The proposed development includes appropriate public passenger transport infrastructure, including a taxi rank, pedestrian and bicycle paths, and bicycle facilities to support safe and convenient access for all users.
PO28 Development enables the provision or extension of public passenger services , public passenger transport infrastructure and active transport infrastructure to the development and avoids creating indirect or inefficient routes for public passenger services .	No acceptable outcome is prescribed.	Complies The proposed development includes appropriate public passenger transport infrastructure, including a taxi rank, pedestrian and bicycle paths, and bicycle facilities to support safe and convenient access for all users.

Performance outcomes	Acceptable outcomes	Response
PO29 New or modified road networks are designed to enable development to be serviced by public passenger services .	<p>AO29.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.</p> <p>AND</p> <p>AO29.2 Roads intended to accommodate buses are designed and constructed in accordance with:</p> <ol style="list-style-type: none"> 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; <p>AND</p> <p>AO29.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</p>	Not applicable
PO30 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure .	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development includes appropriate public passenger transport infrastructure, including a taxi rank, pedestrian and bicycle paths, and bicycle facilities to support safe and convenient access for all users.</p>
PO31 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.	No acceptable outcome is prescribed.	<p>Complies</p> <p>The proposed development includes appropriate public passenger transport infrastructure,</p>

Performance outcomes	Acceptable outcomes	Response
		including a taxi rank, pedestrian and bicycle paths, and bicycle facilities to support safe and convenient access for all users.
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	Complies Taxi facilities are provided within the proposed development.
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.	No acceptable outcome is prescribed.	Complies The proposed development provides for dedicated set-down bays to the immediate frontage of the shopping centre building.
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	<p>AO34.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p> <p>AO34.2 Taxi facilities are designed in accordance with:</p> <ol style="list-style-type: none"> 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 5. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015. 	Complies The proposed taxi facilities are located and designed to provide convenient, safe, and equitable access for passengers. The facilities comply with relevant standards to ensure accessibility and efficiency for all users.
PO35 Educational establishments are designed to ensure the safe and efficient operation of public passenger services , pedestrian and	AO35.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at	Not applicable

Performance outcomes	Acceptable outcomes	Response
cyclist access and active transport infrastructure .	Schools, Department of Transport and Main Roads, 2011.	



Appendix 10



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:

- 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;*
- the area also accommodates a mix of business activity groups that are pertinent to the nature of the region;*
- development makes a positive contribution to the public domain, particularly along major roads and near centres; and*
- 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 change in material and colour; or a change in plane of at least 0.75m depth; or an appropriate landscaping treatment. 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"> within 20% of the average front setback of adjoining buildings; or where there are no adjoining buildings, 4m. AO1.5: Vehicle manoeuvring and delivery areas are located to the site or	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"> The proposed site cover is approximately 21.84%. The proposed building is setback approximately 24m from the main Cavey Court road frontage and 12.56m from the Cavey Court round-a-bout, buffered with proposed landscaping and carparking. The proposed development does not exceed 15m in height, specifically the apex of the structure involves a height of approximately 10m. The proposed development is appropriately set back 35m from New Queen Road, ensuring extensive landscaping space has been incorporated to buffer the bulk and scale of the



Performance Outcome/Acceptable Outcomes		Response
	behind the building, and are not located in front of the building.	structure to the road frontage. Additionally, a retaining wall traverses the northern part of the subject land, with the ground level of the site currently approximately 3m higher than the surface of the road carriageway, further lessening the visual impact of the proposed development from the New Queen Road frontage.
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 around the shopping centre building, provided separate access to each tenancy. Specifically, the main pedestrian access to the anchor supermarket tenancy is orientated to the eastern side of the building, directly accessible and visibly from the main car parking area.
	AO2.2: Each building or tenancy is provided with a highly visible street and unit number respectively.	Complies The proposed building will be provided with an identifying number 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 will be provided to accommodate safe ingress and egress for all site users.
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.	A03: Utility elements are: <ul style="list-style-type: none"> 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 within the Goldtower Development Area or surrounds. It is noted utility elements are located to the rear of the shopping centre building, and screened/buffered from the adjoining park space, particularly noting the following: <ul style="list-style-type: none"> ▪ The subject site has previously been improved to accommodate future development, with a retaining wall the western side boundary and along the New Queen Road frontage. ▪ Easement B on SP326358 for the purpose of



