

# PUBLIC NOTIFICATION



<b>Approval Sought:</b>	Material Change of Use
<b>Proposed Development:</b>	Multiple Dwelling (64 Dwellings)
<b>Where:</b>	192 Dean Street, Berserker
<b>Lot Description:</b>	Lot 8 on SP607712 and Lot 24 on RP607814
<b>Application Reference:</b>	D/170-2022

**Make a submission from:**

**24 March 2023 to 17 April 2023**

**You may make a submission to Rockhampton Regional Council**

PO BOX 1860, Rockhampton QLD 4700

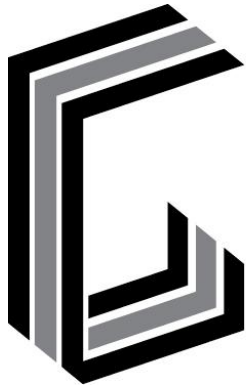
Email: [enquiries@rrc.qld.gov.au](mailto:enquiries@rrc.qld.gov.au)

Phone: 07 4932 9000 or 1300 22 55 77

[Click here to view the 'Guide to public notification of development and change applications'](#)

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**GIDEON**  
TOWN PLANNING

## PLANNING REPORT

MATERIAL CHANGE OF USE FOR A MULTIPLE  
DWELLING (64 DWELLINGS)

LOT 8 RP607712 AND LOT 24 RP607814

192 DEAN STREET, BERSERKER QLD 4700

KELE PROPERTY GROUP (QLD) PTY LTD



# DOCUMENT CONTROL SHEET

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## 1.0 INTRODUCTION

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This Planning Report has been prepared on behalf of Kele Property Group (QLD) Pty Ltd in support of a Development Application for a Material Change of Use for a Multiple Dwelling (64 Dwellings) located at 192 Dean Street, Berserker.

In accordance with the *Rockhampton Region Planning Scheme 2015* (the Planning Scheme) and pursuant to the *Planning Act 2016*, the proposed development constitutes Assessable Development in the Low-Density Residential Zone requiring a Development Permit for a Material Change of Use (Impact Assessment).

It is considered that the proposal for a Multiple Dwelling (64 Dwellings) is consistent with the overall outcomes for the Low-Density Residential Zone, as the development:

- contributes to the range and diversity of housing opportunities available to the local community within an established residential zone;
- has built form and density of the development are predominately single-story with design elements that reflect the character of the surrounding neighbourhood, ensuring the development maintains the existing urban form and residential amenity of the area;
- is located in an established residential area adjacent to an urban arterial road (Dean Street) that is well-serviced with public transport and urban infrastructure and services; and
- is within reasonable proximity to several commercial centres and community facilities.

This report addresses the relevant Codes and Policies of the Planning Scheme and relevant State planning instruments. Supporting information is provided identifying compliance with the Acceptable Outcomes of the applicable Planning Scheme Codes and demonstrating planning merit for the proposed development.

The proposed development is considered to satisfy the relevant requirements of the regional, State and local planning instruments. The development accords with the relevant Planning Scheme Codes and maintains the outcomes sought for the Low-Density Residential Zone. It is considered that the proposal has merit and warrants favourable consideration by Council.

## 2.0 PROJECT OVERVIEW

### 2.1 Site Details

Property Address:	192 Dean Street, Berserker
Property Description:	Lot 24 RP607814 (14,480 m <sup>2</sup> ) Lot 8 RP607712 (10,770 m <sup>2</sup> )
Registered Owners:	Kele Property Group (QLD) Pty Ltd (Refer to Appendix B – Title Search)
Encumbrances:	C RP607712 (1,313 m <sup>2</sup> )
Site Area:	25,250m <sup>2</sup>

### 2.2 Application Details

Applicant:	Kele Property Group (QLD) Pty Ltd
Approval Type:	Development Permit for Material Change of Use
Description of proposal	Multiple Dwelling
Local Government Area:	Rockhampton Regional Council
Assessment Manager:	Rockhampton Regional Council
Planning Scheme:	Rockhampton Region Planning Scheme 2015
Zoning:	Low-Density Residential Zone
Precinct:	N/A
Overlays:	<ul style="list-style-type: none"><li>• Acid Sulfate Soils – Land above 5m AHD and below 20m AHD</li><li>• Airport - OLS – Height Limit 30m; Height Limit 45m</li><li>• Airport Environs - Wildlife Hazard Buffer Area – 8km</li><li>• Steep land – 15-25% +</li><li>• Bicycle Network – Cycling Arterial Routes</li><li>• Road Hierarchy Overlay - Urban Arterial, Urban Access Street, Urban Access Place</li><li>• Sewer Planning Area</li><li>• Water Supply Planning Area</li></ul>
Level of Assessment:	Impact Assessment
Relevant Code:	<ul style="list-style-type: none"><li>• Low-density Residential Zone Code</li><li>• Access, Parking and Mobility Code</li><li>• Landscape Code</li><li>• Stormwater Management Code</li><li>• Waste Management Code</li><li>• Water and Sewer Code</li></ul> <p>Overlay Codes:</p> <ul style="list-style-type: none"><li>• Airport Environs Overlay Code</li><li>• Acid Sulfate Soils Overlay Code</li><li>• Steep Land Overlay Code</li></ul>
Referral Agencies:	State Assessment and Referral Agency
Regional Plan:	Central Queensland Regional Plan 2013

## 3.0 CHARACTERISTICS OF SITE AND SURROUNDING AREA

### 3.1 Site Details and Location

The subject site, located at 192 Dean Street, Berserker (Lot 24 on RP607814 and Lot 8 on RP607712), is located in north Rockhampton and approximately 3.5km from Rockhampton Town Centre. The sites are directly adjoining other residential land uses.



Figure 1 Site Context Plan  
Source: Queensland Globe

### 3.2 Site Characteristics

#### 3.2.1 Area & Configuration

The subject site, with an irregular configuration, has a total site area of 25,250m<sup>2</sup>. The subject site is bound by three road frontages, Dean Street (Urban Arterial), Stamford Street (Urban Access Street) and Edington Street (Urban Access Place), with frontages of approximately 97m, 17m and 19m, respectively.

#### 3.2.2 Existing Improvement

The subject site is currently vacant, with an existing driveway along the Dean Street road frontage. The subject site historically accommodated a television network station.

#### 3.2.3 Vegetation and Topography

The subject site has a natural fall to the west and has areas of mature vegetation located along the southern boundary.

#### 3.2.4 Services

The subject site is serviced by all urban services:

- Water Infrastructure is located within Dean Street, Stamford Street and Edington Street (blue on insert plan below).



- Sewer Infrastructure traverses the front and rear of the subject site (maroon on insert map below).
- Stormwater infrastructure is located near Stamford Street and towards Mostyn Street (green on insert plan below).
- Electrical infrastructure, not owned or managed by Council, is available along the road frontage of the subject sites.
- Telecommunications infrastructure not owned or managed by Council is available along the road frontage of the subject sites.

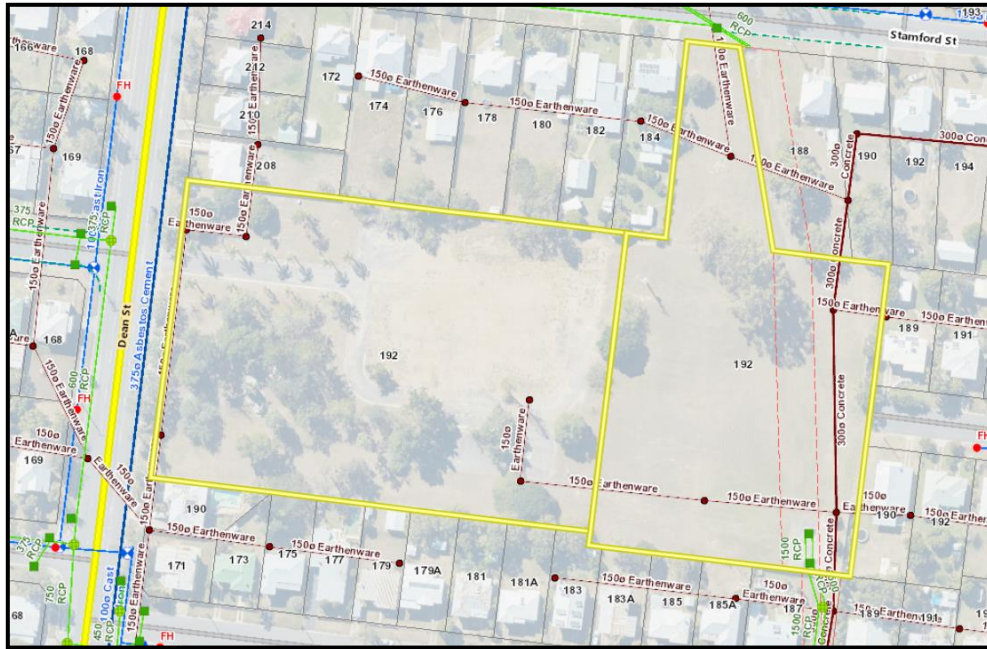


Figure 2 Council Infrastructure  
Source: RRC Mapping System

### 3.2.5 Easements

Easement C on RP607712 (1313 m<sup>2</sup>) traverses the eastern boundary of the site, accommodating stormwater infrastructure.

### 3.3 Surrounding area

Being located within the existing urban footprint of Rockhampton, the subject site is surrounded by areas of low-density residential zoning. Residential land uses surround the subject site to the north, east, south and west. The subject site is located within close proximity to transport networks and commercial and community facilities.

The primary road frontage, Dean Street, is appropriately serviced by local bus services (Sunbus) and the Youngs Bus Service that provides transport to the greater region (Yeppoon, Gladstone etc.). Refer to *Appendix H - Sunbus Route Map* and *Appendix J - Youngs Route Maps*.

To the west, the subject site is located approximately 600m from the neighbourhood centre (Berserker Street & Elphinstone Street) that accommodates several local commercial businesses (i.e., pharmacy, medical practice, butcher etc.) and 1.5km from a major shopping centre (Stocklands).

To the north is local community facilities, which include education facilities (North Rockhampton State High School, Rockhampton North Special School, Little Zerba Childcare and Kindergarten, Guppy's Early Learning Centre), sports facilities (42<sup>nd</sup> Battalion Memorial Pool, Kenrick Tucker Velodrome, Diggers Memorial Bowls club) and the North Rockhampton Police station.

Dean street further accommodates a range of commercial land uses that serve the local community. These include Torenbeek Veterinary Clinic, Berserker Tavern, Frenchville Plaza, Menzies Auto Services, Ampol Service Station, Australia Post Post office, Rockhampton veterinary clinic, Capricorn Physiotherapy, Frenchville Newsagency, Dean Street Bakery and the Frenchville Shopping Centre. Refer to *Appendix C - Locality Map*.



## 4.0 DEVELOPMENT CONCEPT

### 4.1 Proposal Description

The proposal is for a Multiple Dwelling consisting of 64 dwellings developed around an internal access driveway flanked by an open space area.



Figure 3 Dean Street – Architect's Impression

Source: Design+Architecture

The development presents as a low-density development, with six (6) single-storey dwellings addressing the Dean Street frontage. With vehicle access directly from Dean Street, a mix of one (1), two (2), and three (3) bedroom dwellings are proposed around the internal circular driveway, providing access through the development site. Table 1 (below) includes a summary of the dwelling type, configuration, floor areas and the number of bedrooms.

Table 1 Development Summary

Unit	General Description	Floor Area	Dwelling Mix		
			1Br	2Br	3Br
A1 / A2	The Unit A layout is designed with a private driveway directly off the shared internal driveway and covered vehicle parking space, allowing for two parking spaces per dwelling (tandem). The main entry point to the dwellings leads into the open floor kitchen and living space which is connected to the external private open space at the rear. The dwellings also consist of the main bedroom with an ensuite, two smaller bedrooms with a shared bathroom, and a laundry area adjacent to the shared bathroom.	89 m <sup>2</sup>	-	-	28
B1.1/B1.2 B2.1/B2.2	The Unit B layout is designed as a single unit containing two separate dwellings, intended to provide a unique opportunity for buyers to live within one dwelling and rent out the other. This layout is designed with a shared covered car parking connected directly to the main entrances for both dwellings. The entrance to dwelling 1 leads directly into the private deck and outdoor area, connecting inside to the open floor kitchen and living space. A hallway leads from here, past a combined bathroom and laundry area toward the main bedroom at the rear of the dwelling. The entrance to the second dwelling leads directly through the open floor kitchen and living area toward the private deck and open space at the rear. Adjacent to the living area is the main bedroom and adjoining bathroom and laundry areas.	47 m <sup>2</sup> & 52 m <sup>2</sup>	8	-	-
C1/C2	The Unit C layout is designed with a covered carport area and tandem car park directly adjacent, connecting to the dwellings' enclosed front yard and main entry point. The main entrance leads into the open floor kitchen and living area, directly through to the private deck and open space at the rear. Adjacent to the living area is a hallway leading to the two bedrooms, each providing a separate ensuite.	93 m <sup>2</sup>	-	6	-

	This hallway also contains access to the dwelling's laundry area.				
D1/D2	The Unit D layout is designed with the covered carport area and additional car park on opposite sides of the road frontage, connected by the path which leads to the dwelling's front yard and main entry point. This entrance leads through the open floor kitchen and the living area directly to the private deck and open space at the rear. Adjacent to the kitchen area is a hallway that connects the two bedrooms, shared bathroom and laundry area with the remainder of the dwelling.	73.3 m <sup>2</sup>	-	8	-
E1/E2	Unit 2 is a two-storey design with entry to the dwelling into the first floor, containing an open plan kitchen and living space, laundry, and water closet, as well as direct access to the private deck and open space at the rear. The stairs lead directly from the entry point up to the second floor, containing the main bedroom and a smaller bedroom with a shared bathroom.	93.7 m <sup>2</sup>	-	14	-
<b>Total</b>			<b>8</b>	<b>28</b>	<b>28</b>

#### 4.1.1 Design and density

The design and siting of the proposed development are consistent with the intent of the low-density residential Zone. The proposal maintains a contemporary building design that reflects the elements and characteristics of dwellings in the surrounding residential area. Each dwelling is designed with pitched roofs and verandahs and articulated with cladding and timber design elements.

The RRPS 2015 sets out provisions for a residential density of 1 unit per 400 m<sup>2</sup> of site area, which equates to 63.12 dwellings over the site area of 25,250m<sup>2</sup>. The development proposes 64 dwellings, which is marginally above the intended density. Given the overall design and height of the built form, consisting of 1 and 2 storeys, the proposed development complements and enhances the amenity of the area.

#### 4.1.2 Vehicle Access and Parking

In accordance with the planning scheme, a total of 96 onsite car parking spaces are required, calculated as follows:

- One (1) covered space per dwelling
- One (1) space per two (2) dwellings for visitors

A total of 127 onsite vehicle parking spaces are located throughout the development. Each single-storey 3-bedroom and 2-bedroom dwelling is provided with a covered parking space with an additional tandem car park. The 1-bedroom dwellings are each provided with a single covered parking space. The double-storey dwellings have access to the general car parking area. Car parking for visitors is available throughout the site.

The proposal exceeds the requirements outlined in the code and is consistent with the Access, Parking, and Mobility Code requirements. Further to the above, the proposal can accommodate a refuse collection truck to enter and exit the site in a forward direction.



Figure 4 Site Plan  
Source: Design+Architecture

#### 4.1.3 Landscaping

Each dwelling is provided with a backyard and private open space that is landscaped with shade trees, shrubs, and turfed areas.

The development sets out provisions for a 1.8m solid timber fence to be located along the north, east and south boundaries, with a feature boundary fence proposed along the primary frontage (western boundary). The eastern portion of the site provides communal recreation space, including a bbq area, park, walking track and stormwater detention. The application is supported by a Landscape Plan (*Appendix E*) prepared by Alderson + Associates Landscape Architects.

#### 4.1.4 Services

Given the availability of council services within the area, the development will be connected to all urban services, including water, sewer, stormwater, electricity, and telecommunications. The application is supported by an Infrastructure Report (*Appendix F*) prepared by McMurtrie Consulting Engineering.

## 5.0 REVIEW OF LEGISLATIVE REQUIREMENTS

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### 5.1 Assessment Overview

#### 5.1.1 Matters to be assessed

In accordance with the *Rockhampton Region Planning Scheme 2015* and Table 5.4.1.1 – Low-density Residential Zone, the proposed development is subject to **Impact Assessment**.

*According to Section 45(5) of the Planning Act:*

"(5) An impact assessment is an assessment that—

- a) *must be carried out—*
  - i. *against the assessment benchmarks in a categorising instrument for the development; and*
  - ii. *having regard to any matters prescribed by regulation for this subparagraph; and*
- b) *may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise."*

**Assessment benchmarks are described in Section 30 of the Planning Regulation 2017 ("Planning Regulation"):**

- (1) For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.
- (2) Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks—
  - a) *the assessment benchmarks stated in—*
    - i. *the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
    - ii. *the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
    - iii. *a temporary State planning policy applying to the premises;*
  - b) *(b) if the development is not in a local government area—any local planning instrument for a local government area that may be materially affected by the development;*
  - c) *(c) if the local government is an infrastructure provider—the local government's LGIP*
- (3) However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development.

The following sections include an assessment of the proposal against the relevant components of the *Rockhampton Region Planning Scheme 2015* and the relevant State Government planning instruments and legislative requirements.

## 5.2 Rockhampton Region Planning Scheme 2015

### 5.2.1 Planning Scheme Definitions

Under *the Rockhampton Region Planning Scheme 2015*, the proposal has been defined as:

**Multiple Dwelling:** Means the residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households.

The proposal is as described in section 4 and consistent with the above land use definitions.

### 5.2.2 Planning Scheme Zone

The subject site is located within the Low-density Residential Zone under the *Rockhampton Region Planning Scheme 2015*.

### 5.2.3 Level of Assessment

As previously discussed, in accordance with Table 5.4.1.1 – Low-Density Residential Zone, the proposed Multiple Dwelling is Impact Assessable.

### 5.2.4 Planning Scheme Overlays and Codes

The site is affected by a number of Planning Scheme Overlays. Refer to *Appendix M – Overlay Mapping*. Table 2 addresses each of the relevant overlays.

Table 2 Planning Scheme Overlays and Codes

Overlays	Relevant Code	Comment
Acid Sulfate Soils - Above 5m and below 20m AHD (Map ID – Brown)	• Acid Sulfate Soils overlay code	The proposal includes some cut and fill works. Disturbance of acid sulfate soils will be avoided, and where unavoidable, it will be minimised and managed accordingly. The management of Acid Sulfate Soils can be conditioned. The overlay code is not further addressed.
• Airport Light Restriction Zone - Buffer 6km • Airport Obstacle - Height Limit 20m • Airport Wildlife Hazard Buffer Area – 3km	• Airport Environs Overlay Code	The proposed development includes double-storey dwellings, with an estimated height of 8.16m above ground level, well within the height requirements of the airport environs code. This overlay code is not further addressed.
Road Hierarchy Overlay - Urban arterial - Urban access place - Urban access street	N/A	It is noted that Dean Street is an urban arterial road, Stamford Street is an urban access street, and Edington Street is an urban access place.
Steep Land Overlay - 15-20% slope	• Steep Land Overlay Code	While the development has mapped patches of steep land (15-20%), it is minimal and inconsequential to the development and, therefore, will not be further addressed in the assessment.
Sewerage planning area overlay	N/A	It is noted that the proposed development is located within the sewerage planning area.
Water supply planning area overlay	N/A	It is noted that the proposed development is located within the water supply planning area.

## 5.2.5 Other Planning Scheme Codes

The following other Planning Scheme Codes have been identified as being relevant to the assessment of proposed development:

Table 3 Other Planning Scheme Codes

Code	Comment
Low-Density Residential Zone Code	The proposed development is consistent with the purpose of the Low-density Residential Zone Code. An assessment of the proposed development against the code is included in <i>Appendix J – Code Assessment</i> .
Access, Parking and Mobility Code	The proposed development is consistent with the purpose of the Access, Parking and Mobility Code. An assessment of the proposed development against the code is included in <i>Appendix J – Code Assessment</i> .
Landscape Code	The proposed development is consistent with the purpose of the Landscape Code. An assessment of the proposed development against the code is included in <i>Appendix J – Code Assessment</i> . A Landscape Plan further supports the application; refer to <i>Appendix E</i> .
Stormwater Management Code	The proposed development is consistent with the purpose of the Stormwater Management Code. An assessment of the proposed development against the code is included in <i>Appendix J – Code Assessment</i> . A Stormwater Management Plan further supports the application; refer to <i>Appendix F</i> .
Waste Management Code	The proposed development is consistent with the purpose of the Waste Management Code. An assessment of the proposed development against the code is included in <i>Appendix J – Code Assessment</i> .
Water and Sewer Code	The proposed development is consistent with the purpose of the Water and Sewer Code. An assessment of the proposed development against the code is included in <i>Appendix J – Code Assessment</i> .

### 5.2.5.1 Low-Density Residential Zone

*The purpose of the low-density residential zone code is to:*

- a) provide locations where residential uses, predominantly in the form and type of single-detached one (1) storey and two (2) storey dwelling houses on individual lots are preferred to develop;*
- b) provide for the development of a mixture of other residential land use types that provide for long-term residency, where they are sited and designed to maintain the existing urban form (low rise and low density) and amenity of the surrounding area;*
- c) minimise land use conflict and ensure that community and recreation facilities develop only where they are consistent with amenity and characteristics of the surrounding area; and*
- d) ensure that development within the Zone has appropriate standards of infrastructure and essential services.*

The proposed development is consistent with the overall purpose of the low-density residential zone code as the development presents as a low-density residential dwelling development, with six (6) single-story detaching dwellings addressing the Dean Street road frontage. All 64 dwellings are detached, and the project contributes to the diversity of long-term residential accommodation options and is designed to maintain the existing contemporary design of the



surrounding area. Being located in an established urban area, the development will connect to all urban services. Therefore, the proposed development is consistent with the purpose of the low-density residential zone code.

*The purposes of the Zone will be achieved through the following overall outcomes:*

- a) development provides for predominantly single detached dwelling houses on individual lots of varying sizes and dual occupancies, maintaining a generally low-rise, 1-2 storey built form and low density character with small scale, detached buildings;*
- b) residential development within the Zone is of a type which primarily provides for the long-term accommodation of residents and not for short-term accommodation, except in the circumstances stated in (d);*
- c) low-rise multiple dwellings, relocatable home parks, residential care facilities and retirement facilities develop in the Zone when they are situated in proximity (convenient walking distance) to parks, centres, major community facilities (hospital, university etcetera) and have access to higher order roads (minor urban collector or higher) or public transport;*
- d) short-term accommodations only occurs where it:*
  - i. is established in an existing dwelling;*
  - ii. does not adversely impact on the amenity of the surrounding residential area;*
  - iii. maintains the appearance of an ordinary dwelling that is consistent with the intentions of the Zone; and*
  - iv. is limited in scale and duration;*
- e) non-residential uses only occur within the Zone where they:*
  - i. do not compromise the residential character and existing amenity of the surrounding area;*
  - ii. are small-scale and consistent with the surrounding urban form;*
  - iii. primarily function to service the needs of the immediate local residential community;*
  - iv. do not detract from the role and function of centres;*
  - v. do not result in the expansion of a centre zone; and*
  - vi. have direct Access to higher order roads (minor urban collector or higher) and are in proximity to public transport;*
- f) no expansion of existing centres or industrial areas will occur into the low density residential zone. In addition, no additional local centres or higher order centres are required within the low density residential zone;*
- g) neighbourhood centres do not expand to service a wider local centre catchment. South Gracemere is to accommodate a neighbourhood centre commensurate with the population of the immediate catchment;*
- h) new proposed centres within greenfield areas are not intended to accommodate full-line supermarkets;*
- i) development maximises opportunities for surveillance, activation of street fronts, integration with surrounding streetscapes, and presents an attractive appearance to the street with variations in built form, shape and colour;*
- j) development maintains a high level of residential amenity having regard to traffic, noise, dust, odour, lighting and other locally specific impacts;*
- k) new residential developments are not located in proximity to existing incompatible uses such as rural uses, industrial uses and major community facilities without separation distances, landscaping and screening that minimise impacts on amenity in relation to noise, odour, dust, light, loss of privacy or other adverse impacts;*
- l) new residential developments are located and integrated with existing neighbourhoods;*

- m) development is sited and designed to respond to the region's climate (sustainable practices for maximising energy efficiency, water conservation and public/active transport use), local heritage features, natural landscape features and environmental constraints;*
- n) development provides connection to pathways, cycle ways, roads and public transport infrastructure commensurate with the needs of the use;*
- o) development is serviced by infrastructure that is commensurate with the needs of the use; and*
- p) the establishment of one (1) precinct within the Zone where particular requirements are identified:*
  - i. Fitzroy River accommodation precinct; and*
  - ii. Residential stables precinct.*

The proposed development is consistent with the low-density residential Zone's overall outcomes, as stated above. The proposed development ensures that the dwellings are utilised as long-term accommodation and are compatible with the needs of the demographics within the area. The subject site is located within the suburb of Berserker, which services the area with major community facilities. The development is located adjacent to Dean street, a higher-order road that is identified as an urban arterial road in the Planning Scheme.

The proposed development is well integrated into the surrounding streetscapes by incorporating similar built form, shapes, and colours into the development design. The proposal sets out provisions for casual surveillance, with the first six dwellings oriented towards the street alongside a single-access driveway to ensure the development is secure. The proposed development is designed to ensure no environmental nuisances occur and maintains a high level of residential amenity. The development is located within an established neighbourhood consisting of a mix of housing types and densities and is not associated with any incompatible uses.

The proposal is consistent with the overall outcomes and purpose outlined in the Low-density Residential Zone code. The contemporary designed dwellings reflect the established building form in the area and include pitched roofs, verandahs and timber design elements. The development is located in a well-serviced area and will be connected to all urban infrastructure to meet the needs generated by the development. The development is well connected to an extensive road network.

## 5.2.6 Planning Scheme Policies

The *Rockhampton Regional Planning Scheme 2015* contains 21 Planning Scheme Policies. The planning scheme policies apply to development throughout the Rockhampton Regional Council planning scheme area.

## 5.2.7 Strategic Framework

The strategic framework themes and their strategic outcomes, as identified within Part 3 of the *Rockhampton Region Planning Scheme 2015*, are applicable.

### 5.2.7.1 Settlement Pattern

Table 4 Settle Pattern

<i>Element</i>	<i>Comment</i>
<i>Natural conservation, open space and natural corridor or link</i>	The development proposal does not relate to or impact this element.
<i>Township</i>	The development proposal does not relate to or impact this element.
<i>Rural residential</i>	The development proposal does not relate to or impact this element.
<i>Rural</i>	The development proposal does not relate to or impact this element.
<i>Industrial</i>	The development proposal does not relate to or impact this element.



<i>Urban and new urban</i>	The proposed development, multiple dwellings, contributes various accommodation options that cater to diverse and changing housing needs. The scale of buildings is appropriate to the size of the lot and the neighbourhood's character. The proposal is not to expand an existing centre into the residential zoned area and will not compromise the role and function of designated centres.
<i>Future urban</i>	The development proposal does not relate to or impact this element.
<i>Urban Infill and intensification</i>	The development proposal does not relate to or impact this element.
<i>Centres</i>	The proposal will not compromise the role and function of designated centres.
<i>Specialised centres</i>	The development proposal does not relate to or impact this element.
<i>Specific Use</i>	The development proposal does not relate to or impact this element.

### 5.2.7.2 Natural environment and hazards

Table 5 Natural Environment and Hazards

Element	Comment
<i>Areas of environmental significance</i>	The development proposal does not relate to or impact this element.
<i>Natural hazards and climate change</i>	The proposal does not expand into areas of natural hazard.
<i>Coastal environment</i>	The development proposal does not relate to or impact this element.
<i>Water resources, catchment management and healthy waters</i>	The development proposal does not relate to or impact this element.
<i>Landscape and scenic amenity</i>	The development proposal does not relate to or impact this element.
<i>Air-noise and hazardous materials</i>	The development proposal does not relate to or impact this element.
<i>Waste</i>	The development proposal does not relate to or impact this element.

### 5.2.7.3 Community identity and diversity

The development is located within an established urban area that accommodate residential land uses.

Table 6 Community Identity and Diversity

Element	Comment
<i>Housing diversity, safe communities and equitable access</i>	The proposal provides alternative housing options for the city, recognising a range of income levels, and changing residents' household demographic and physical needs during their lifetime. The development creates a safe residential environment reducing social isolation effect. The proposed development discourages antisocial behaviour by providing clear boundaries between public and private areas.
<i>Community identity</i>	The development enhances Dean Street's public realm.
<i>Heritage and character</i>	The development proposal does not relate to or impact this element.
<i>Sport and recreation and open space</i>	The development proposal does not relate to or impact this element.
<i>Social, arts and cultural infrastructure</i>	The development proposal does not relate to or impact this element.

### 5.2.7.4 Access and Mobility

Table 7 Access and Mobility

Element	Comment
<i>Public and active transport</i>	The development site is serviced by Dean Street, classified as an urban arterial road, making the site highly accessible. The location of the development

	encourages active living and will not impact the safety and efficiency of the existing transport infrastructure.
<i>Road network</i>	The development site is located adjacent to an urban arterial road, making the site highly accessible and compatible to accommodate the traffic generated by the proposed land use. The development proposal does not impact this element.
<i>Rail network</i>	The development proposal does not relate to or impact this element.
<i>Freight network and key logistics hub</i>	The development proposal does not relate to or impact this element.
<i>Air transport</i>	The development proposal does not relate to or impact this element.
<i>Sea transport</i>	The development proposal does not relate to or impact this element.

#### 5.2.7.5 Infrastructure and Services

The proposed development is located within an urban area and will be appropriately connected to all general services and will be upgraded as deemed necessary.

Table 8 Infrastructure and Services

Element	Comment
<i>Inter-regional networks</i>	The development proposal does not impact this element.
<i>Local area networks</i>	The proposal will be connected to: a) a reliable supply of potable water; b) a reliable sewerage network; c) effective stormwater drainage and treatment; d) an effective and safe transport network; e) a reliable and safe electricity network; and f) communication networks (including the National Broadband Network).

#### 5.2.7.6 Natural Resources and Economic Development

Table 9 Natural Resources and Economic Development

Element	Comment
<i>Protection of key assets</i>	The development proposal does not impact this element.
<i>Industrial development</i>	The development proposal does not relate to or impact this element.
<i>Rural land</i>	The development proposal does not relate to or impact this element.
<i>Extractive and mineral resources</i>	The development proposal does not relate to or impact this element.
<i>Forestry</i>	The development proposal does not relate to or impact this element.
<i>Marine resources</i>	The development proposal does not relate to or impact this element.
<i>Tourism</i>	The development proposal does not relate to or impact this element.

The proposed development does not conflict with the Strategic Framework of the *Rockhampton Region Planning Scheme 2015*.

### 5.3 State Government Planning Framework

#### 5.3.1 Central Queensland Regional Plan 2013

The subject site is identified as being within the Priority Living area (PLA) of the Central Queensland Regional Plan 2013 (CQRP). The PLA safeguards areas required for the growth of towns in the regions while providing for resource activities to locate within these areas where it meets communities' expectations as determined by the relevant local government.

The proposal does not conflict with the CQRP.

### 5.3.2 State Planning Regulatory Provisions

No State Planning Regulatory Provision will be compromised as a result of the proposed development.

## 6.0 REFERRALS

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The Planning Regulation 2017 identifies triggers and thresholds for development requiring referral to the State and other agencies.

The proposed development triggers a referral to the Department of State Development, Infrastructure, Local Government and Planning as the State Assessment and Referral Agency (SARA).

### 6.1 State Transport Infrastructure

#### *Schedule 10, Part 9 Infrastructure-related referrals, Division 4:*

##### *Subdivision 1: State transport infrastructure generally*

- Table 1 – Aspect of development stated in Schedule 20
  - Accommodation Activity (Multiple Dwelling), consisting of 50 dwellings or more in a Local Government Area 2

An assessment of the proposed development against the State Development Assessment Provisions (SDAP) - State Code 6: *Protection of State Transport Networks* is included in *Appendix K* and further supported by an Infrastructure Report prepared by McMurtrie Consulting Engineers.

It is noted that the subject site is approximately 1.1km from the nearest state-controlled road and is connected to this road via Dean Street. The Infrastructure report states that the total peak hour traffic (38.4) is less than 5% of the peak traffic in this section of Dean Street and less than the estimated 40 vehicles per hour from the previous commercial use of the site. Based on this, the potential impact on the traffic network is considered negligible. Refer to *Appendix F* - Infrastructure Report.

## 7.0 CONCLUSION

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This Planning Report has been prepared on behalf of Kele Property Group (QLD) Pty Ltd in support of a Development Application for a Material Change of Use for a Multiple Dwelling (64 Dwellings) located at 192 Dean Street, Berserker.

In accordance with the *Rockhampton Region Planning Scheme 2015* (the Planning Scheme) and pursuant to the *Planning Act 2016*, the proposed development constitutes Assessable Development in the Low-Density Residential Zone requiring a Development Permit for a Material Change of Use (Impact Assessment).

It is considered that the proposal for a Multiple Dwelling (64 Dwellings) is consistent with the overall outcomes for the Low-Density Residential Zone, as the development:

- contributes to the range and diversity of housing opportunities available to the local community within an established residential zone;
- has built form and density of the development are predominately single-story with design elements that reflect the character of the surrounding neighbourhood, ensuring the development maintains the existing urban form and residential amenity of the area;
- is located in an established residential area adjacent to an urban arterial road (Dean Street) that is well-serviced with public transport and urban infrastructure and services; and
- is within reasonable proximity to several commercial centres and community facilities.

The proposed development is considered to satisfy the relevant requirements of the regional, State and local planning instruments. The development accords with the relevant Planning Scheme Codes and maintains the outcomes sought for the Low-Density Residential Zone. It is considered that the proposal has merit and warrants favourable consideration by Council.

# APPENDIX A

DA Form 1

# APPENDIX B

Title Search

# APPENDIX C

## Locality Plan



# APPENDIX D

## Proposal Plans

# APPENDIX E

## Landscape Plan

# APPENDIX F

## Infrastructure Report

# APPENDIX G

## Stormwater Management Plan

# APPENDIX H

## Sunbus Route Maps

# APPENDIX I

## Youngs Route Maps

# APPENDIX J

## Code Assessment – RRPS 2015

# APPENDIX K

## SDAP Code Assessment



# APPENDIX L

## Strategic Framework Map

# APPENDIX M

## Overlay Mapping – RRPS 2015

# DA Form 1 – Development application details

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

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

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

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

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

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

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

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

## PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Kele Property Group (QLD) Pty Ltd
Contact name (only applicable for companies)	c/- Gideon Town Planning
Postal address (P.O. Box or street address)	PO BOX 450
Suburb	Rockhampton City
State	QLD
Postcode	4700
Country	Australia
Contact number	0402066532
Email address (non-mandatory)	<a href="mailto:info@gideontownplanning.com.au">info@gideontownplanning.com.au</a>
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	GTP 2151

2) Owner's consent	
2.1) Is written consent of the owner required for this development application?	
<input type="checkbox"/> Yes – the written consent of the owner(s) is attached to this development application	
<input checked="" 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
		192	Dean Street	Berserker
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4700	24	RP607814	Rockhampton Regional Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
		192	Dean Street	Berserker
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4700	8	RP607712	Rockhampton Regional Council

#### 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

<input type="checkbox"/> In or adjacent to a water body or watercourse or in or above an aquifer
Name of water body, watercourse or aquifer:
<input type="checkbox"/> On strategic port land under the <i>Transport Infrastructure Act 1994</i>
Lot on plan description of strategic port land:
Name of port authority for the lot:
<input type="checkbox"/> 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="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):*

Multiple Dwelling (64 dwellings)

e) Relevant plans

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

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

#### 6.2) Provide details about the second development aspect

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

- ☐ Material change of use    ☐ Reconfiguring a lot    ☐ Operational work    ☐ Building work

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

- ☐ Development permit    ☐ Preliminary approval    ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

- ☐ Code assessment    ☐ Impact assessment *(requires public notification)*

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

e) Relevant plans

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

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

#### 6.3) Additional aspects of development

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

- ☒ Not required

## Section 2 – Further development details

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

### Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m <sup>2</sup> ) (if applicable)
Multiple Dwelling Units (64 Dwellings)	Multiple Dwelling	64	N/A
8.2) Does the proposed use involve the use of existing buildings on the premises?			
<input type="checkbox"/> Yes			
<input checked="" type="checkbox"/> No			

### Division 2 – Reconfiguring a lot

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

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

10) Subdivision				
10.1) For this development, how many lots are being created and what is the intended use of those lots:				
Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created				
10.2) Will the subdivision be staged?				
<input type="checkbox"/> Yes – provide additional details below				
<input type="checkbox"/> No				
How many stages will the works include?				
What stage(s) will this development application apply to?				

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

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

**12) Boundary realignment**

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

Current lot		Proposed lot	
Lot on plan description	Area (m <sup>2</sup> )	Lot on plan description	Area (m <sup>2</sup> )

**12.2) What is the reason for the boundary realignment?**

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**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**

Rockhampton 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
- ☐ Tidal works or works in a coastal management district
- ☐ Reconfiguring a lot in a coastal management district or for a canal
- ☐ Erosion prone area in a coastal management district
- ☐ Urban design
- ☐ Water-related development – taking or interfering with water
- ☐ Water-related development – removing quarry material (*from a watercourse or lake*)
- ☐ Water-related development – referable dams
- ☐ Water-related development – levees (*category 3 levees only*)
- ☐ Wetland protection area

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

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



<input type="checkbox"/> Heritage places – Local heritage places
Matters requiring referral to the <b>Chief Executive of the distribution entity or transmission entity:</b>
<input type="checkbox"/> Infrastructure-related referrals – Electricity infrastructure
Matters requiring referral to:
<ul style="list-style-type: none"> <li>• The <b>Chief Executive of the holder of the licence</b>, if not an individual</li> <li>• The <b>holder of the licence</b>, if the holder of the licence is an individual</li> </ul>
<input type="checkbox"/> Infrastructure-related referrals – Oil and gas infrastructure
Matters requiring referral to the <b>Brisbane City Council:</b>
<input type="checkbox"/> Ports – Brisbane core port land
Matters requiring referral to the <b>Minister responsible for administering the <i>Transport Infrastructure Act 1994</i>:</b>
<input type="checkbox"/> Ports – Brisbane core port land <i>(where inconsistent with the Brisbane port LUP for transport reasons)</i>
<input type="checkbox"/> Ports – Strategic port land
Matters requiring referral to the <b>relevant port operator</b> , if applicant is not port operator:
<input type="checkbox"/> Ports – Land within Port of Brisbane's port limits <i>(below high-water mark)</i>
Matters requiring referral to the <b>Chief Executive of the relevant port authority:</b>
<input type="checkbox"/> Ports – Land within limits of another port <i>(below high-water mark)</i>
Matters requiring referral to the <b>Gold Coast Waterways Authority:</b>
<input type="checkbox"/> Tidal works or work in a coastal management district <i>(in Gold Coast waters)</i>
Matters requiring referral to the <b>Queensland Fire and Emergency Service:</b>
<input type="checkbox"/> Tidal works or work in a coastal management district <i>(involving a marina (more than six vessel berths))</i>

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

## PART 6 – INFORMATION REQUEST

<b>19) Information request under Part 3 of the DA Rules</b>
<input checked="" type="checkbox"/> I agree to receive an information request if determined necessary for this development application
<input type="checkbox"/> I do not agree to accept an information request for this development application
<b>Note:</b> By not agreeing to accept an information request I, the applicant, acknowledge: <ul style="list-style-type: none"> <li>• 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</li> <li>• Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.</li> </ul> Further advice about information requests is contained in the <a href="#">DA Forms Guide</a> .

## 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](http://www.qld.gov.au). An ERA requires an environmental authority to operate. See [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information.

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

- ☐ Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.

### **Hazardous chemical facilities**

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

- ☐ Yes – Form 69: Notification of a facility exceeding 10% of schedule 15 threshold is attached to this development application  
☒ No

**Note:** See [www.business.qld.gov.au](http://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](http://www.qld.gov.au) for further information on environmental offsets.

### **Koala habitat in SEQ Region**

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

☐ Yes – the development application involves premises in the koala habitat area in the koala priority area

☐ Yes – the development application involves premises in the koala habitat area outside the koala priority area

☒ No

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

### **Water resources**

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

☐ Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development

☒ No

**Note:** Contact the Department of Natural Resources, Mines and Energy at [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au) for further information.

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

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

### **Waterway barrier works**

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

☐ Yes – the relevant template is completed and attached to this development application

☒ No

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

### **Marine activities**

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

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

☒ No

**Note:** See guidance materials at [www.daf.qld.gov.au](http://www.daf.qld.gov.au) for further information.

### **Quarry materials from a watercourse or lake**

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

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

**Note:** Contact the Department of Natural Resources, Mines and Energy at [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au) and [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information.

### **Quarry materials from land under tidal waters**

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

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

**Note:** Contact the Department of Environment and Science at [www.des.qld.gov.au](http://www.des.qld.gov.au) for further information.

### **Referable dams**

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

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

**Note:** See guidance materials at [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au) for further information.

### **Tidal work or development within a coastal management district**

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

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

**Note:** See guidance materials at [www.des.qld.gov.au](http://www.des.qld.gov.au) for further information.

### **Queensland and local heritage places**

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

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

**Note:** See guidance materials at [www.des.qld.gov.au](http://www.des.qld.gov.au) for information requirements regarding development of Queensland heritage places.

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

### **Brothels**

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

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

### **Decision under section 62 of the Transport Infrastructure Act 1994**

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

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

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

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

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

☒ No

**Note:** See guidance materials at [www.planning.dsdmip.qld.gov.au](http://www.planning.dsdmip.qld.gov.au) for further information.