Performance Outcome/Acceptable Outcomes		Response
		<p>stormwater drainage separates the developable area within the site to the adjoining park/rest stop.</p> <ul style="list-style-type: none"> ▪ The existing easement corridor has been landscaped and accessible to the public for recreation purposes. ▪ Additional landscaping will be incorporated to the full extent of the western side boundary, in accordance with nominated landscaped area within the proposal plans (refer Appendix 4). ▪ The utility elements to the rear of the building are not visible from the New Queen Road frontage.
<p>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.</p>	<p>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.</p>	<p>Complies Any advertising devices will be designed to meet relevant standards in accordance with AO4.</p>
<p>PO5: Landscaping is provided to create streetscapes which contribute positively to the city image, particularly along major roads and streets.</p>	<p>AO5: Landscaping is provided along all road frontages of the site for a minimum depth of:</p> <ol style="list-style-type: none"> 4m along any arterial or sub-arterial road; or 2m along any other road or street frontage. 	<p>Complies The proposed development incorporates extensive landscaping throughout the site, including perimeter treatments, car parking areas, and adjacent pedestrian pathways. The landscaping provisions total 9,811m², representing 35.3% of the site area.</p> <p>Key landscaping features include buffers along all road frontages, landscaping integrated within car parking areas, full-length landscaping along the western boundary, and a green space situated on the northern side of the building.</p> <p>The landscaping design is consistent with the high standard of amenity established within the Goldtower Development Area, enhancing the visual quality of the streetscape and contributing positively to the overall aesthetic character of the development.</p>



Performance Outcome/Acceptable Outcomes		Response
PO6: Construction activities do not encroach into a railway or State-controlled road corridor.		Complies The proposed development does not involve development within State-controlled transport corridors.
Parking and Access		
PO7: Parking and access arrangements are appropriate for: <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. 	AO7: 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> .	Complies Parking and access arrangements proposed within the development are designed in accordance with relevant Council standards. Refer Appendix 5 for the Traffic Impact Assessment prepared by NCE.
PO8: 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.	AO8.1: Car parking is provided at the rates set out in Appendix 3 <i>Parking Rates Policy</i> . OR AO8.2: 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.	Complies The proposal is considered to provision parking rates sufficient to support the anticipated traffic demand associated with proposed development. Specifically, the proposed development provisions the following: <ul style="list-style-type: none"> ▪ 232 car parks, inclusive of 6 people with disability car parks; ▪ 2 drop off/pick up bays to the eastern façade of the development; ▪ 3 taxi bays; and ▪ 6 click n' collect bays. The prescribed rates in accordance with AO8.1 require the provision of 338 car parks for the proposed 5,064m ² gross floor area of the shopping centre. The proposed parking provision, while below the prescribed rate, is appropriate given the substantial size of the car park, which will adequately meet demand without the inefficiency of an excessively large facility. The arrangement balances functionality with practicality, ensuring compliance with planning requirements while supporting a safe, efficient, and user-friendly design.