## PART 8 – CHECKLIST AND APPLICANT DECLARATION

### 24) Development application checklist

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

☒ Yes

**Note:** See the Planning Regulation 2017 for referral requirements

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

☐ Yes

☒ Not applicable

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

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

☒ Yes

Relevant plans of the development are attached to this development application

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

☒ Yes

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

☐ Yes

☒ Not applicable

### 25) Applicant declaration

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

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

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

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

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

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

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

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

---

Date received:  Reference number(s):

### Notification of engagement of alternative assessment manager

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

### QLeave notification and payment

*Note: For completion by assessment manager if applicable*

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

Queensland Titles Registry Pty Ltd  
ABN 23 648 568 101

<b>Title Reference:</b>	<b>30279132</b>	<b>Search Date:</b>	16/05/2022 10:20
<b>Date Title Created:</b>	27/04/1960	<b>Request No:</b>	41057775
<b>Previous Title:</b>	30271221		

#### ESTATE AND LAND

Estate in Fee Simple

LOT 8 REGISTERED PLAN 607712  
Local Government: ROCKHAMPTON

#### REGISTERED OWNER

Dealing No: 721344897 15/12/2021

KELE PROPERTY GROUP (QLD) PTY LTD A.C.N. 010 188 048

#### EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by  
Deed of Grant No. 19508003 (POR 35)
2. EASEMENT IN GROSS No 601605188 (C198176) 24/07/1959  
BURDENING THE LAND  
TO COUNCIL OF THE CITY OF ROCKHAMPTON  
OVER RESUB C OF THE WITHIN LAND
3. MORTGAGE No 721344898 15/12/2021 at 13:37  
NATIONAL AUSTRALIA BANK LIMITED A.C.N. 004 044 937

#### ADMINISTRATIVE ADVICES

NIL

#### UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

\*\* End of Current Title Search \*\*

Queensland Titles Registry Pty Ltd  
ABN 23 648 568 101

<b>Title Reference:</b>	<b>30294125</b>	<b>Search Date:</b>	16/05/2022 10:20
<b>Date Title Created:</b>	08/11/1962	<b>Request No:</b>	41057775
<b>Previous Title:</b>	30283075		

#### ESTATE AND LAND

Estate in Fee Simple

LOT 24 REGISTERED PLAN 607814  
Local Government: ROCKHAMPTON

#### REGISTERED OWNER

Dealing No: 721344897 15/12/2021

KELE PROPERTY GROUP (QLD) PTY LTD A.C.N. 010 188 048

#### EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by  
Deed of Grant No. 19508003 (POR 35)
2. MORTGAGE No 721344898 15/12/2021 at 13:37  
NATIONAL AUSTRALIA BANK LIMITED A.C.N. 004 044 937

#### ADMINISTRATIVE ADVICES

NIL

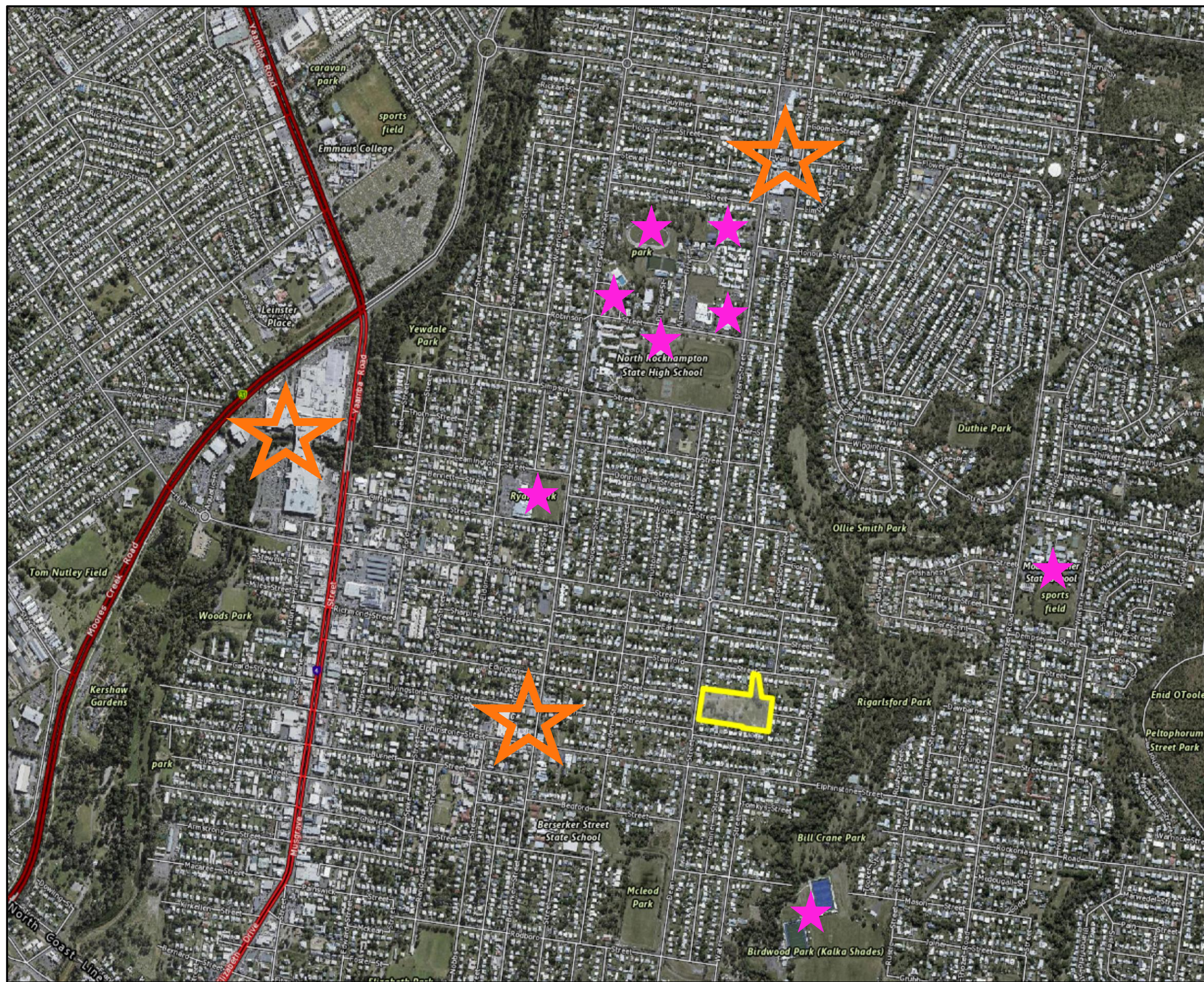
#### UNREGISTERED DEALINGS

NIL

Caution - Charges do not necessarily appear in order of priority

\*\* End of Current Title Search \*\*





Legend

-  Subject Site
-  Commercial Centres
-  Community Facilities

SITE PLAN – AERIAL VIEW

Lot 8 RP607712 & Lot 24 RP607814  
192 Dean Street  
Berserker 4700

Material Change of Use for Multiple Dwelling (64 Dwellings)

Project Ref No:

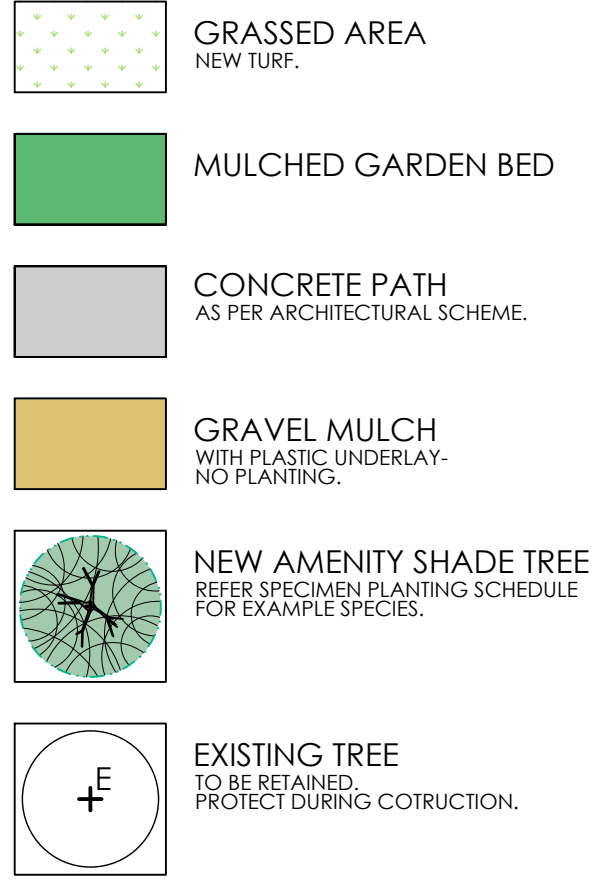
GTP 2151

Date:

DECEMBER 2022



LEGEND:



LINE OF ADJACENT RESIDENCE.  
EXISTING TREE TO BE RETAINED TYP.  
TO BE PROTECTED DURING CONSTRUCTION.

SIGNAGE ON ENTRY WALL AS PER ARCHITECTURAL SCHEME.  
LOW HEIGHT MASS PLANTING TO BASE OF WALL.  
MAIL BOX BANK IN WALL AS PER ARCHITECTURAL SCHEME.

PULL-OVER / WAITING BAY.  
VISITOR PARKING BAYS.

REFER DETAIL PLAN 1-  
SHEET LCPO2

SIGNAGE ON ENTRY WALL AS PER ARCHITECTURAL SCHEME.  
LOW HEIGHT MASS PLANTING TO BASE OF WALL.  
SCREEN PLANTING ALONG FENCELINE PROVIDING PRIVACY  
TO ADJACENT RESIDENCE FROM VISITOR PARKING AREA.

NOTES:

**LANDSCAPE TREATMENT- GENERALLY**  
The landscape treatment for the proposed development is directed towards the establishment of an attractive setting for the built forms, emphasising site integration and amenity.  
Treatment is fully integrated with storm water requirements and based on water sensitive design principles e.g.: efficient irrigation design, maximising storm water infiltration etc.  
C.P.T.E.D. principals will be incorporated throughout the development with species selected being compatible with coastal surveillance requirements.  
The garden layouts are based on simple geometric forms, reflecting the built forms set within. This ensures visual unity, integration and interest.

**PLANTING APPROACH**  
Plant arrangements are designed to maximise visual amenity (attractiveness) and visual coherence. Plant layering produces simple and easily maintained, visual landscape.

Planting is designed to reinforce elements of the built form and site layout e.g.: articulating entry points and circulation, creating a sense of enclosure, establishing focal points and emphasis on elements, providing amenity shade and establishing visual screening.

Plant selection is based on site suitability and longevity, with an emphasis on native plants.  
Shrubs in particular, are selected for hardiness, longevity and according to their ability to retain vigour with periodic pruning to maintain shape.

**AMENITY SHADE**  
The provision of shade trees is an integral theme of the proposed landscape treatment. Shade trees are located where possible, adjacent paved areas to reduce heat and glare reflected from these hard surfaces.  
Shade trees also reduce the amount of heat load on buildings and provide privacy from adjoining multi-storey residences.  
Shade trees further aid the integration of structures by modifying their scale and acting as a partial visual screen from the surrounding landscape.  
Shade tree species are carefully selected based on their suitability for incorporation around buildings and infrastructure.

**STREET BOUNDARY ALIGNMENT**  
Low height mass planting (max. 1-1.2m H), to the street frontage softens the built form, visually integrates it with the site, enhances the sense of arrival and visual appeal of the development, and provides a simple spatial definition between public and private space.

REFER DETAIL PLAN 2-  
SHEET LCPO2

EXISTING STREET TREE TYP. TO BE RETAINED.  
\*NOTE: TREES ARE GENERALLY IN POOR CONDITION AND WILL REQUIRE SOME REMEDIAL WORK SUCH AS REMOVING DEAD WOOD, RESHAPING AND FERTILISING.

NEW CONCRETE FOOTPATH AS PER ARCHITECTURAL SCHEME  
AND LOCAL AUTHORITY REQUIREMENTS.

FENCE TO STREET FRONTAGE AS PER ARCHITECTURAL SCHEME.

LOW HEIGHT MASS PLANTING TO STREET BOUNDARY ALIGNMENT TYP.  
IN FRONT OF AND VISUALLY SOFTENING FENCE LINE.

NEW CONNECTING PATHS FROM FOOTPATH TO INDIVIDUAL  
RESIDENCES.

EXISTING GRASSED VERGE TO BE RETAINED AND MADE GOOD  
WHERE REQUIRED AT THE COMPLETION OF WORKS.

ADDITIONAL SHADE TREE PLANTINGS PROVIDING PARTIAL SCREENING  
TO / FROM ADJACENT LOT.

LINE OF ADJACENT RESIDENCE.

REFER LANDSCAPE DRAWING 983-LCP02  
FOR TYPICAL UNIT EXTERNAL SPACE  
DETAILS.

REFER LANDSCAPE DRAWING 983-LCP03  
FOR SPECIMEN PLANTING SCHEDULE  
AND EXAMPLE IMAGES.

SUBJECT SITE  
24RP607814 + 8RP607712

AND CIVIL WORKS SCHEMES.

INTERNAL ROAD NETWORK AS PER ARCHITECTURAL  
AND CIVIL WORKS SCHEMES.

INTERNAL LOT FENCING AS PER  
ARCHITECTURAL SCHEME.

A	7.12.2022	ISSUE FOR APPROVALS.	DB
PI	29.11.2022	PRELIMINARY ISSUE.	DB
REV.	DATE	DETAILS	INITIAL

Figured dimensions take precedence over those scaled.  
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**ALDERSON + ASSOCIATES LANDSCAPE ARCHITECTS**

A.B.N. 72 537 115 625  
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GLADSTONE: OLD MANY PEAKS SCHOOL  
BOYNE VALLEY, QLD 4680  
EMAIL: design@landscapearchitects.com.au

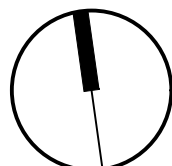
CLIENT:  
**KPG**

PROJECT:  
**NEW UNIT DEVELOPMENT**

192 DEAN STREET, ROCKHAMPTON.

DRAWING TITLE:  
**LANDSCAPE CONCEPT PLAN 1: PARTIAL SITE**

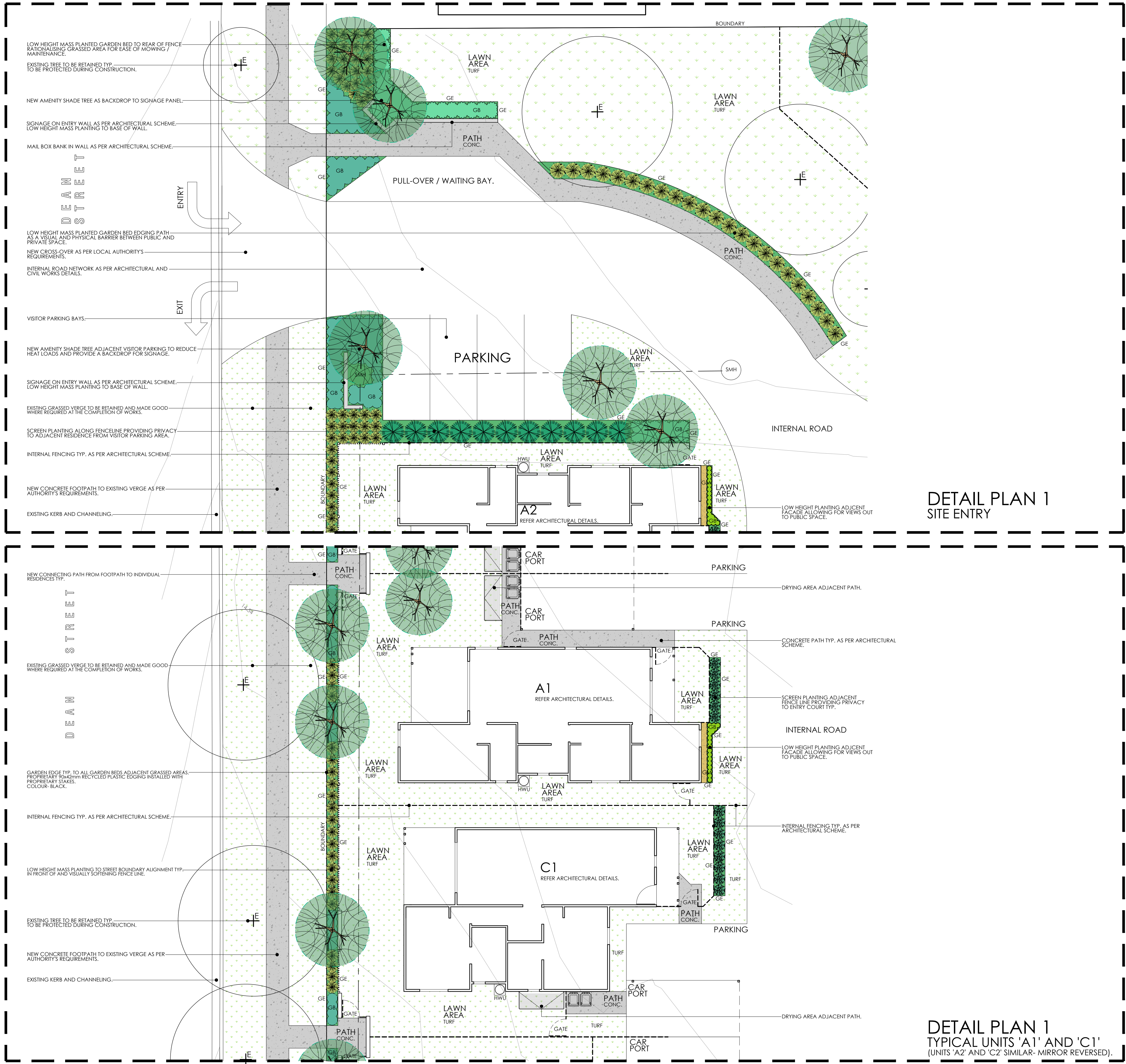
NORTH:



DATE: NOV 2022  
DRAWN: DB  
SCALE: 1:200 AT A1

PROJECT NO.: 983  
DWG NO.: 983-LCP01  
REVISION: A





**LEGEND:**

- GRASSED AREA  
NEW TURF.
- MULCHED GARDEN BED
- CONCRETE PATH  
AS PER ARCHITECTURAL SCHEME.
- GRAVEL MULCH  
WITH PLASTIC UNDERLAY-  
NO PLANTING.
- GARDEN EDGING  
PROPRIETARY RECYCLED PLASTIC  
EDGING.
- CLOTHES LINE  
PROPRIETARY PARALINE TYP.
- NEW AMENITY SHADE TREE  
REFER SPECIMEN PLANTING SCHEDULE  
FOR EXAMPLE SPECIES.
- EXISTING TREE  
TO BE RETAINED.  
PROTECT DURING COTRUCTION.

A	7.12.2022	ISSUE FOR APPROVALS.	DB
P1	29.11.2022	PRELIMINARY ISSUE.	DB
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**LANDSCAPE ARCHITECTS**

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BOYNE VALLEY, QLD 4680  
EMAIL: design@landscapearchitects.com.au

CLIENT:  
**KPG**

PROJECT:  
**NEW UNIT DEVELOPMENT**

192 DEAN STREET, ROCKHAMPTON.

DRAWING TITLE:  
**LANDSCAPE CONCEPT PLAN 2:  
ENTRY + UNIT EXTERNAL SPACE LAYOUTS**

NORTH:

DATE: NOV 2022  
DRAWN: DB  
SCALE: 1:100 AT A1

REFER LANDSCAPE DRAWING 983-LCP01 FOR SITE LOCATIONS.

PROJECT NO.: 983  
DWG NO.: 983-LCP02  
REVISION: A



SPECIMEN PLANT SCHEDULE- 983			
	Species	Common Name	Size at maturity (Ht. m x Dia. m)
	Trees		
	Bauhinia blakeana	Orchid Tree	6 x 4
	Bauhinia candida	White Orchid Tree	6 x 4
	Bauhinia purpurea	Orchid Tree	6 x 4
	Bolusanthus speciosus	Tree Wisteria	6 x 4
native	Brachychiton acerifolium	Illawarra Flame Tree	10 x 3
native	Callistemon viminalis 'Dawson River'	Bottle Brush (cv)	6 x 5
native	Callistemon citrinus 'Kings Park Special'	Bottle Brush (cv)	5 x 3
	Cassia siamea	Cassia	8 x 5
native	Cupaniopsis anarcardioides	Tuckeroo	10 x 2
native	Harpullia pendula	Tulip Wood	6 x 4
	Lagerstroemia indica	Crepe Myrtle	5 x 4
	Lagerstroemia speciosa	Pride of India	8 x 6
	Leptospermum madidum	Weeping Tea Tree	5 x 4
	Plumeria obtusa	Evergreen Frangipanni	5x6
native	Syzygium australe	Scrub Cherry	6 x 4
	Tabebuia pallida	Trumpet Tree	7 x 5
	Tabebuia palmerii	Trumpet Tree	7 x 5
	Shrubs		
	Abelia grandiflora	Glossy Abelia	1.5 x 1.5
native	Baeckea virgata	Twiggy Baeckea	2 x 1.5
native	Callistomen species	Bottle Brush	
	Gardenia species	Gardenia	
native	Grevillea species	Grevillea	
	Hibiscus species	Hibiscus	
	Ixora species	Ixora	
native	Leptospermum species	Tea Tree	1 x 1
	Nandina domestica	Sacred Japanese Bamboo	1.5 x 1
	Philodendron 'Xanadu'	Philodendron	1 x 1
	Phyllanthus minitiflorus	Phyllanthus	1 x 1
	Rhaphiolepis species	Indian Hawthorn	1 x 1
	Viburnum species	Viburnum	
native	Westringea species	Coastal Rosemary	
	Groundcovers		
native	Dianella species	Flax Lilly	
	Dietes species	Spanish Iris	
	Evolvulus pilosus	Blue Eyes	
	Gazania species	Gazania	
native	Grevillea banksii prostrate	Prostrate Grevillea	
	Juniperus conferta	Shore Juniper	
	Liriope species	Turf Lilly	
native	Lomandra species	Mat Rush	
	Trachelospermum jasminioides	Star Jasmine	



Bauhinia blakeana

ORCHID TREE



Bauhinia candida

WHITE ORCHID TREE



Bolusanthus speciosus

TREE WISTERIA



Brachychiton acerifolium

ILLAWARRA FLAME TREE



Callistemon citrinus 'Kings Park Special'

BOTTLE BRUSH (CV)



Callistemon viminalis 'Dawson River'

BOTTLE BRUSH (CV)



Cassia siamea

CASSIA



Cupaniopsis anarcardioides

TUCKEROO



Harpullia pendula

TULIP WOOD



Lagerstroemia indica

CREPE MYRTLE



Leptospermum madidum

WEEPING TEA TREE



Plumeria obtusa

EVERGREEN FRANGIPANNI



Tabebuia palmerii

TRUMPET TREE



Abelia grandiflora

GLOSSY ABELIA



Baeckea virgata

TWIGGY BAECKEA



Gardenia species

GARDENIA



Grevillea species

GREVILLEA



Ixora species

IXORA



Leptospermum species

TEA TREE



Nandina domestica

SACRED JAPANESE BAMBOO



Philodendron 'Xanadu'

PHILODENDRON



Phyllanthus minitiflorus

PHYLLANTHUS



Rhaphiolepis species

INDIAN HAWTHORN



Viburnum species

VIBURNUM



Westringea species

COASTAL ROSEMARY



Dianella species

FLAX LILLY



Dietes species

SPANISH IRIS



Evolvulus pilosus

BLUE EYES



Gazania species

GAZANIA



Grevillea banksii prostrate

PROSTRATE GREVILLEA



Juniperus conferta

SHORE JUNIPER



Liriope species

TURF LILLY



Lomandra species

MAT RUSH



Trachelospermum jasminioides

STAR JASMINE

TREES

SHRUBS

GROUND COVERS

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PH:07 4974 1184

CLIENT:  
KPG

PROJECT:  
NEW UNIT DEVELOPMENT

192 DEAN STREET, ROCKHAMPTON.

DRAWING TITLE:  
LANDSCAPE CONCEPT PLAN 3:  
PLANTING- EXAMPLE SPECIES

NORTH:

DATE:  
NOV 2022

DRAWN:  
DB

SCALE:  
1:100 AT A1

PROJECT NO.:  
983

DWG NO.:  
983-LCP03

REVISION:  
A



**Alderson & Associates Landscape Architects****Drawing Transmittal**

P.O. Box 6282

South Lismore, NSW 2480

Ph 040 991 5853

**Sheet No 1****Project:****Unit Development- Dean Street Rockhampton**

Day

28

7

Month

11

12

Year

22

22

**Drawing Title****Dwg No****Revision**

Landscape Concept Plan 1: Partial Site

983-LCP01

P1

**A**Landscape Concept Plan 2: Entry+ Unit  
External Space Lay Outs

983-LCP02

P1

**A**Landscape Concept Plan 3: Planting-  
Example Species

983-LCP03

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# 192 Dean Street MCU

TIA and Infrastructure Report

**DATE**  
5 December 2022  
**REF**  
063-21-22  
**CLIENT**  
Kele Property Group  
**COMMERCIAL IN CONFIDENCE**

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# 1 Introduction

McMurtrie Consulting Engineers (MCE) have been engaged by Kele Property Group to provide an assessment of elements of a proposed multiple dwelling development at 192 Dean Street. Figures 1 and 2 show the current and previous site layouts, respectively. The proposed development involves the creation of 64 dwellings (one- or two-bedroom units) on lots 24 RP607814 and 8 RP607712 (Figure 3).

The following report will consider the key aspects and impacts of the development including:

- Traffic/ Access
- Stormwater
- Water connection
- Sewer connection



Figure 1 - Existing site layout (QLD Globe)





Figure 2 - Previous site layout (QLD Globe)



Figure 3 - Design + Architecture Concept Layout



## 2 Traffic/ Access Impact

The proposed development provides frontage onto Dean Street with an eastern connection to Edington Street and the northern point of the site connecting to Stamford Street.

The proposed development will retain the current access onto Dean Street, at a slightly northern location, as the only point of entry and exit for vehicles.

### 2.1 Traffic Generation

#### 2.1.1 Existing

Data from a recent traffic count has been provided by Council. The traffic count was completed in 2020 and located on Dean Street opposite number 222, which is just north of the development site. A summary of count data is shown in Table 2.1.

Table 2.1 - Dean Street Traffic Count

	AADT	Morning Peak Hour	Afternoon Peak Hour
<b>Dean Street 2020</b>	8634	792	765

Previously, the site was used in a commercial capacity and comprised the WIN TV building (Figure 4). The gross floor area of the WIN TV building was approximately 2000m<sup>2</sup>. Based on 2 peak hour vehicle trips per 100m<sup>2</sup> gross area (taken from The Guide to Traffic Generating Developments version 2.2), the peak is estimated to have been 40 vehicles per hour. This figure will be compared to the estimated peak vehicles per hour of the proposed development.



Figure 4 - Estimated floor area of previous commercial building

#### 2.1.2 Proposed

Traffic generation rates have been sourced from The Guide to Traffic Generating Developments version 2.2. Based on this, Weekday peak hour vehicle trips are 0.6 per dwelling for medium density residential flat dwellings. Currently, the units are all proposed to be two-bedroom units; therefore, this figure is a conservative estimate, allowing for an increase to three-bedroom units if required. Table 2.2 shows estimated traffic volumes for the development, based on 64 units.

Table 2.2 - Estimated traffic generation for proposed development

Component	Morning Peak Hour			Afternoon Peak Hour		
	In	Out	Total	In	Out	Total
Multiple Dwelling Development	11.5	26.9	38.4	23.0	15.4	38.4

Peak Hour distribution: AM: 30/70 PM: 60/40

The total peak hour traffic (38.4) is less than 5% of the peak traffic in this section of Dean Street and less than the estimated 40 vehicles per hour from the previous commercial use of the site. Based on this, the potential impact to the traffic network is considered negligible.

## 2.2 Access Treatment

Assuming 50% traffic in each direction, there are approximately 400 vehicles per hour at peak times in this location, with an estimated peak of 23 vehicles per hour turning left into the development (60% of 38.4). As shown in Figure 5, a Basic Left Turn (BAL) is required for entry into the development, in accordance with Austroads Guide to Traffic Management.

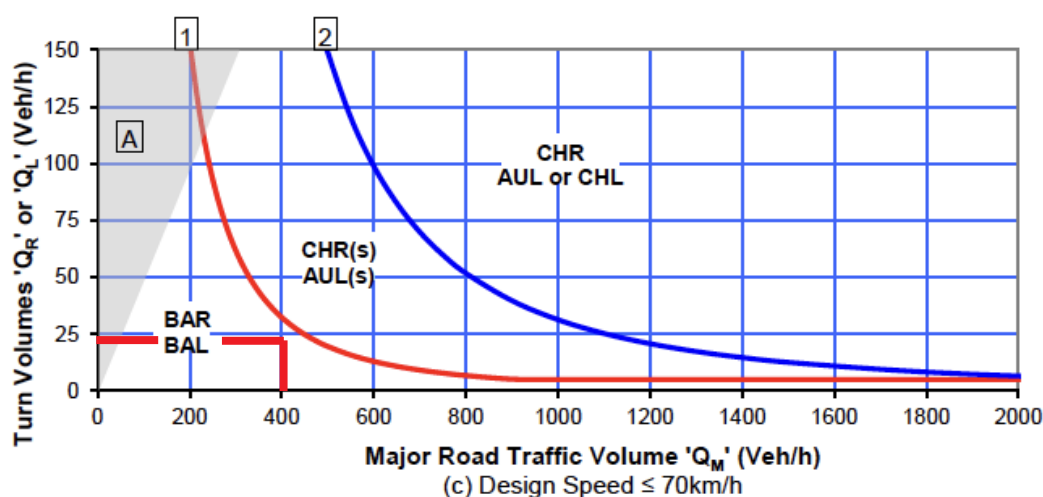


Figure 5 - Required turn treatment

The proposed access is located over 40m from the start of the merge in the southbound direction. The access treatment is to be left in and left out, utilising an Urban BAL treatment. All exiting vehicles will be required to give way to traffic on Dean Street; therefore, it is considered that exiting vehicles will not have a detrimental effect on road safety or traffic flow on Dean Street.

To allow vehicles exiting the development to travel north without detouring through adjacent streets, it is proposed to allow U-turns at the Dean Street/ Elphinstone Street intersection. This would be for cars only; the swept paths have been checked to confirm that this is possible using a B99 vehicle in accordance with AS 2890 (Figure 6). This would require additional signage and adjustments to the phasing of the signals.

The impact on the signals at Elphinstone Street intersection is considered negligible. As per Table 2.2, peak traffic (AM) Southbound on Elphinstone Street from the development is 27 vehicles. It is estimated that 25% of these vehicles will turn right, which equates to 7 vehicles per hour at peak times. This is likely to be less than 1 per signal phase.

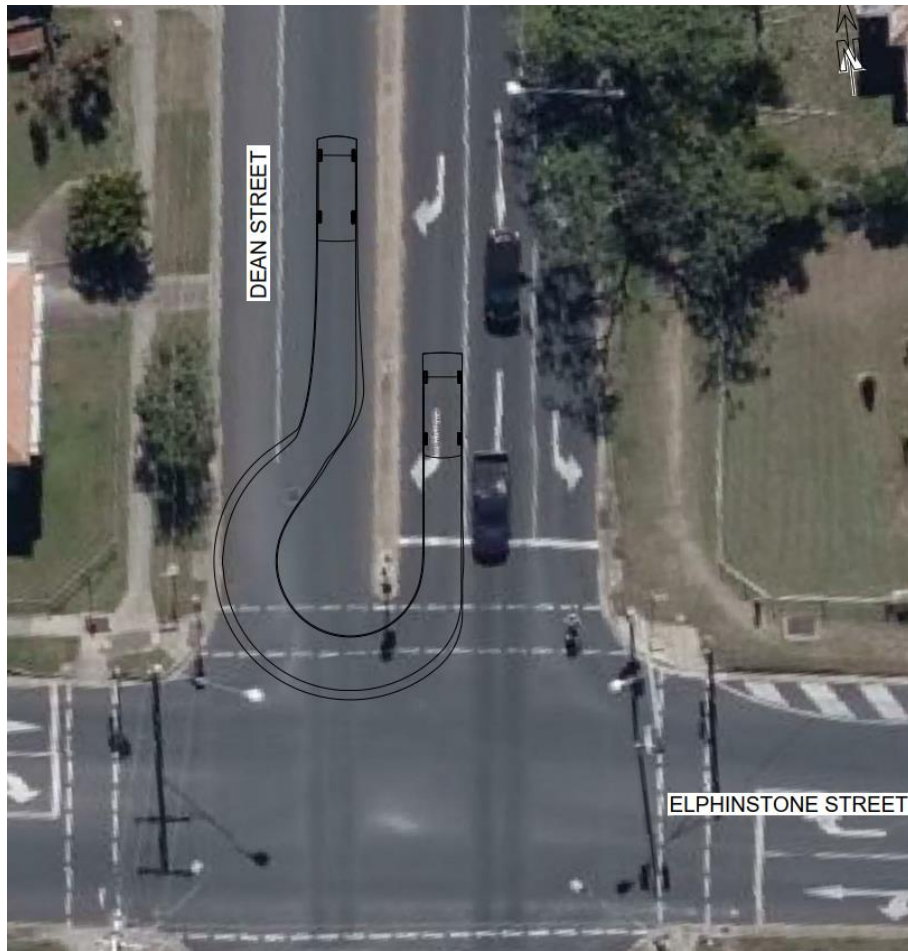


Figure 6 - B99 vehicle U-turn at Elphinstone Street intersection

### 3 Stormwater

Stormwater has been considered in the site-specific Stormwater Management Plan (refer to separate report).

## 4 Water connection

There is existing trunk infrastructure in the immediate vicinity of the development site in the form of a 375mm diameter Asbestos Cement main on Dean Street, fronting the development. Council have confirmed that it is not available for a reticulation connection as it serves as a dedicated supply main to the Lakes Creek Road WPS.

The existing 100mm diameter cast iron water main on the western side of Dean Street will be the connection point for the development (Figure 7). Council have confirmed that this 100mm diameter main has sufficient capacity to service the proposed development with a residual pressure in the order of 400kPa. Using a 100mm internal main for firefighting should provide more than the minimum 15L/s at 120kPa.

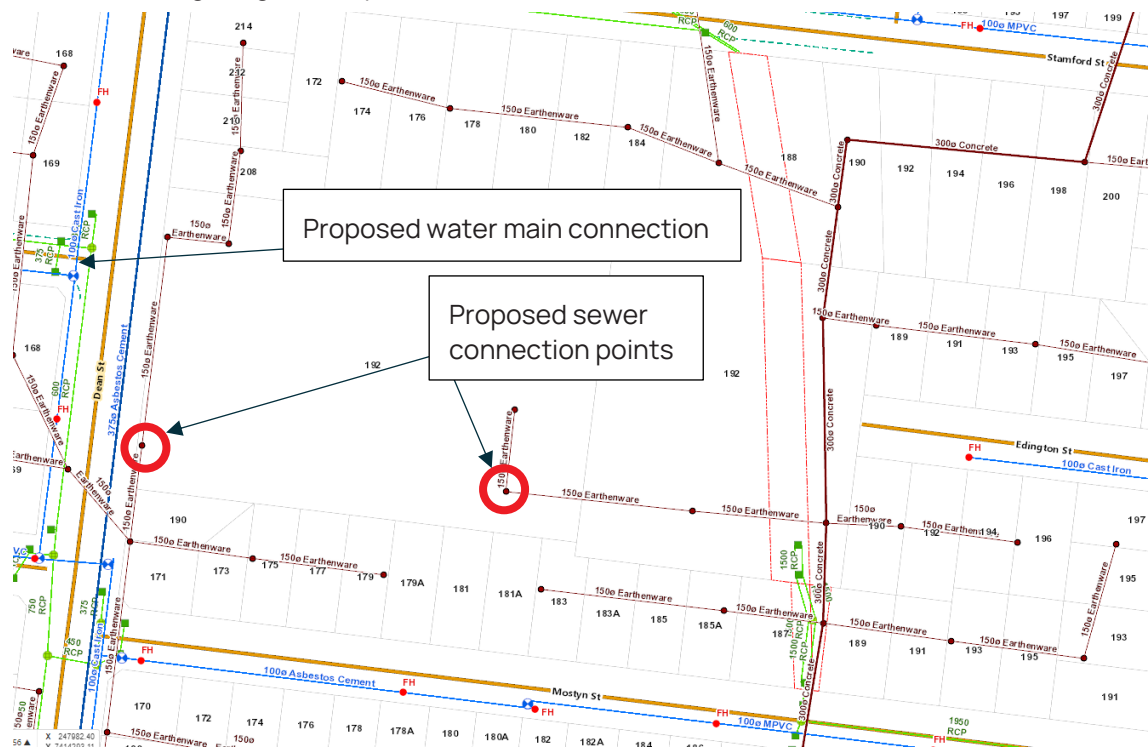


Figure 7 - Proposed water and sewer connection points

## 5 Sewer Connection

There is existing trunk infrastructure in the immediate vicinity of the development site in the form of a 300mm diameter concrete gravity sewer at the rear of the development. This will not be utilised for direct connection.

Due to ground levels on the site and the levels of the existing Council sewerage, two connection points are required. The units that front onto Dean Street will connect to the existing 150mm diameter earthenware sewer via direct jump up connections. Alternatively, they may connect via an internal gravity sewer that will connect into the existing manhole in the Southwest corner of Lot 24 RP607814. The remainder of the units in the development will serviced by an internal gravity sewer network that will connect to the existing manhole on the 150mm diameter earthenware sewer located towards the Southeast corner, as indicated on Figure 7.

Council have confirmed that there are no sewer capacity issues in this area,



# Proposed Units at 192 Dean St

Stormwater Management Plan

**DATE**  
7 December 2022

**REF**  
063-21-22

**CLIENT**  
Kele Property Group (KPG)

**COMMERCIAL IN CONFIDENCE**

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# Nomenclature

Abbreviation	Definition
AEP	Annual Exceedance Probability
AHD	Australian Height Datum
ALS	Aerial Laser Survey
ARI	Average Recurrence Interval
ARR	Australia Runoff and Rainfall (Ball, et al., Australian Rainfall and Runoff: A Guide to Flood Estimation, 2019)
CC	Climate Change
Council	Rockhampton Regional Council
EDD	Extended Duration Detention
MCE	McMurtrie Consulting Engineers
MCU	Material Change of Use
OPW	Operational Works
QUDM	Queensland Urban Drainage Manual (IPWEAQ, 2016)
SPP	State Planning Policy (DILGP, 2017)
ROL	Reconfiguring a Lot

In-line with the recent implementation of ARR (Ball, et al., Australian Rainfall and Runoff: A Guide to Flood Estimation, 2019) design storm events are described in terms of AEP, the probability of a storm event magnitude exceeded in any given year as a percentage. This terminology was implemented to replace the ARI, of which is commonly misinterpreted, for example, that a 1 in 10 year ARI will occur exactly once in every ten years. The reference equivalency of standard design storm events are presented below:

AEP (%)	ARI (year)	Shorthand
63	1 in 1	Q1
39	1 in 2	Q2
18	1 in 5	Q5
10	1 in 9.49	Q10
5	1 in 20	Q20
2	1 in 50	Q50
1	1 in 100	Q100

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A-2: Post-Development Box-and-Whisker Plots

A-3: Mitigated Box-and-Whisker Plots

## Appendix B: Hydraulics Figures

## Appendix C: Site Plan

# 1 Introduction

## 1.1 Project Overview

McMurtrie Consulting Engineers (MCE) have been commissioned by Kele Property Group (KPG) (the Client) to undertake a site-based Stormwater Management Plan (SMP) for the development of residential units. The site is located at 192 Dean Street, Berserker 4701, on land described as Lot 24 on RP607814 and Lot 8 on RP607712.

The aim of this SMP is to demonstrate that the proposed development will comply with Council planning scheme requirements, QUDM (IPWEAQ, 2016), Australian Rainfall and Runoff (Ball, et al., Australian Rainfall and Runoff: A Guide to Flood Estimation, 2019) and the State Planning Policy (DILGP, 2017).

## 1.2 Methodology

The assessment methodology adopted for this SMP is summarised below.

- Broadly identify the contributing catchments to the project.
- Identify Lawful Point of Discharge (LPOD) for the site stormwater runoff.
- Estimate peak discharge runoff for pre-development and post-development scenarios.
- Identify potential mitigation and management strategies to ensure no worsening to downstream catchments and infrastructure.

## 1.3 Data Sources

The background data used to undertake this assessment were collected from the following sources:

- ARR'16 data hub
  - IFD Data
  - Temporal Patterns
  - Median Pre-burst Depths
  - Initial & Continuing Loss Rates
- Elvis - Elevation and Depth – Foundation Spatial Data hub
  - 2015 Rockhampton 1m DEM
- Site Plan (by Design + Architecture, Rev 18 dated 24/11/22)
- Rockhampton Regional Council Planning Scheme 2015

## 1.4 Basis of Report

The basis of this report has been developed using the following additional inputs:

- Discussions between MCE and Design + Architecture.

## 2 Site Characteristics

### 2.1 Pre-Development Condition

The site is bounded by Dean Street to the west, Stamford Street to the north, Mostyn Street to the south and Edington St to the east. There is an existing drainage easement through the site, running from north to south.

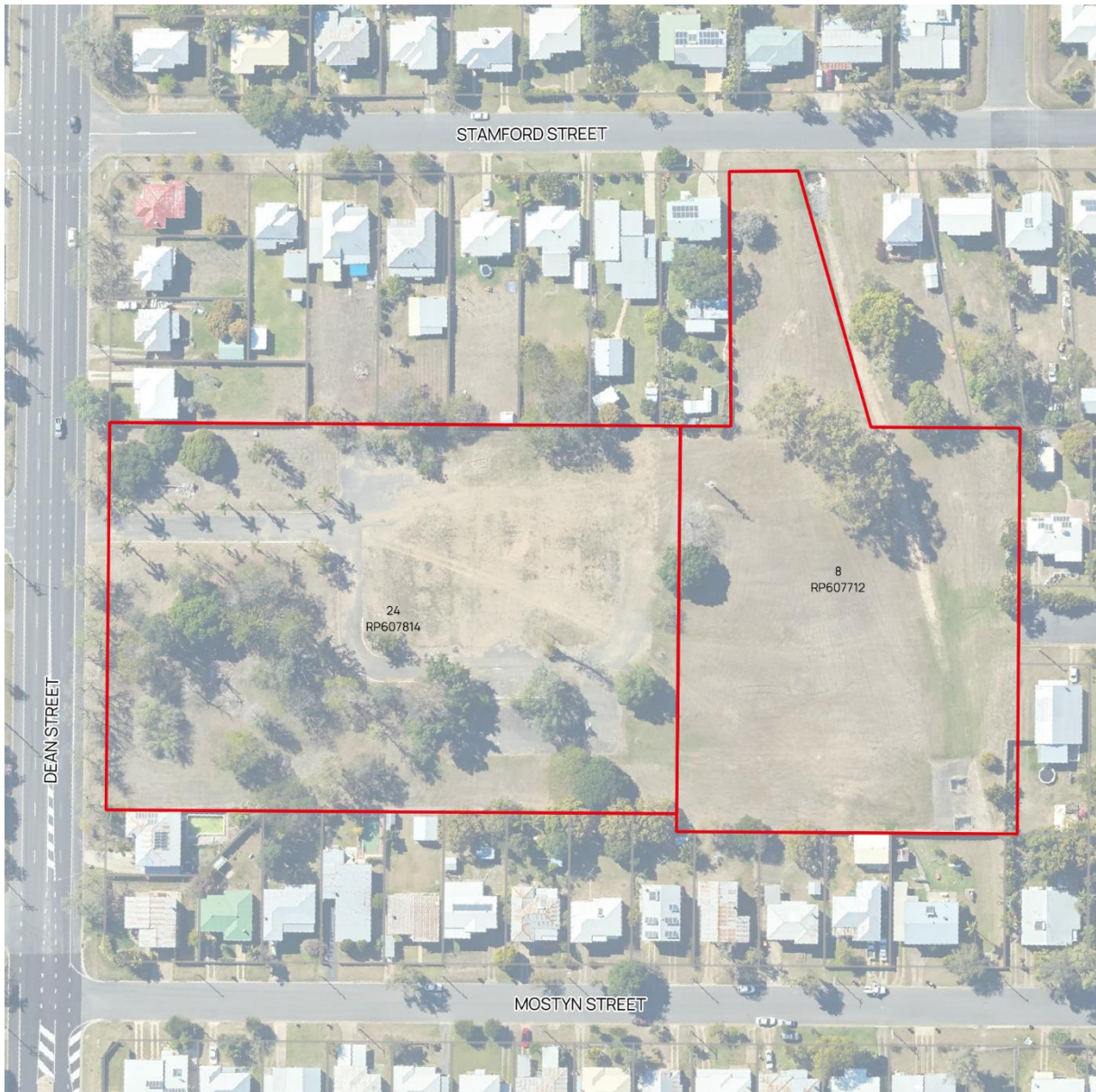


Figure 1 - Site plan

The site has historically been the location of a commercial television production facility complex, which was in recent times removed from site. Per QUDM Section 5.6.1, it is recommended that for the purpose of basin sizing the pre-development condition be taken as the site condition that existed 15 years prior to the development (IPWEAQ, 2016). For this reason, the land use visible in the 2017 aerial imagery shown in Figure 2 has been adopted for the pre-development fraction impervious.