Performance Outcome/Acceptable Outcomes		Response
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.		Not applicable Vehicle queuing is not expected with the proposed development (refer Appendix 5).
PO10: Provision is made for the on-site loading, un-loading, manoeuvring and access by service vehicles that: <ul style="list-style-type: none"> a) are adequate to meet the demands generated by the development; b) are able to accommodate the design service vehicle requirements; and c) does not unduly impede vehicular and pedestrian safety and convenience both within the site and external to the site. 	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> .	Complies Sufficient provision is made for on-site loading, unloading, manoeuvring and access by service vehicles anticipated to be utilised with the proposed development. Separate access and manoeuvring area is provided to the rear of the shopping centre, accessed via western-most access to Cavey Court. The design and location of this minimise impact on vehicular and pedestrian safety. The servicing area is suitably sized and designed to meet the needs of the proposed use.
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. The proposed development aligns with the intended role, scale, and character of the Goldtower precinct as a mixed-use area designed to accommodate large-format retail and complementary uses. The shopping centre, anchored by a Coles supermarket and specialty stores, is consistent with the precinct's function as a regional retail hub serving the local community and surrounding areas. The development does not compromise the role or successful functioning of the Charters Towers principal town centre. Instead, it complements the town centre by providing retail options that reduce expenditure leakage and meet demand for convenience-based shopping



Performance Outcome/Acceptable Outcomes		Response
		<p>In particular:</p> <ul style="list-style-type: none"> ▪ The proposed development enhances retail competition and consumer choice by introducing a new full-line supermarket, ensuring residents have access to a wider range of products, competitive pricing, and promotional strategies. ▪ The Economic Need and Impact Assessment (refer Attachment 7) demonstrates there is insufficient area and vacant tenancies within the principal town centre for a purpose-built facility such as that proposed. ▪ The Goldtower Development Area is considered a desirable location for a shopping centre, particularly given inherent high traffic movements associated with shopping centres which can be appropriately addressed within the Goldtower precinct. ▪ The proposed development provides for an integrated and complementary use to the existing development within the Goldtower Development Area and surrounds. ▪ The proposed development supports the expansion of the unique range of business in the region, particularly noting the proposed nine (9) speciality store tenancies.
<p>PO12: The site layout and design:</p> <ul style="list-style-type: none"> a) minimises earthworks; b) maximises retention of natural drainage patterns; and c) ensures existing drainage capacity is not reduced. 	<p>AO12: Development does not involve earthworks involving more than 100m³.</p>	<p>Not applicable The proposed development does not involve earthworks, noting the site has previously been approved in accordance with previous approvals associated with the site.</p>
<p>PO13: Development ensures that the hours of operation, including activities or operations associated with rubbish trucks, delivery vehicles, patrons, plant, motors,</p>	<p>AO13: Development limits the hours of operation and service of delivery vehicles to between 7am and 6pm, excluding public holidays.</p>	<p>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</p>



Performance Outcome/Acceptable Outcomes		Response
exhaust fans and other equipment, are: 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.		surrounding locality and Goldtower precinct.
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 a composition of uses that align with the Goldtower precinct's role as a drive-to-door retail hub, featuring a Coles supermarket and specialty stores tailored to meet convenience and everyday retail needs. This arrangement minimises competition impacts on the surrounding centres network by complementing rather than duplicating the higher-order and community-focused services of the Charters Towers principal town centre. The development supports the precinct's function as a regional shopping destination without undermining the established centres hierarchy.
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 as part of this application, future approvals will be sought to provision food and drinks uses within adjoining land parcels.
For Assessable Development only		
Crime Prevention Through Environmental Design		
PO16: Site layout facilitates the security of people and property having regard to: 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;		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. We note the proposal