Figure 2 – Historic site plan (Rockhampton Regional Council, 2017)

### 2.1.1 Internal Catchments

The topography of the site shows a crest approximately 100m from Dean St, which effectively splits the site into two catchments – refer to Figure 3. Catchment EX1 falls to the kerb on Dean St and catchment EX2 drains to the existing infrastructure in the south-east corner of the lot – refer to Figure 3



Figure 3 - Pre-development catchment plan

## 2.1.2 External Catchments

The site is subject to an external catchment to the north, which drains through the site via the existing easement for drainage to the east. The existing form and function of the easement will be maintained, such that no change is proposed to the existing drainage flow rates, velocities, or depths through the easement. Therefore, specific analysis of the catchment has been excluded from this report.

## 2.1.3 Lawful Point of Discharge

The site has two existing LPOD's:

1. The Dean Street road reserve, which is under the lawful control of the local government.
2. The existing easement for drainage in Lot 8 on RP607712, which drains to the south through an existing inlet structure in the south-east corner of the site.

## 2.1.4 Flooding

The site is not covered by a flood overlay, and therefore does not trigger the requirements of the Flood Overlay Code.



## 2.2 Post-Development Condition

The proposed development includes the construction of 64 units, with accompanying internal access ways and reticulation networks. Minor earthworks and retaining will be required to facilitate building pads, however the typical topography of the site will be maintained. Refer to Appendix C for the proposed site plan.

### 2.2.1 Internal Catchments

The proposed development will result in three catchments (refer to Figure 4):

1. Catchment DE1, which is a reduced catchment EX1 from the pre-development condition. It is proposed that the internal access road will reconfigure a portion of the catchment, taking it to the eastern LPOD as part of DE2.
2. Catchment DE2, which is the main developed catchment draining to the eastern LPOD.
3. Catchment DE3, which is a largely undeveloped catchment also draining to the eastern LPOD.



Figure 4 – Post-development catchment plan

### 2.2.2 External Catchments

Refer to Section 2.1.3.

### 2.2.3 Lawful Point of Discharge

The existing LPOD's identified in Section 2.1.3 will be maintained from the pre-development condition.

### 2.2.4 Flooding

Refer to Section 2.1.4.

## 3 Hydrology

### 3.1 Hydrologic Modelling Approach

Hydrologic calculations have been undertaken using XPSTORM 2023.1 for pre and post development scenarios. The modelling within the XPSTORM environment has been undertaken to estimate the peak discharge for storms up to 1% AEP. Hydrologic modelling has been undertaken using the Laurenson Runoff Routing Method. Laurenson's Method is an industry leading hydrologic routing method that can be used for catchments ranging between 10m<sup>2</sup> up to 20,000km<sup>2</sup>. The information required to apply Laurenson's Method includes:

- Rainfall Intensity Data (obtained from the Bureau of Meteorology 2016 IFD utility)
- Rainfall Pre-Burst Ratios, Temporal Patterns & Areal Reduction Factors (obtained from the ARR'16 Data Hub)
- Catchment Area (ha)
- Catchment Slope (%)
- Initial and Continuing Loss Data
- Catchment Roughness (Manning's 'n')

Given the relatively limited scope of this hydraulic impact assessment, a lumped catchment approach as defined by ARR'16 and shown in Figure 5, was applied to the hydrologic review of the site. The lumped approach is suitable for this site given the relative consistency in land use and the ultimate purpose of the model.

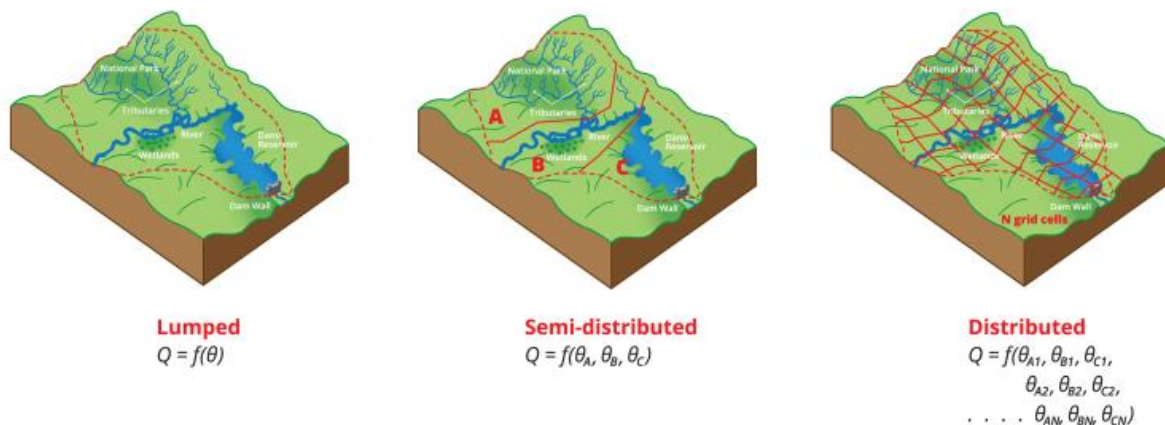


Figure 5 - Lumped vs semi-distributed vs distributed models (Ball, et al., 2019)

### 3.2 Catchment Hydrologic Parameters

Table 1 presents the input data for the development site for pre-development and post-development conditions. Consistent with the conventions of the Laurenson's method, each catchment is split into two sub-catchments, one for 0% fraction impervious and one for 100% fraction impervious. The slope adopted represents the equal-area vectored slope.

Table 1 – Pre-development XP Storm model parameters

Parameter	EX1		EX2	
	Pervious	Impervious	Pervious	Impervious
Area (ha)	0.67	0.112	1.261	0.486
Percent Impervious (%)	0	100	0	100
Slope (%)	3.83	3.83	3.45	3.45

Laurenson 'n' (storage non-linearity exponent)		-0.285	-0.285	-0.285	-0.285
Infiltration	Initial Loss (mm/hr)	24.5	0	24.5	0
	Continuing Loss (mm/hr)	1.7	0	1.7	0
Manning's Roughness		0.035	0.015	0.035	0.015

Table 2 – Post-development XP Storm model parameters

Parameter		DE1		DE2		DE3	
		Perv.	Imperv.	Perv.	Imperv.	Perv.	Imperv.
Area (ha)		0.116	0.109	0.759	0.987	0.536	0.021
Percent Impervious (%)		0	100	0	100	0	100
Slope (%)		3	1	3	1	3	1
Laurenson 'n' (storage non-linearity exponent)		-0.285	-0.285	-0.285	-0.285	-0.285	-0.285
Infiltration	Initial Loss (mm/hr)	24.5	0	24.5	0	24.5	0
	Continuing Loss (mm/hr)	1.7	0	1.7	0	1.7	0
Manning's Roughness		0.035	0.015	0.035	0.015	0.035	0.015

### 3.3 Hydrologic Model Nodes

It is highlighted that, while DE2 and DE3 are modelled as discrete nodes, they have, for the purpose of reporting, been combined within the model environment as node RPDE. This allows for a direct comparison of Catchments DE2 and DE3 against EX2, noting DE3 represents the under-developed portion of EX2.

### 3.4 Hydrology Results

Table 3 summarises the maximum mean storm ensemble for the site.

Table 3 - Hydrology results

Annual Exceedance Probability (AEP %)	EX1	EX2	DE1	RPDE
10%	ECN_10pct_30min (0.20533m <sup>3</sup> /s)	ECN_10pct_30min (0.43685m <sup>3</sup> /s)	ECN_10pct_30min (0.07317m <sup>3</sup> /s)	ECN_10pct_30min (0.63171m <sup>3</sup> /s)
1%	ECN_1pct_25min (0.38422m <sup>3</sup> /s)	ECN_1pct_30min (0.80990m <sup>3</sup> /s)	ECN_1pct_15min (0.12842m <sup>3</sup> /s)	ECN_1pct_30min (1.13206m <sup>3</sup> /s)



## 4 Hydraulics

### 4.1 Stormwater Management Strategy

As can be seen in Table 3, the development has resulted in a decrease in runoff from the developed catchment DE1 when compared to its pre-development condition. Conversely, RPDE has increased when compared to its pre-development condition.

The decrease to DE1 is a result of the decreased area compared to EX1. Because of this, no further mitigation to this catchment is required. It is proposed that all minor flows (e.g. roofwater) are contained within the stormwater network and discharged to kerb, while the major flows will discharge overland to the kerb.

The increase to RPDE requires the introduction of an end-of-line basin, which will be sized to provide suitable attenuation to reduce the post-development mean peak runoff to pre-development magnitudes. Details of this basin are provided in the following sections.

### 4.2 Basin Parameters

Table 4 presents the parameters of the proposed basin, which has been designed to accept all runoff (both piped and overland) from catchment DE1. It is noted that an initial water level of 300mm was factored into the design to allow for storage lost from RL 11.800 to RL 12.100 for EDD purposes.

Table 4 - Basin parameters

<b>Basin Invert</b>	RL 11.800
<b>Base Area</b>	600m <sup>2</sup>
<b>Basin Crest</b>	RL 13.500
<b>Crest Area</b>	900m <sup>2</sup>
<b>Outlet Properties</b>	DN375 RCP on 1% grade (USIL at RL 12.100 to maintain 300mm EDD).
<b>Weir Width</b>	3.75m
<b>Weir Invert</b>	RL 13.300

### 4.3 Hydraulics Results

The results of the hydraulic model are presented in Table 5, whereby a significant reduction in the runoff when compared to the pre-development case (node EX1) can be seen. Refer to Figure 20 for the basin stage hydrograph and Appendix A for the runoff box-and-whisker plots.

Table 5 - Hydraulics results

<b>Annual Exceedance Probability (AEP %)</b>	<b>MI2 (Pipe)</b>	<b>MI2 (Weir)</b>	<b>MI3</b>	<b>Change</b>
10%	ECN_10pct_1hr (0.2048m <sup>3</sup> /s)	0m <sup>3</sup> /s	ECN_10pct_30min (0.1401m <sup>3</sup> /s)	<b>-0.0912m<sup>3</sup>/s</b> <b>-21%</b>
1%	ECN_1pct_1hr (0.291m <sup>3</sup> /s)	ECN_1pct_1hr (0.0909m <sup>3</sup> /s)	ECN_1pct_25min (0.2668m <sup>3</sup> /s)	<b>-0.1612m<sup>3</sup>/s</b> <b>-16%</b>

## 5 Stormwater Quality

The proposed development is for urban purpose of greater than 2,500 m<sup>2</sup> and therefore triggers the water quality assessment benchmarks set out in the SPP (DILGP, 2017) for ROL works.

The development of the land has the potential to increase the pollutant loads of stormwater runoff and downstream watercourses. During the construction phase of the development, disturbances to the ground have the potential to significantly increase sediment loads entering downstream drainage systems and watercourses. The operational phase of the development will potentially increase the amount of sediment and nutrient runoff from the site.

### 5.1 Construction Phase

#### 5.1.1 Key Pollutants

During the construction phase, a number of key pollutants have been identified for this development. Table 6 below illustrates the key pollutants that have been identified.

Table 6 - Key pollutants - construction phase

Pollutant	Sources
Litter	Paper, construction packaging, food packaging, cement bags, material offcuts.
Sediment	Exposed soils and stockpiles during earthworks and building works.
Hydrocarbons	Fuel and oil spills, leaks from construction equipment and temporary car park areas.

#### 5.1.2 Erosion and Sediment Controls

Erosion and Sediment Control (ESC) devices employed on the site shall be designed and constructed in accordance with Council's guidelines.

##### Pre-Construction

- Stabilised site access/exit locations.
- Sediment fences are to be located along the contour lines downstream of disturbed areas.
- Diversion drains to divert clean runoff around the construction site.
- Educate site personnel on the requirements of the Sediment and Erosion Control Plan.

##### Construction

- Maintain construction access/exit, sediment fencing, catch drains and all other existing controls as required.
- Progressively surface and revegetate finished areas as appropriate.
- During construction, all areas of exposed soils allowing dust generation are to be suitably treated. Treatments will include mulching the soil and watering.
- Road access is to be regularly cleaned to prevent the transmission of soil on vehicle wheels and eliminate any build-up of typical road dirt and tyre dust from delivery vehicles.
- Adequate waste disposal facilities are to be provided and maintained on the site to cater for all waste materials such as litter hydrocarbons, toxic materials, acids or alkaline substances.

### 5.2 Operational Phase

#### 5.2.1 Design Objectives

The stormwater quality design objectives relevant to the site, as prescribed by Table B of the Department of Infrastructure, Local Government and Planning (DILGP) *State Planning Policy (SPP)* (DILGP, 2017) are:

- Total Suspended Solids (TSS) - 85% removal of mean annual load.

- Total Phosphorous (TP) – 60% removal of mean annual load.
- Total Nitrogen (TN) – 45% removal of mean annual load.
- Gross Pollutants >5mm – 90% removal of mean annual load.

## 5.2.2 MUSIC Model

In order to assess the efficiency of a treatment train with regards to removal of pollutants, *Model for Urban Stormwater Improvement Conceptualisation (MUSIC)*, version 6.3, was utilised. In all instances, the MUSIC Modelling Guidelines (WaterbyDesign, 2018) were followed with regards to the following key model parameters:

- Rainfall Runoff Parameters – Urban Residential adopted per Table A1.2.
- Pollutant Export Parameters – Urban Residential adopted per Table B1.3.

The following meteorological data was adopted, as sourced from BOM (courtesy of eWater):

- Pluviograph & PET Data – Rockhampton Aero (Station 39083).

In accordance with the MUSIC Modelling Guidelines, a 6-minute model timestep was adopted for a 10 year period (2000 – 2010).

The MUSIC model layout is shown in Figure 6.

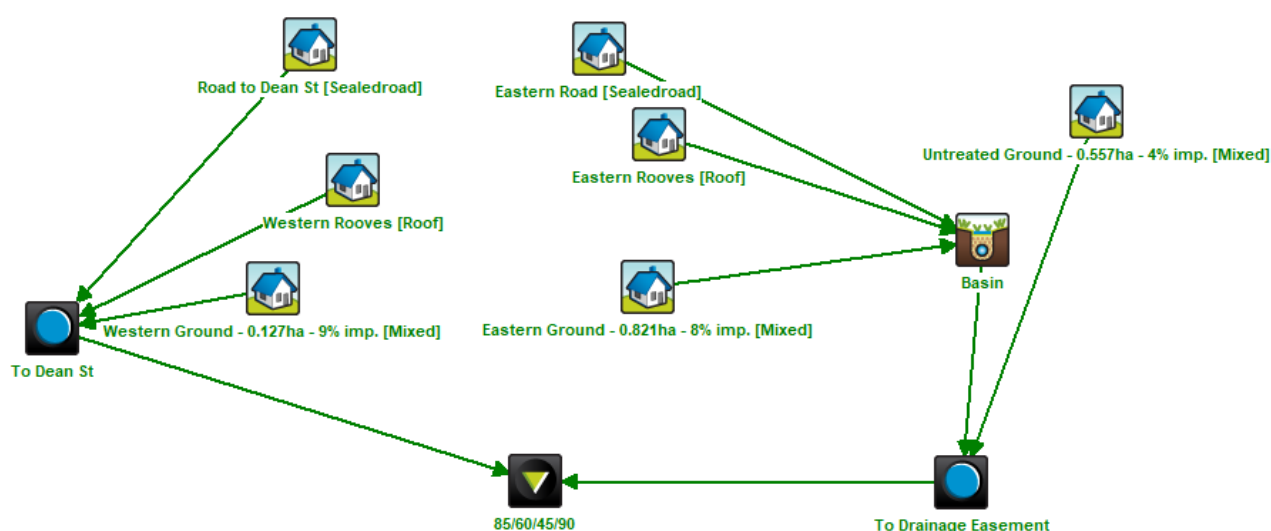


Figure 6 - MUSIC model layout

Per the catchment layouts shown in Figure 4, the site was modelled with catchment DE2 discharging to the proposed basin – refer to Table 9 for the basin parameters.

The proposed treatment train effectiveness is shown in Table 7.

Table 7 - Treatment train effectiveness - receiving node

Parameter	Sources	Residual Load	Reduction (%)
Flow (ML/yr)	7.39	7.19	2.7
Total Suspended Solids (kg/yr)	1300	259	80.1
Total Phosphorus (kg/yr)	2.67	0.746	72

<b>Total Nitrogen (kg/yr)</b>	15.5	7.99	48.3
<b>Gross Pollutants (kg/yr)</b>	186	31	83.3

It is acknowledged that the proposed treatment train, as measured at the receiving node, does not meet the water quality objectives. This is due to catchment DE1 discharging to Dean St, which does not have any underground infrastructure, meaning SQIDs are not feasible. It is highlighted that over-sizing the basin does not further increase the effectiveness, as the proposed solution has been selected as the upper limit approaching the point of diminishing returns for area vs effectiveness.

For completeness, the treatment train effectiveness, as measured at the "To Drainage Easement" node, is presented in Table 8. As can be seen, the proposed solution meets the water quality objectives for the majority of the site.

Table 8 - Treatment train effectiveness – to drainage easement node

<b>Parameter</b>	<b>Sources</b>	<b>Residual Load</b>	<b>Reduction (%)</b>
<b>Flow (ML/yr)</b>	6.69	6.5	2.9
<b>Total Suspended Solids (kg/yr)</b>	1210	166	86.3
<b>Total Phosphorus (kg/yr)</b>	2.46	0.537	78.1
<b>Total Nitrogen (kg/yr)</b>	14	6.52	53.4
<b>Gross Pollutants (kg/yr)</b>	168	13.2	92.1

### 5.2.3 Stormwater Quality Improvement Device/s

The following design parameters are presented for the proposed stormwater quality improvement devices:

- Bioretention basin.

The bioretention node parameters are provided in Table 9.

Table 9 - Bioretention node MUSIC details

<b>Parameter</b>	<b>Bioretention Basin</b>
<b>Extended Detention Depth (m)</b>	0.3
<b>Surface Area (m<sup>2</sup>)</b>	900
<b>Filter Area (m<sup>2</sup>)</b>	100
<b>Filter Depth (m)</b>	0.3
<b>Saturated Hydraulic Conductivity (mm/hr)</b>	200
<b>TN Content of Filter Media (mg/kg)</b>	400
<b>Orthophosphate Content of Filter Media (mg/kg)</b>	30
<b>Exfiltration Rate (mm/hr)</b>	0
<b>Lined Base</b>	No



Effective Nutrient Removal Vegetation	Yes
Underdrain	Yes

#### 5.2.4 Maintenance

Maintenance should be provided in accordance with *Maintaining Vegetated Stormwater Assets* (WaterbyDesign, 2012).

## 6 Summary

### 6.1 Conclusion

By virtue of developing the site and increasing the fraction impervious of the various internal catchments, an increase in runoff from the site necessitated the design of a basin to mitigate increases in runoff rates. A basin was successfully designed which reduced the mean flows by ~20% across the measured catchments, while the remaining runoff discharging to Dean St was reduced by a reduction in catchment area. Overall the objectives for stormwater quantity were met.

A bio-retention basin was designed to treat the runoff from the majority of the site, and as demonstrated, was successful for the treat-able portion of the development. A small area of the development fronting Dean Street was unable to be treated due to a lack of area and existing stormwater network to connect SQIDs to. The objectives for stormwater quality were not met, however a best-case solution is proposed which adds significant value as compared to the pre-development condition of the site.

### 6.2 Recommendations

The following findings are highlighted and recommended:

1. The contents of this report be implemented at Operational Works design phase.
2. Dispensation be given towards the proposed non-compliant stormwater treatment train on the basis of the design being compliant for those areas which are practicable to treat.

### 6.3 Qualifications

This stormwater management plan has been prepared by MCE to support a unit development located at 192 Dean Street, Berserker 4701, on land described as Lot 24 on RP607814 and Lot 8 on RP607712.

The analysis and overall approach were specifically catered to the requirement of this project and may not be applicable beyond this scope. For this reason, any other third parties are not authorised to utilise this report without further input and advice from MCE.

Whilst this report accurately assesses the catchment hydrology performance using industry-standard theoretical techniques and engineering practices, actual future observed catchment flows may vary from those predicted herein.

## 7 References

- Ball, J., Babister, M., Nathan, R., Weeks, W., Weinmann, E., Retallick, M., & Testoni, I. (Eds.). (2019). *Australian Rainfall and Runoff: A Guide to Flood Estimation*. Commonwealth of Australia (Geoscience Australia).
- Ball, J., Babister, M., Nathan, R., Weeks, W., Weinmann, E., Retallick, M., & Testoni, I. (2019). *Australian Rainfall and Runoff: A Guide to Flood Estimation*. Commonwealth of Australia (Geoscience Australia).
- DILGP. (2017, July). *State Planning Policy*. Department of Infrastructure, Local Government and Planning.
- IPWEAQ. (2016). *Queensland Urban Drainage Manual - Fourth Edition*. Institute of Public Works Engineering Australasia, Queensland.
- WaterbyDesign. (2012, February). *Maintaining Vegetated Stormwater Assets*.
- WaterbyDesign. (2018, November). *MUSIC Modelling Guidelines*.

## Appendix A: Hydrology Figures

### A-1: Pre-Development Box-and-Whisker Plots

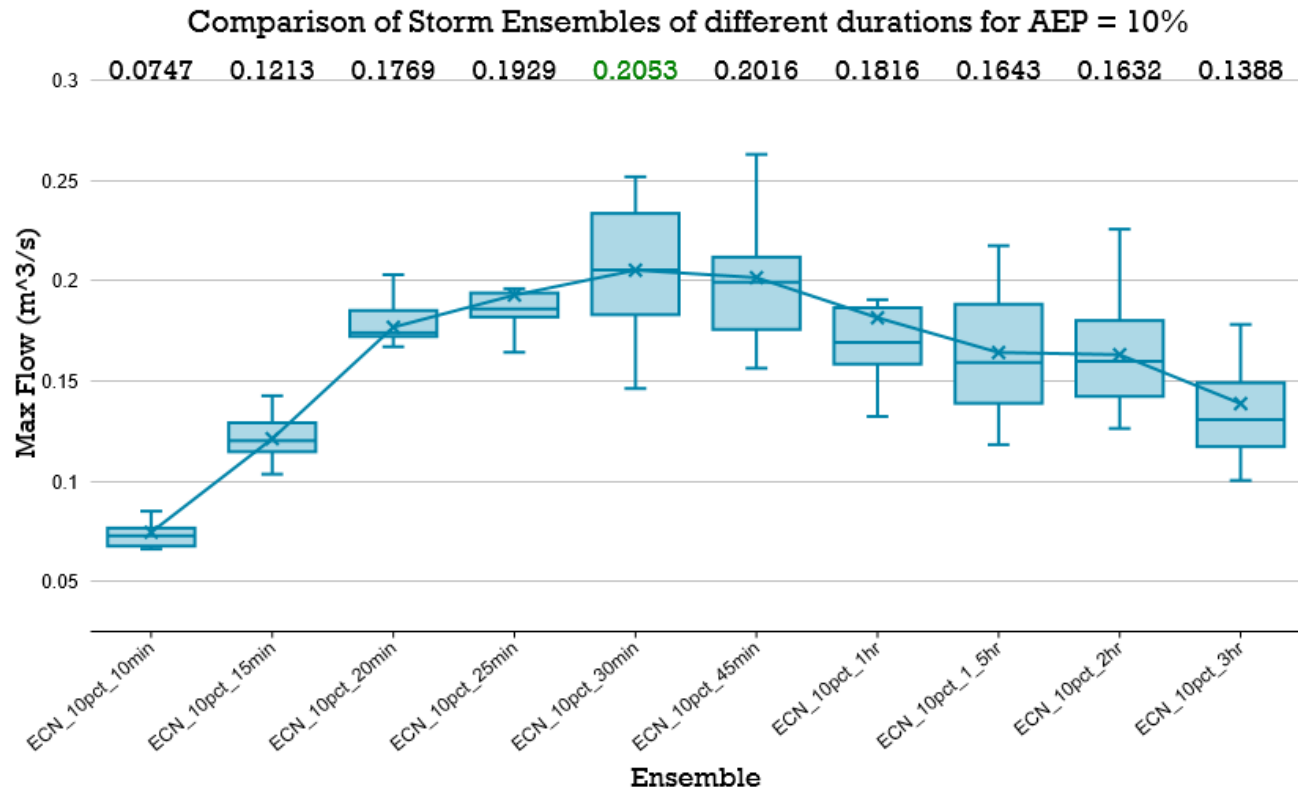


Figure 7 - Catchment EX1 10% AEP box and whisker plot

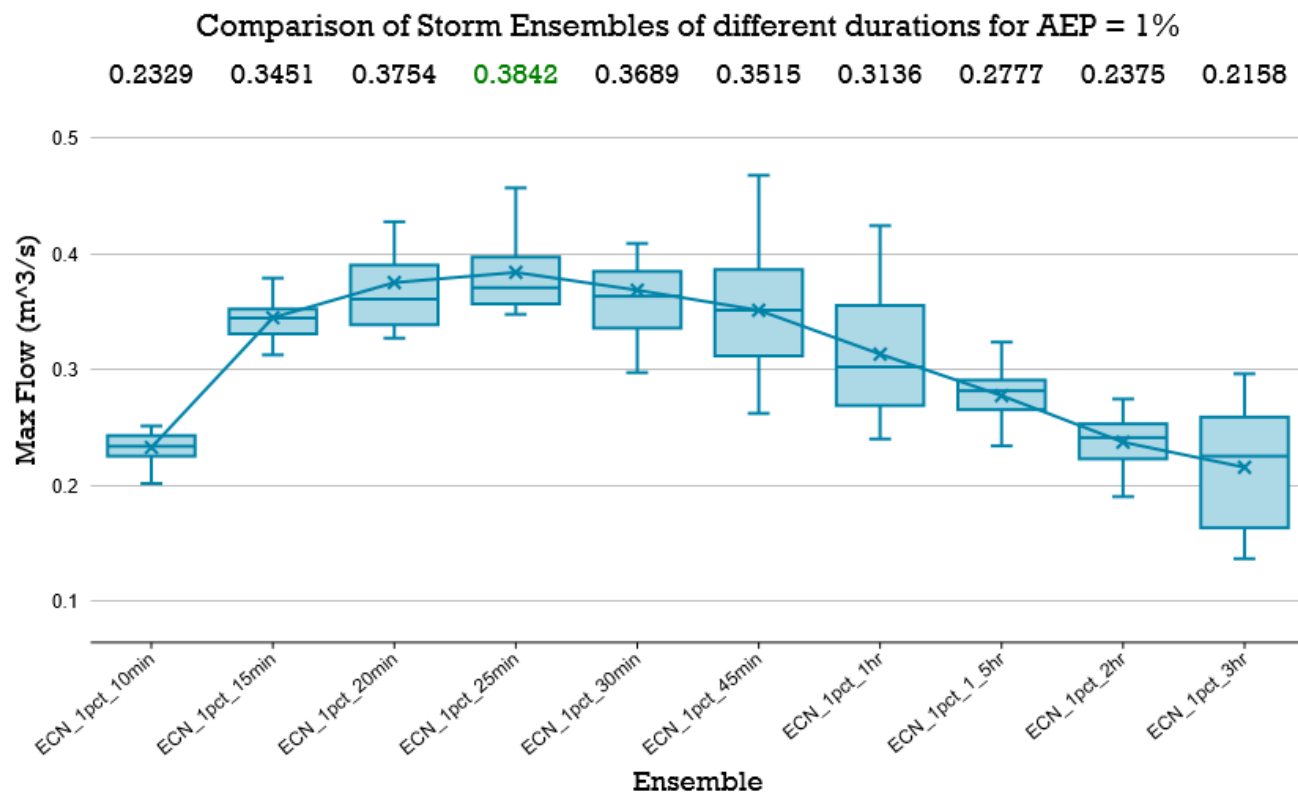


Figure 8 - Catchment EX1 1% AEP box and whisker plot

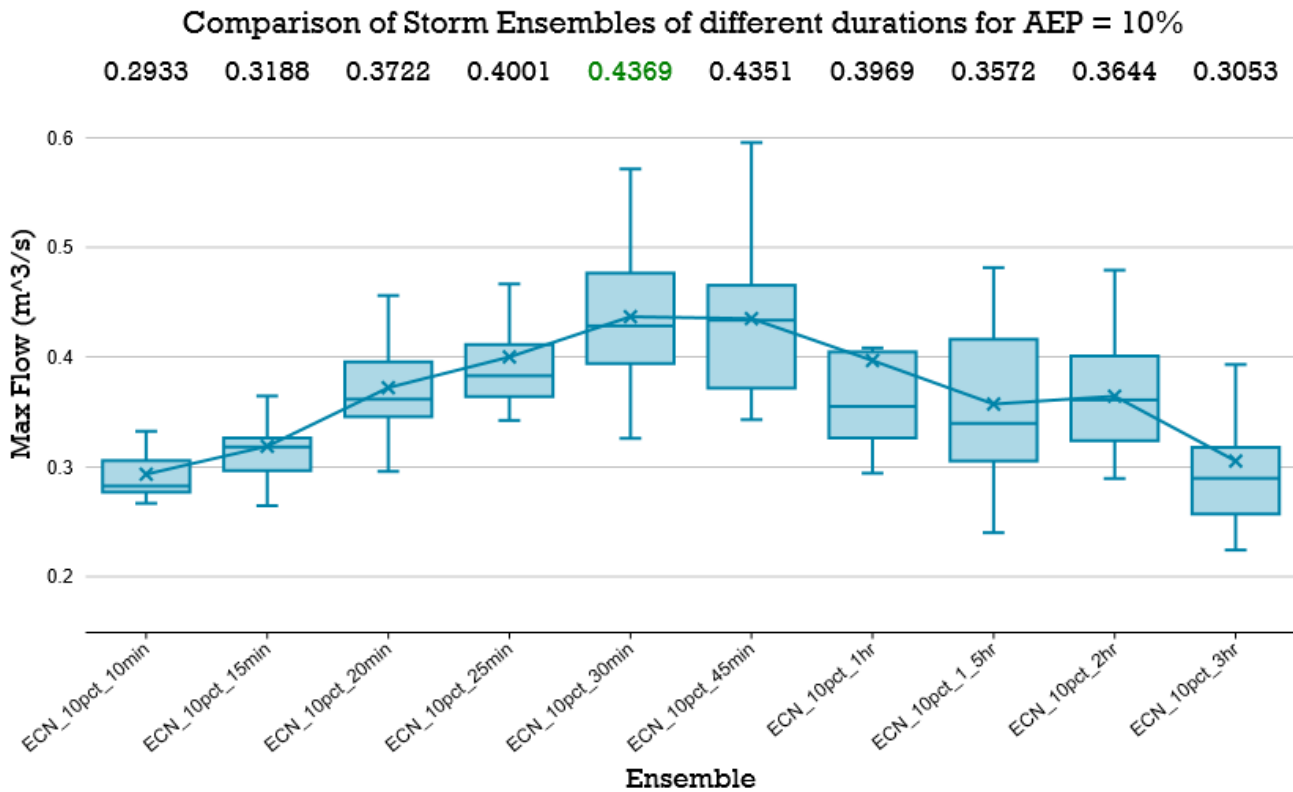


Figure 9 - Catchment EX2 10% AEP box and whisker plot

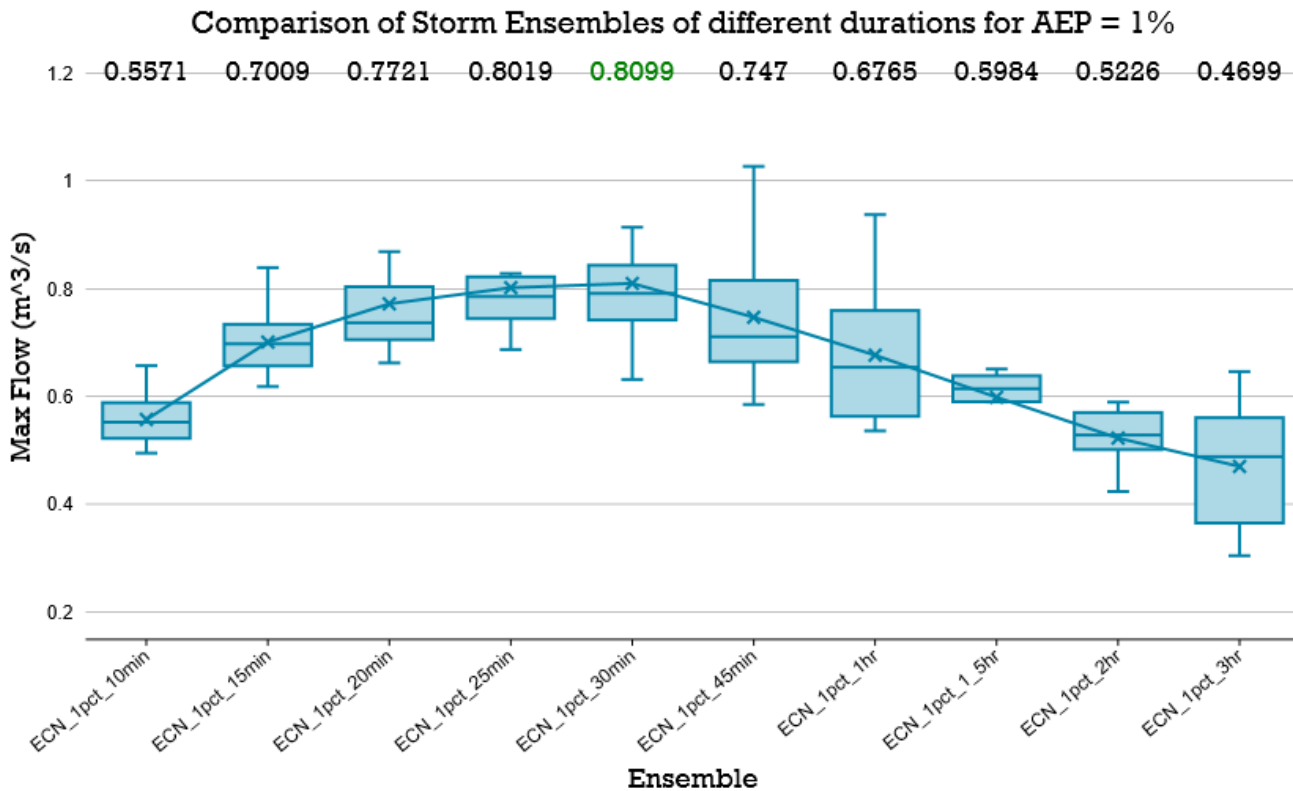


Figure 10 - Catchment EX2 1% AEP box and whisker plot

## A-2: Post-Development Box-and-Whisker Plots

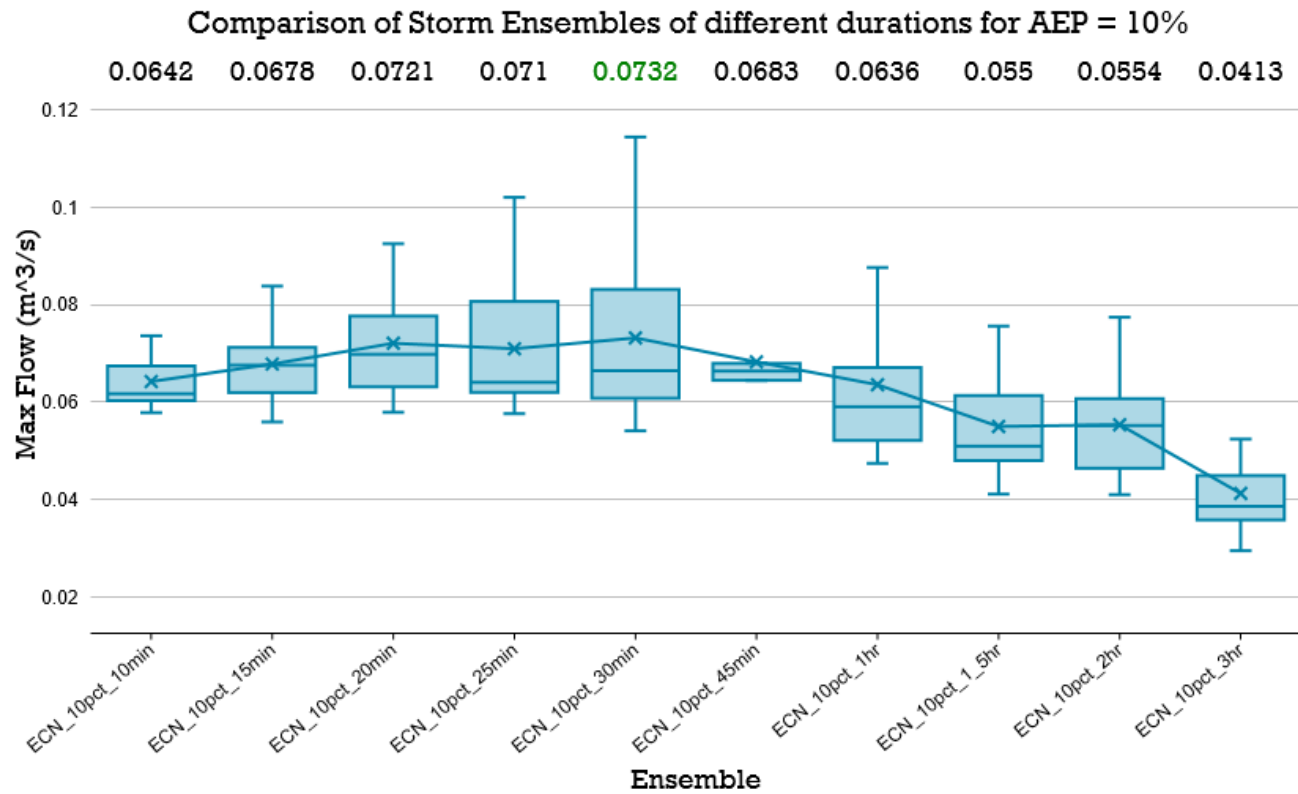


Figure 11 - Catchment DE1 10% AEP box and whisker plot

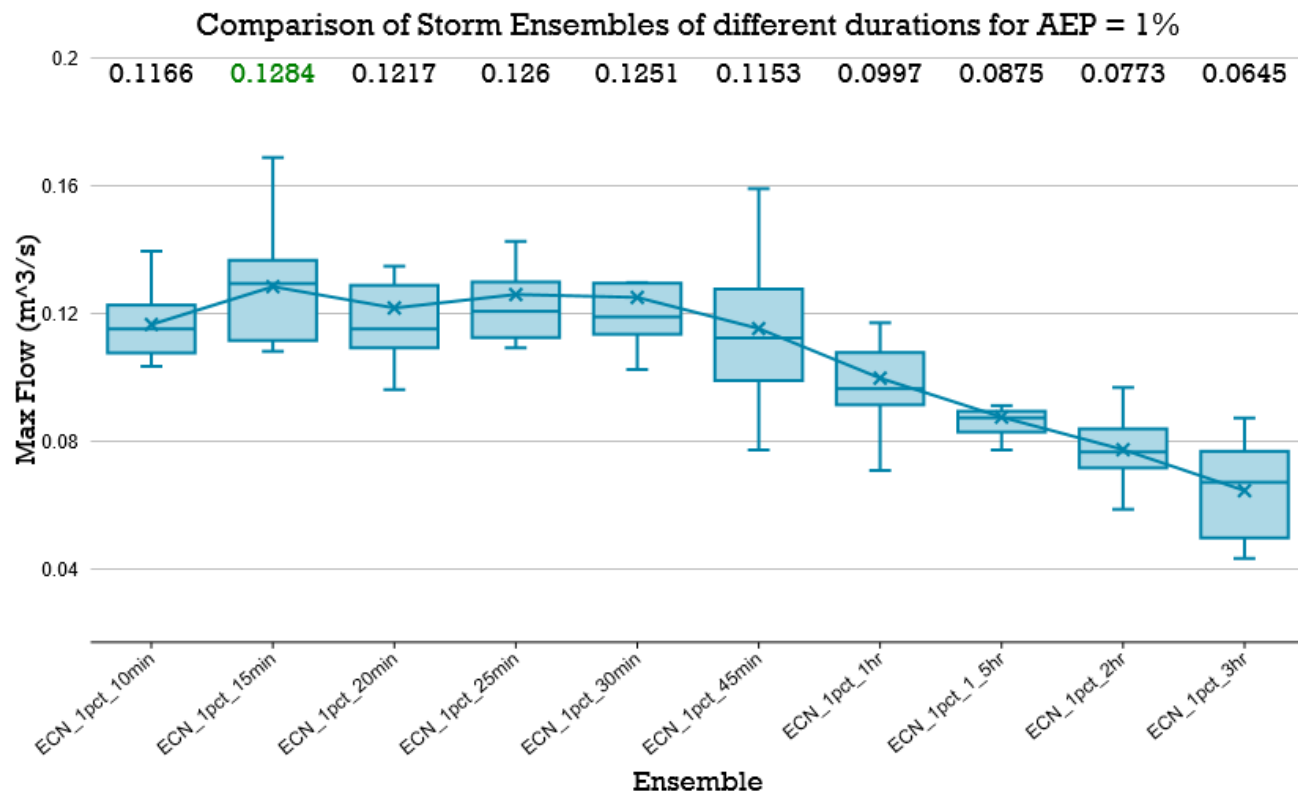


Figure 12 - Catchment DE1 1% AEP box and whisker plot

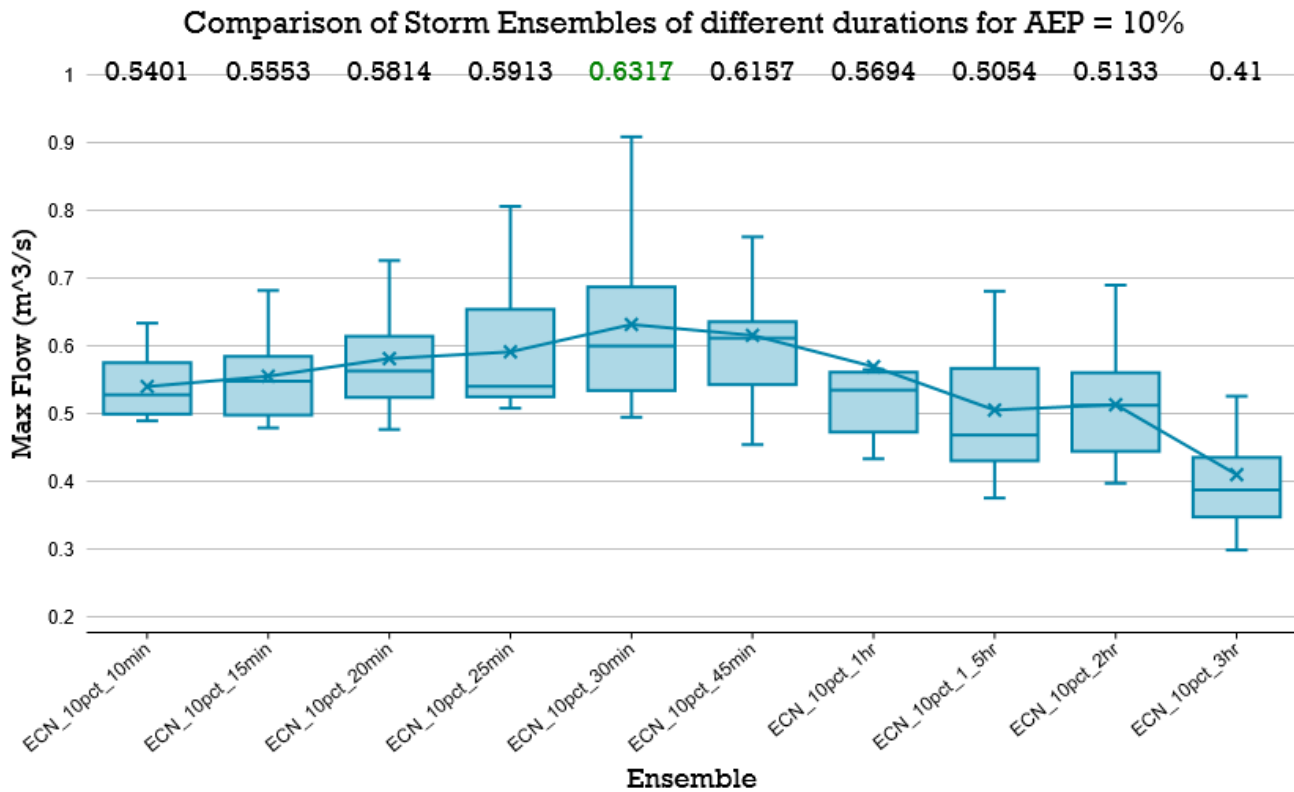


Figure 13 - Catchment RPDE 10% AEP box and whisker plot

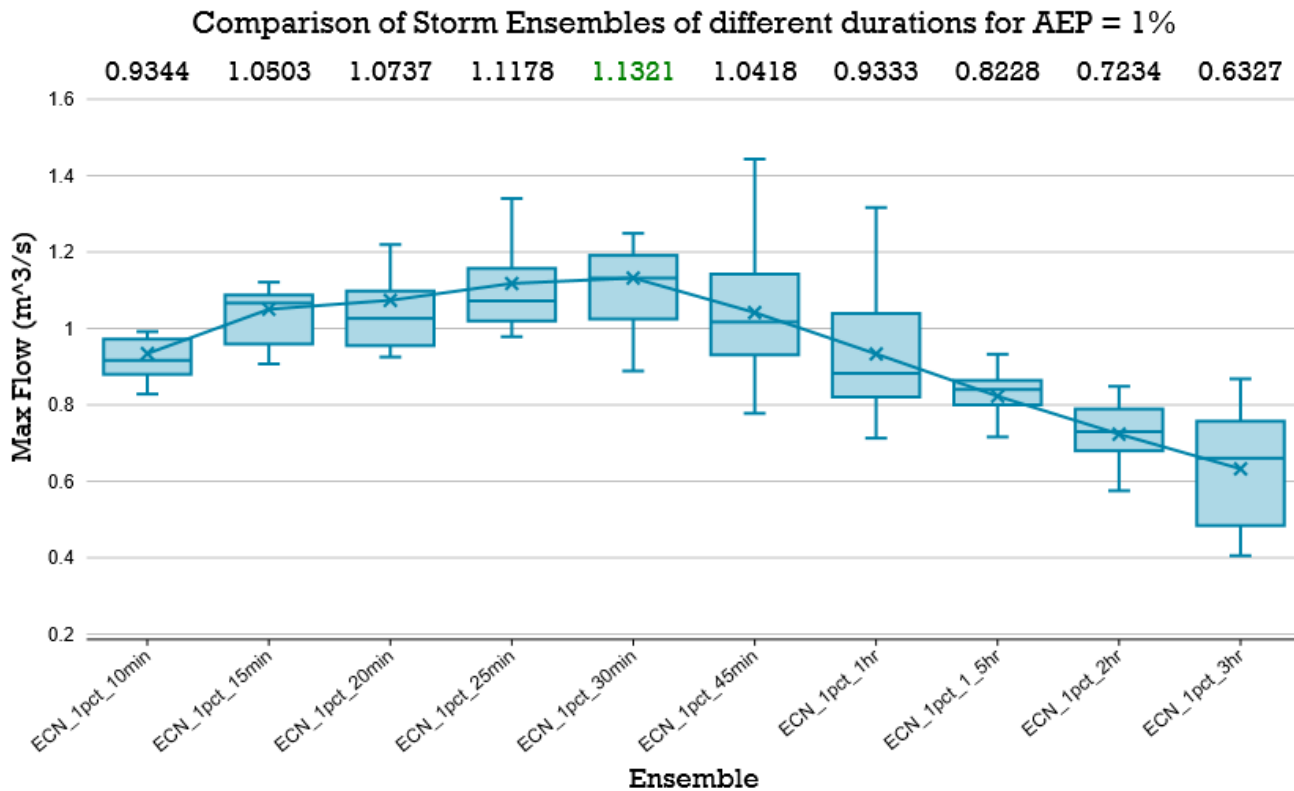


Figure 14 - Catchment RPDE 1% AEP box and whisker plot

### A-3: Mitigated Box-and-Whisker Plots

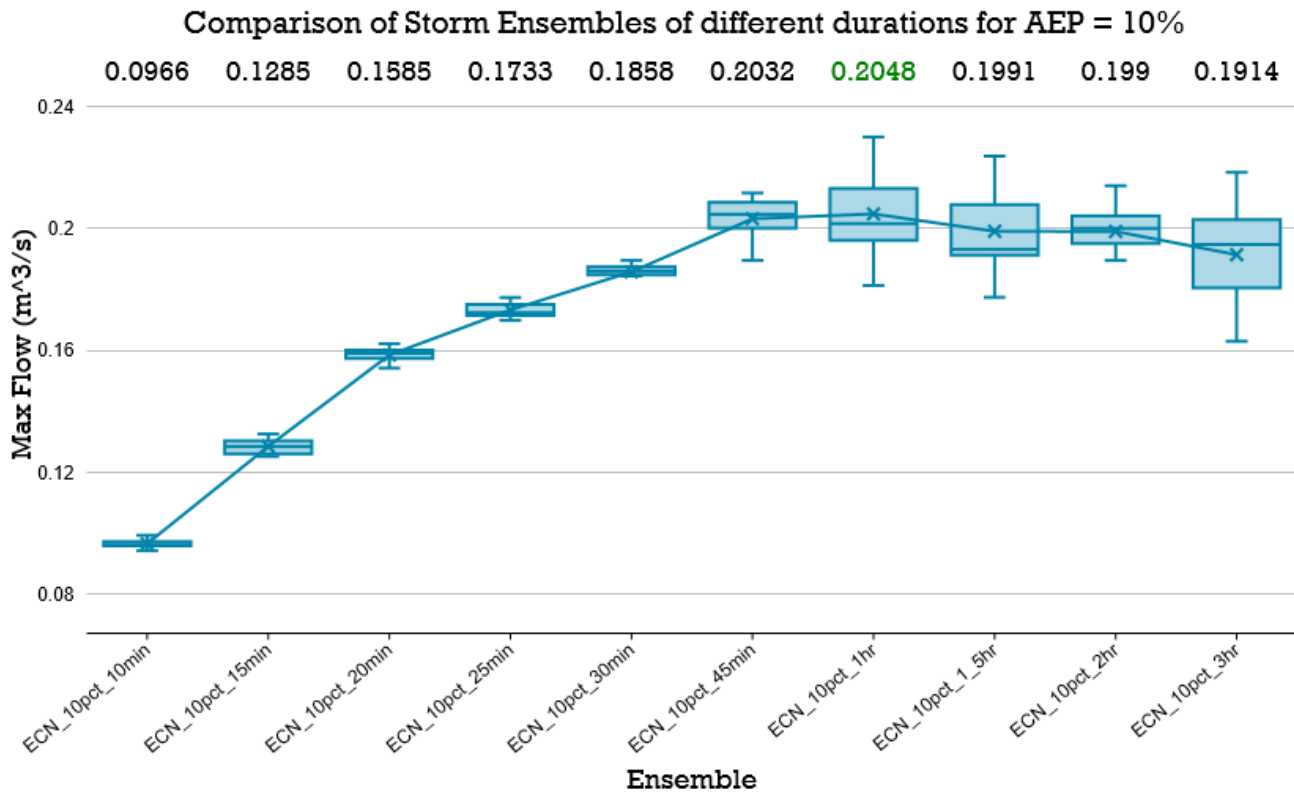


Figure 15 - Catchment MI2 (pipe outlet) 10% AEP box and whisker plot

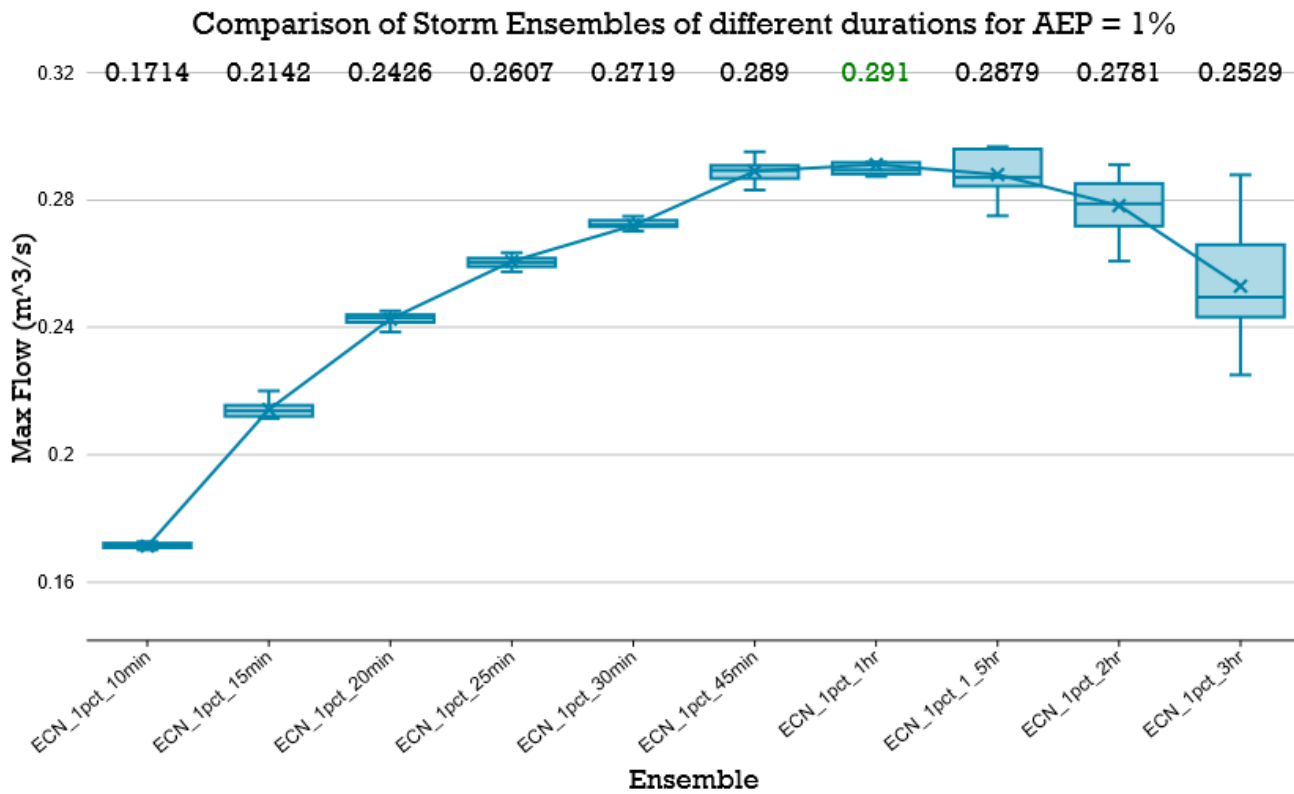


Figure 16 - Catchment MI2 (pipe outlet) 1% AEP box and whisker plot



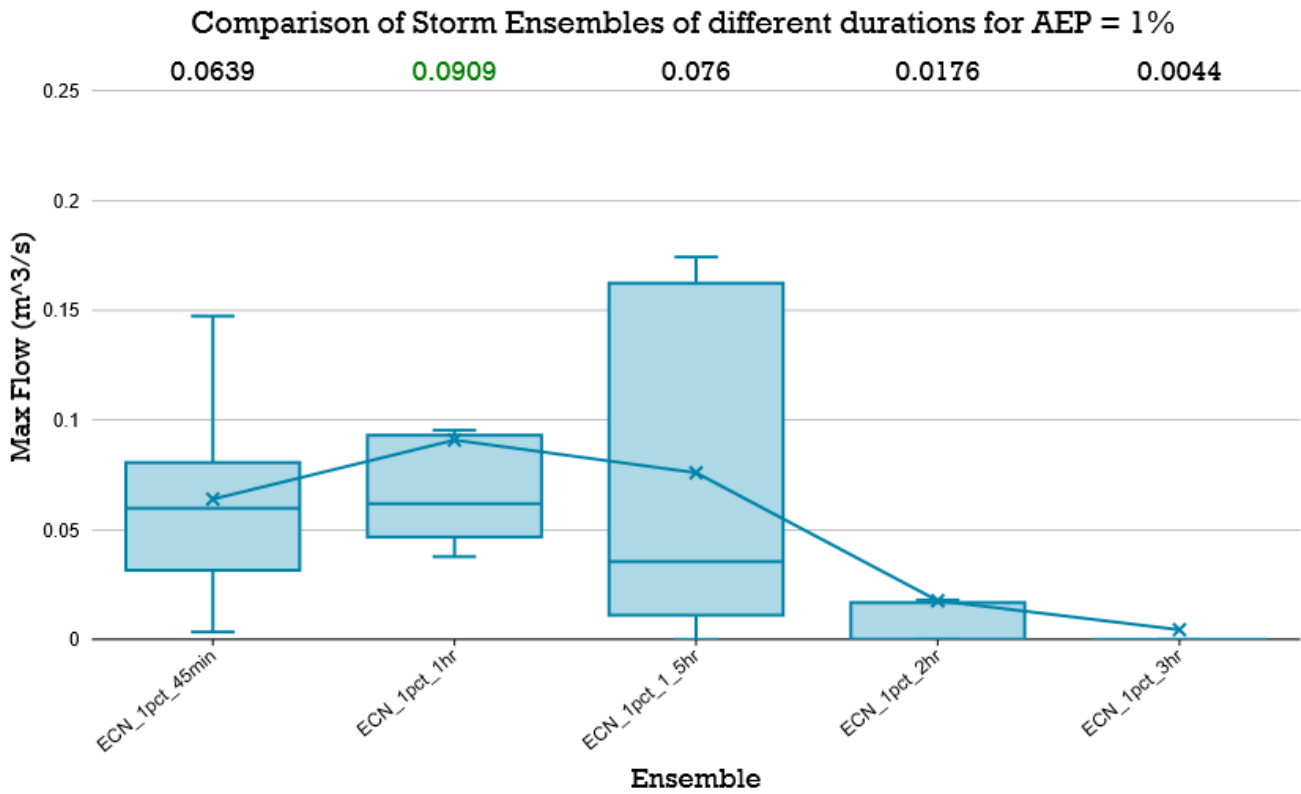


Figure 17 - Catchment MI2 (weir outlet) 1% AEP box and whisker plot

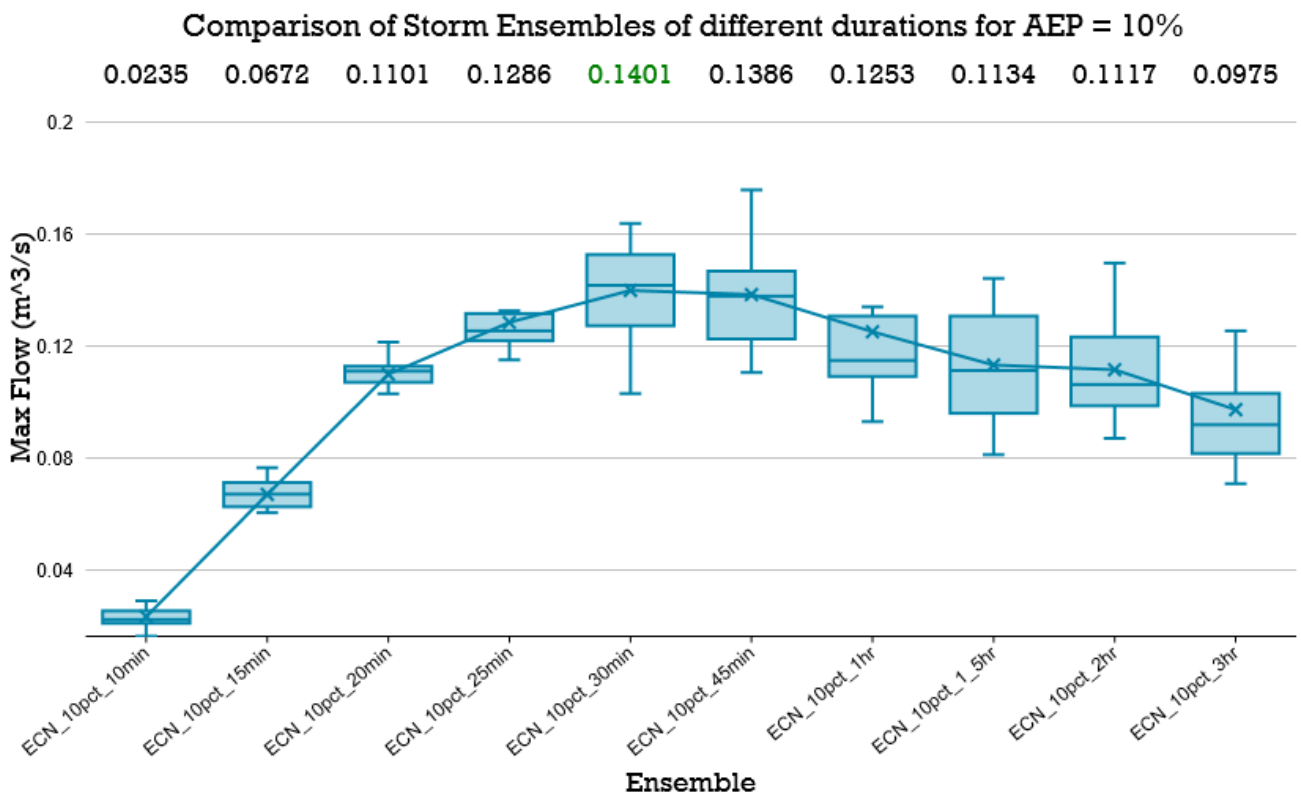


Figure 18 - Catchment MI3 10% AEP box and whisker plot

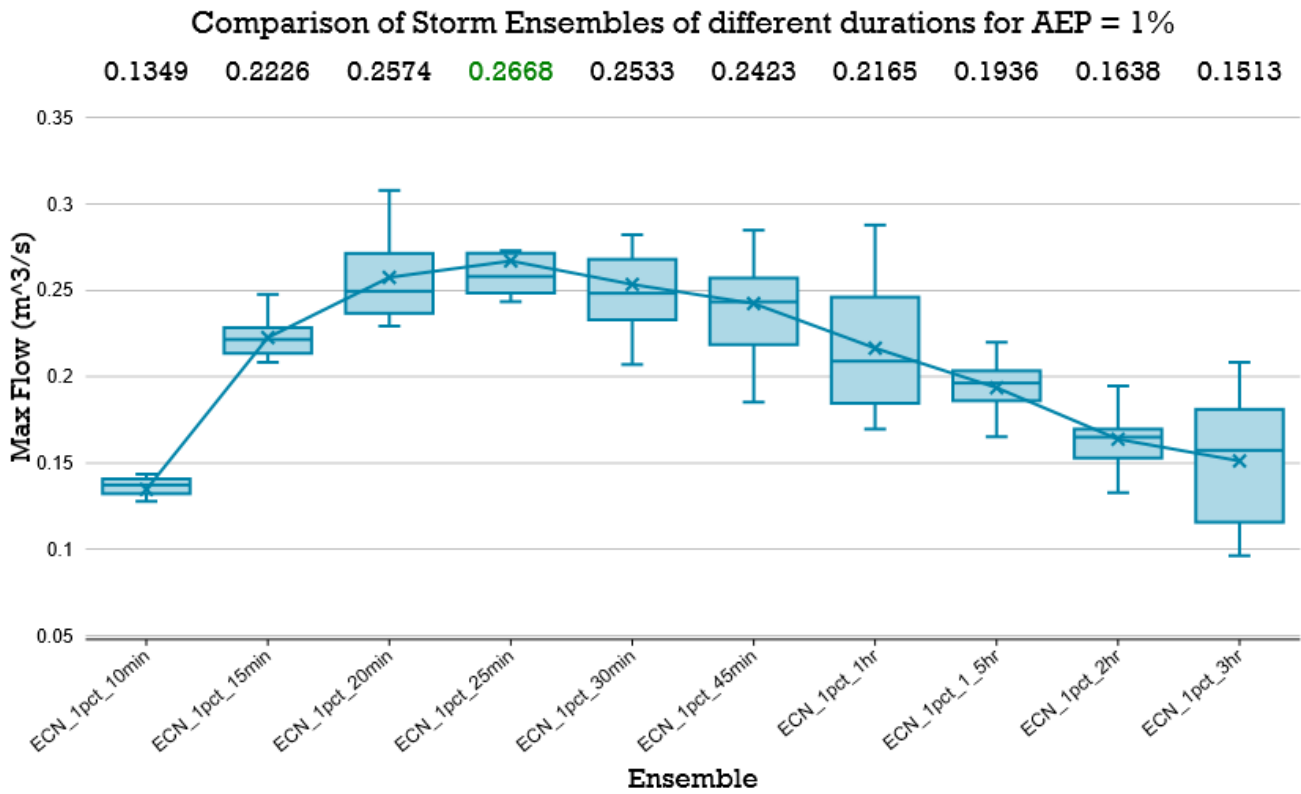


Figure 19 - Catchment MI3 1% AEP box and whisker plot

## Appendix B: Hydraulics Figures

Node - MI2

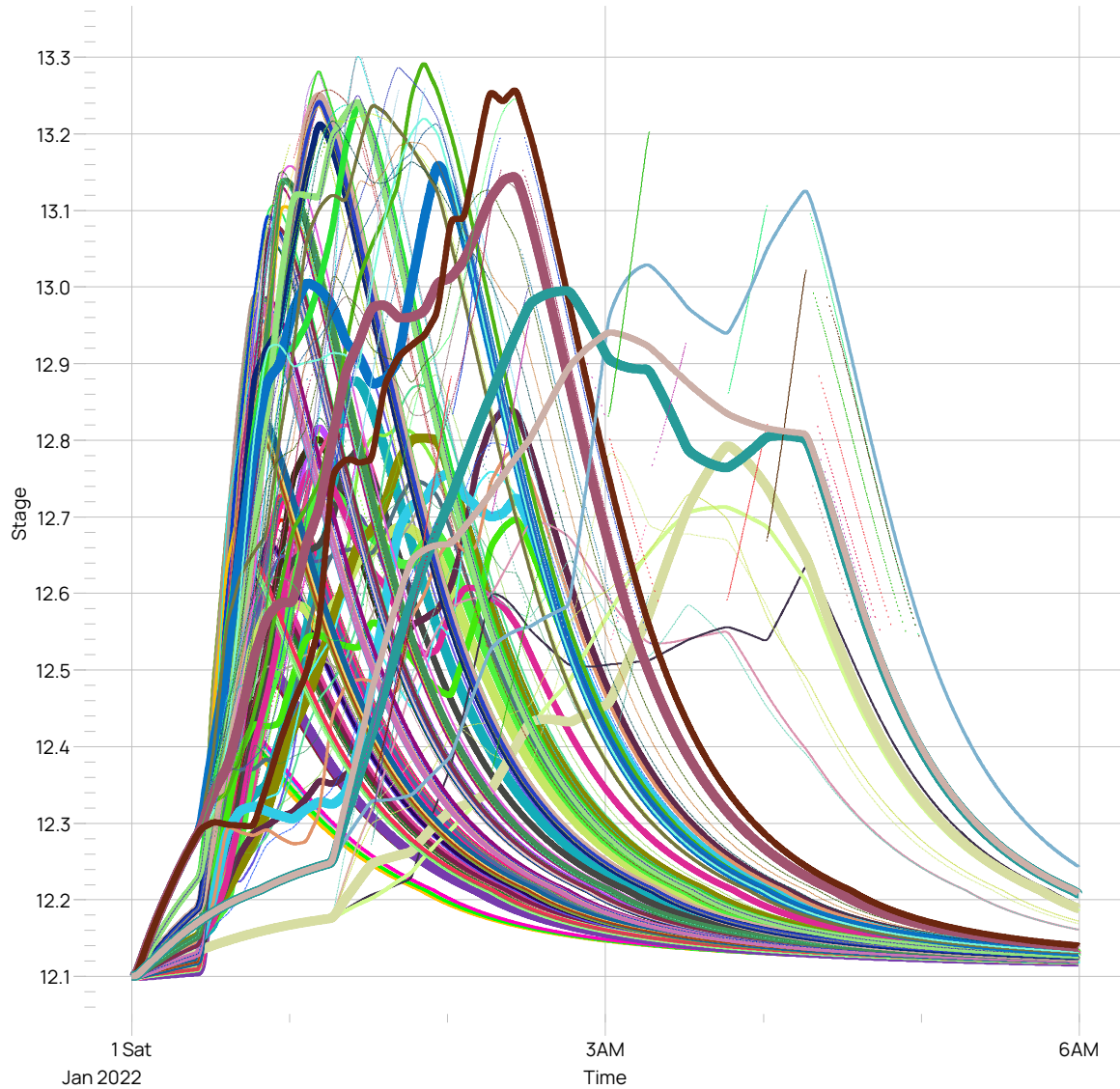


Figure 20 - Basin stage hydrograph

## Appendix C: Site Plan

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PLOT DATE: 21/11/2022 11:13:50 AM

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PROJECT MANAGEMENT

PROJECT IDENTIFIER

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INFO	A	14/11/22	LAS	ISSUED FOR INFORMATION
INFO	B	21/11/22	LAS	ISSUED FOR INFORMATION

RPEQ CERTIFICATION			23569
LAS	RWB	RWB	
DESIGNER	CHECKED	APPROVED	
INTERNAL PROJECT NO.		0632122	
DATUM	SURVEY		

MCE

McMurtrie Consulting Engineers

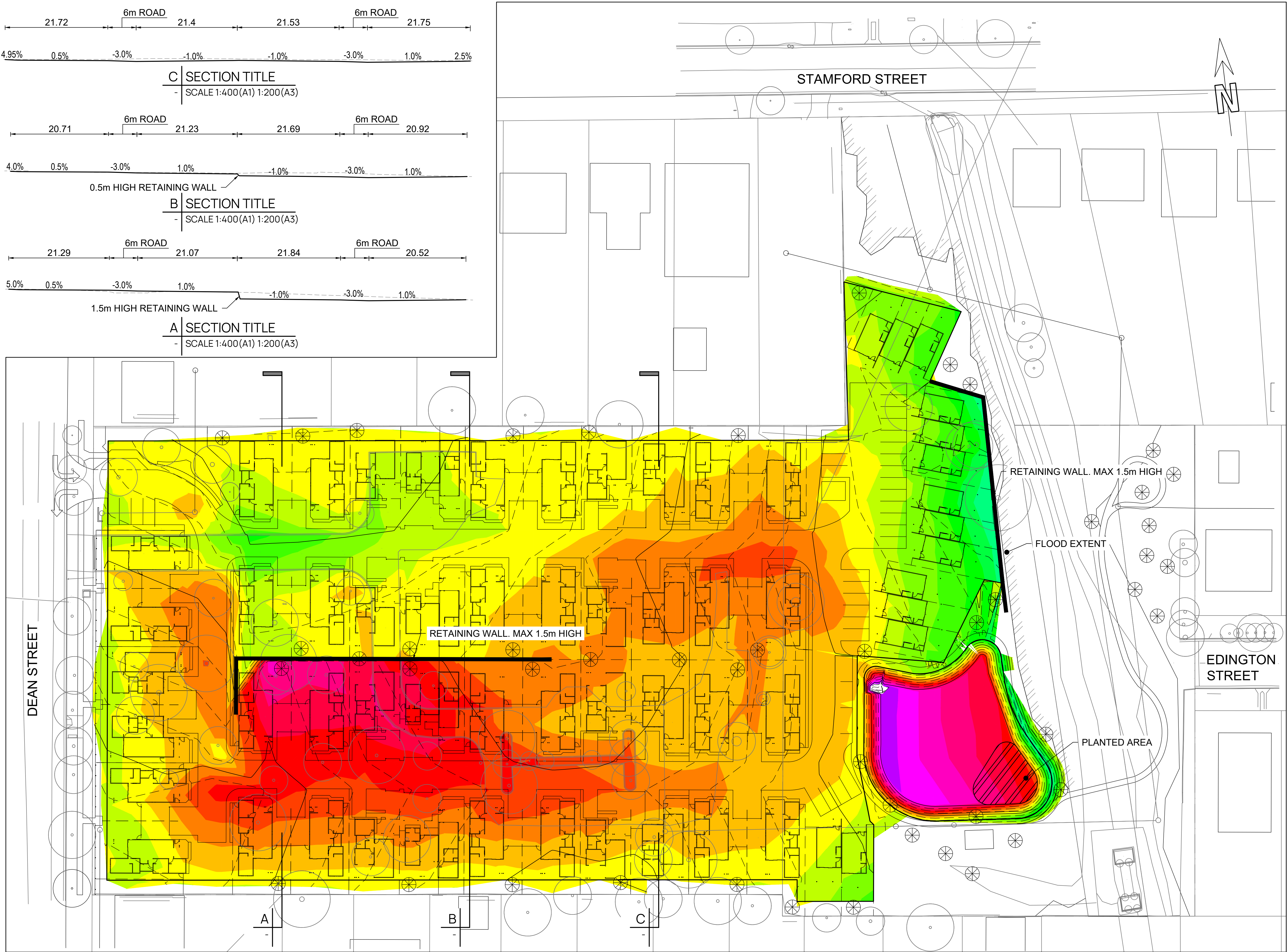
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CLIENT KPG  
PROJECT 192 DEAN STREET  
TITLE EARTHWORKS OVERALL LAYOUT PLAN

DRAWING NUMBER  
0632122-0001

REVISION  
B



EXISTING LEGEND

- 000.0 EXISTING CONTOURS MAJOR
- EXISTING CONTOURS MINOR

PROPOSED LEGEND

- 00.0 DESIGN CONTOURS MAJOR
- DESIGN CONTOURS MINOR

CUT & FILL DEPTH LEGEND

NO.	FROM DEPTH	TO DEPTH	COLOUR
1	-2.000	-1.800	
2	-1.800	-1.600	
3	-1.600	-1.400	
4	-1.400	-1.200	
5	-1.200	-1.000	
6	-1.000	-0.800	
7	-0.800	-0.600	
8	-0.600	-0.400	
9	-0.400	-0.200	
10	-0.200	0.000	
11	0.000	0.200	
12	0.200	0.400	
13	0.400	0.600	
14	0.600	0.800	
15	0.800	1.000	
16	1.000	1.200	
17	1.200	1.400	



### 6.2.1 Low-density residential zone code

Table 6.2.1.3.1 – Development outcomes for self-assessable and assessable development

[illegible]

<p>e. does not compromise the character and amenity of the surrounding area.</p> <p>Editor's note—Figure 6.2.1.3.1a — Site plans for dual occupancies provides guidance.</p>	<p>least thirty (30) square metres in total, and having minimum dimensions of four (4) metres by four (4) metres; or</p> <p>ii. above ground level, has a balcony, a verandah or a deck, having a minimum area of ten (10) square metres and minimum dimensions of three (3) metres by three (3) metres.</p> <p><b>AND</b></p> <p><b>AO3.3</b> Minimum setbacks are in accordance with the following:</p> <ul style="list-style-type: none"> <li>a. carports and garages are set back a minimum of six (6) metres from all road frontages;</li> <li>b. building walls are set back a minimum of three (3) metres from all road frontages;</li> <li>c. verandahs are set back a minimum of one (1) metre from all road frontages;</li> <li>d. the rear boundary setback is four (4) metres unless to a laneway being one (1) metre at ground storey and 0.5 metres above ground level;</li> <li>e. garages and open car ports built along the side boundary do not exceed a length of nine (9) metres.</li> </ul> <p>Editor's note—Side setbacks for a dual occupancy is regulated by the Queensland Development Code MP1.3 unless adjoining an industrial zone or a lawfully operating industrial use – refer to AO4.2..</p> <p><b>AND</b></p>	<p><b>Not applicable</b></p>
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	<p><b>AO3.4</b> Development complies with the minimum site area and road frontage requirements identified in Table 6.2.1.3.3.</p> <p>AND</p> <p><b>AO3.5</b> A minimum of one (1) habitable room that fronts the primary street frontage.</p> <p>AND</p> <p><b>AO3.6</b> A pedestrian entry and door is visible and accessible from the primary street frontage. The pedestrian entrance is not accessed through a garage or carport.</p>	<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>