Performance Outcome/Acceptable Outcomes		Response
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.		involves a purpose-built development that has been intentionally designed in accordance with the prospective supermarket tenant specifications. The design remains consistent with development of similar scale and nature within Queensland, promoting safety, wayfinding and useability for patrons associated within the site.
Community and Environmental Risk		
PO17: Development minimises impacts on surrounding land having regard to noise, vibration, odour, dust, light or other emissions. Adverse impacts on the health, safety or amenity of nearby residential zoned land or other sensitive land uses are minimised.	AO17.1: Development achieves the noise generation levels set out in the <i>Environment Protection (Noise) Policy 2008</i> . AO17.2: Development achieves the air quality objectives set out in the <i>Environment Protection (Air) Policy 2008</i> . AO17.3: Materials that are capable of generating air contaminants are wholly enclosed in storage bins. AO17.4: All external areas are sealed, turfed or landscaped. AO17.5: Light emanating from any source complies with <i>Australian Standard AS4282 – Control of the Obtrusive Effects of Outdoor Lighting</i> . 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> .	Complies The proposed subject site is zoned as industrial land in accordance with <i>Charters Towers Regional Town Plan</i> , with the proposed shopping centre use considered to involve a less impactful development type to surrounding sensitive receptors than that anticipated under the planning scheme, with particular consideration to noise, vibration, odour, dust, light and other emissions. The development is sufficiently separated and buffered from nearby residential zoned land and other sensitive uses, further reducing the potential for adverse impacts on health, safety, or amenity. These considerations ensure the proposal maintains a high standard of compatibility with surrounding land uses. It is considered the proposed development will be constructed in accordance with all relevant standards, positively contributing to a high amenity standard experienced by the local community.
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.	AO18.1: Areas where potentially contaminating substances are stored or used are roofed and sealed with concrete, asphalt or similar impervious substance and bunded. AO18.2: Roof water is piped away from areas of potential contamination.	Complies The proposed development does not involve manufacture, storage or use of potentially contaminating substances.



Performance Outcome/Acceptable Outcomes		Response
PO19: Development is designed and managed to provide appropriate protection for community health and safety, and avoid unacceptable risk to life and property.		Complies The proposed development is designed and managed to protect community health and safety and avoid unacceptable risk to life and property. We note the proposal involves a purpose-built facility that has been intentionally designed in accordance with the prospective supermarket tenant specifications. The design remains consistent with development of similar scale and nature within Queensland, promoting safety, wayfinding and useability for patrons associated within the site.
PO20: The site layout and design responds sensitively to on-site and surrounding drainage patterns and ecological values by: <ul style="list-style-type: none"> a) maximising retention of natural drainage patterns; and b) ensuring drainage capacity is not impeded. 		Complies The proposed development follows the previously approved stormwater regime of the Goldtower Development Area, noting the site has been previously improved in accordance with current approvals to facilitate development of this nature.
PO21: Provision is made for waste management that is appropriate to the use, and protects the health and safety of people and the environment.	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	Complies An allocated refuse area has been included to the rear of the structure, accessible via a designated service vehicle and staff entrance from Cavey Court. The refuse area is appropriately screened from view and refuse collection vehicles can appropriately and efficiently access and manoeuvre within the site.
	AO21.2: 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. 	
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 will discharge stormwater to a lawful point of discharge. Development of the subject site does not adversely impact drainage of upstream, downstream or adjoining properties.
	AO23.1: The development does not result in an increase in flood level of flood duration on upstream, downstream or adjacent properties.	
PO23: The proposed stormwater management system or site works does not adversely affect flooding or drainage characteristics of properties that are upstream,		Complies The proposed development discharges stormwater to a lawful point of discharge. The proposed development within the subject site does not adversely



Performance Outcome/Acceptable Outcomes		Response
downstream or adjacent to the development site	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> .	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 subject site 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 subject site 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 intensity of development in the locality.	AO26: The built form and design of service stations, while accommodating corporate design parameters, generally reflect the local architectural vernacular and is in keeping with and sympathetic to the scale and intensity of adjacent buildings.	Not applicable The proposed development does not involve a service station use.
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. 	Not applicable The proposed development does not involve a service station use.



Performance Outcome/Acceptable Outcomes		Response
	<p>AO28.2: Vehicular accesses to a service station site are: a) At least 10m wide; and b) Not less than 15m apart.</p>	
<p>PO29: Service station are developed to achieve a high standard of amenity and environmental safety in terms of: 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.</p>	<p>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.</p> <p>AO29.2: Aboveground fuel storage tanks are protected from vehicle impact by kerbing, crash rails, bollards or other devices suitable for the task.</p>	<p>Not applicable The proposed development does not involve a service station use.</p>