<p><b>PO4</b> The development is located and designed so that buildings and structures make provision for:</p> <ol style="list-style-type: none"> <li>privacy and noise attenuation;</li> <li>integration with the streetscape and built form; and</li> <li>separation from an adjoining industrial zone or industrial use.</li> </ol>	<p><b>AO4.1</b> Fencing along the primary street frontage is:</p> <ol style="list-style-type: none"> <li>a maximum height of 1.2 metres; or</li> <li>a maximum height of 1.8 metres with a minimum fifty (50) per cent transparency.</li> </ol> <p>AND</p> <p><b>AO4.2</b> Dwellings are separated from adjoining industrial zoned land or a lawfully operating industrial use by a minimum of six (6) metres landscaped buffer and screened by 1.8 metre high solid screen fence along the side and rear property boundaries.</p>	<p>Not applicable</p> <p>Not applicable</p>
<b>Home based business</b>		
<p><b>PO5</b> Development for a home-based business is operated, designed and sited in a manner that:</p> <ol style="list-style-type: none"> <li>is small in scale and intensity;</li> <li>does not adversely affect the safety and private recreation needs of adjoining premises;</li> </ol>	<p><b>AO5.1</b> The home-based business has a maximum gross floor area of fifty (50) square metres (except for a bed and breakfast accommodation or home-based care).</p> <p>AND</p> <p><b>AO5.2</b></p>	<p>Not applicable</p> <p>Not applicable</p>





	<p>Goods or services for sale or hire are not displayed where they are visible from the street frontage or an adjoining residential premise.</p> <p><b>AND</b></p> <p><b>AO5.9</b> No more than one (1) commercial vehicle is associated with the business and the vehicle does not exceed a gross vehicle mass of 4.5 tonnes tare weight.</p> <p><b>AND</b></p> <p><b>AO5.10</b> The home-based business does not generate traffic exceeding ten (10) vehicle trips per day and the trips are not by a vehicle exceeding a gross vehicle mass of 4.5 tonnes tare weight.</p> <p><b>AND</b></p> <p><b>AO5.11</b> Noise levels do not exceed acoustic quality objectives under the Environmental Protection (Noise) Policy 2008, as updated from time to time.</p>	<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>
<b>Sales office</b>		
<b>P06</b> The development for a sales office is temporary in nature having regard to length of time and operation of the use.	<b>AO6.1</b> Sales office use ceases on the sale of the last lot in the estate on which it is located, or within two (2) years of commencement.	Not applicable
<b>Short Term Accommodation</b>		
<b>P07</b> Development for short-term accommodation is established only in existing dwellings which maintain the appearance of an ordinary dwelling in the zone.	<p><b>AO7.1</b> Short-term accommodation uses are carried out within an existing dwelling.</p> <p><b>AND</b></p> <p><b>AO7.2</b> There is no external signage.</p>	Not applicable
<b>P08</b> Development for short-term accommodation is of a small, domestic scale, accommodating a small	<b>AO8.1</b> The combined total number of persons does not exceed five (5) at any one time.	Not applicable

number of people for very short periods.	<p><b>AND</b></p> <p><b>AO8.2</b> Guests stay a maximum of fourteen (14) consecutive nights.</p>	Not applicable
<p><b>PO9</b> Development for short-term accommodation does not cause nuisance or otherwise adversely impact on the amenity of the neighbourhood.</p>	<p><b>AO9.1</b> Noise levels do not exceed acoustic quality objectives under the Environmental Protection (Noise) Policy 2008, schedule 1 as updated from time to time.</p> <p><b>AND</b></p> <p><b>AO9.2</b> Domestic waste bins are provided in a screened area and maintained in a tidy state at all times.</p>	<p>Not applicable</p> <p>Not applicable</p>
<p><b>Where in the residential stables precinct when involving an animal keeping (stables only) use</b> Note—Where acceptable outcomes in this section vary from this code, the precinct based acceptable outcomes take precedence.</p>		
<p><b>PO10</b> On any lot that accommodates a stable:</p> <ol style="list-style-type: none"> <li>the amenity of the precinct is maintained to a reasonable level especially in regards to issues such as noise, odour, light and dust;</li> <li>the stable does not adversely affect the streetscape within the precinct;</li> <li>a sufficient number of stalls are provided within a stable to prevent the overcrowding of horses; and</li> <li>a sufficient number of day yards are provided to allow the proper spelling, exercise or training of horses.</li> </ol>	<p><b>AO10.1</b> The number of non-racehorses kept on the lot at any one time does not exceed the density of one (1) non-racehorse per 800 square metres of lot area.</p> <p><b>AND</b></p> <p><b>AO10.2</b> Stables are designed so that all doors and windows are orientated away from any house on an adjoining lot to reduce the potential for creating a noise or odour nuisance.</p> <p><b>AND</b></p> <p><b>AO10.3</b> Stalls and day yards as part of an animal keeping (stables only) use have a minimum area of nine (9) square metres.</p> <p><b>AND</b></p> <p><b>AO10.4</b> Development complies with the minimum site area and</p>	<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>



Table 6.2.1.3.2 – Development outcomes for assessable development

Performance outcomes	Acceptable outcomes	Assessment
<b>Built form – additional provisions</b>		
<p><b>PO13</b> The development is located and designed so that buildings and structures make provision for:</p> <ul style="list-style-type: none"> <li>a. an appropriate scale and size that reflects the purpose of the zone;</li> <li>b. access to natural light and ventilation;</li> <li>c. landscaping;</li> <li>d. privacy and noise attenuation;</li> <li>e. screening of materials when stored outside buildings;</li> <li>f. integration with the streetscape and built form;</li> <li>g. orientated to the street frontage;</li> <li>h. landscape features of the site; and</li> <li>i. access to open space.</li> </ul> <p>Editor's note—Figure 6.2.1.3.2a – Development site plan provides guidance.</p>	<p><b>AO13.1</b> Minimum setbacks are in accordance with the following:</p> <ul style="list-style-type: none"> <li>a. carports and garages are set back a minimum of six (6) metres from all road frontages;</li> <li>b. building walls are set back a minimum of three (3) metres from all road frontages;</li> <li>c. verandahs are set back a minimum of one (1) metre from all road frontages;</li> <li>d. the side boundary setback is a minimum of: <ul style="list-style-type: none"> <li>i. 1.5 metres for a wall up to 4.5 metres high; or</li> <li>ii. two (2) metres for a wall up to 7.5 metres high; or</li> <li>iii. 2.5 metres for any part of a wall over 7.5 metres;</li> </ul> </li> <li>e. the rear boundary setback is four (4) metres unless to a laneway being one (1) metre at ground storey and 0.5 metres above ground level; and</li> <li>f. garages and open car ports built along the side boundary do not exceed a length of nine (9) metres.</li> </ul> <p><b>AND</b></p> <p><b>AO13.2</b> The development is orientated to the street with a pedestrian entry and door that is visible and accessible from the primary street frontage. The pedestrian entrance is not accessed through a garage or carport.</p> <p><b>AND</b></p> <p><b>AO13.3</b> The maximum length of any exterior wall is twelve (12) metres.</p>	<p><b>Complies</b> – No car ports or garages are proposed along the Dean Street frontage. The dwellings along the Dean Street frontage have a street setback of approximately 4m.</p> <p>All dwellings adjoining the side boundaries are set back at approximately 4.5m.</p>
		<p><b>Complies</b> – the development is oriented towards the street, with six dwellings designed to face the road frontage.</p>
		<p><b>Complies</b>- all exterior walls do not exceed 12m in length.</p>

Performance outcomes	Acceptable outcomes	Assessment
	<p><b>AND</b></p> <p><b>AO13.4</b> Fencing along the primary street frontage is:</p> <ol style="list-style-type: none"> <li>a maximum height of 1.2 metres; or</li> <li>a maximum height of 1.8 metres with a minimum fifty (50) per cent transparency.</li> </ol> <p><b>AND</b></p> <p><b>AO13.5</b> New building plant or air conditioning equipment is located within, underneath or central to the building and screened from view of the street and adjoining properties.</p>	<p><b>Complies</b> – the development proposes a feature fence that is 50% transparent and is located along the road frontage, which. 1.8m solid timber fence is proposed along the side and rear property boundaries.</p> <p><b>Complies</b> – all building plant and air conditioning equipment will be screened from view of the street and adjoining properties</p>
<p><b>PO14</b> Vehicle parking facilities are located and concealed to ensure an attractive streetscape and built form.</p>	<p><b>AO14.1</b> Vehicle parking structures are located:</p> <ol style="list-style-type: none"> <li>behind the front building setback; or</li> <li>below the front building.</li> </ol>	<p><b>Complies</b> – all car parking is concealed from the road frontage.</p>
<p><b>PO15</b> Buildings and structures are designed to enhance existing attractive built form by addressing the following:</p> <ol style="list-style-type: none"> <li>mass and proportion;</li> <li>use of materials, patterns, textures, colours and decorative elements;</li> <li>reflective glass material is not used as the principle construction material;</li> <li>roof shapes include pitches and gables to break up the repetitiveness of buildings;</li> <li>buildings incorporate articulation through the use of windows, sun-protection devices, balconies, verandahs, terraces or wall offsets to avoid a plain and monolithic appearance;</li> <li>roof structures are designed to screen any mechanical plant;</li> </ol>	<p>No acceptable outcome is nominated.</p>	<p><b>Complies</b> – the development is designed utilising various roof shapes, including pitches, with articulation.</p>

Performance outcomes	Acceptable outcomes	Assessment
<ul style="list-style-type: none"> <li>g. facade articulation, detailing and window and door proportions;</li> <li>h. provision made for balconies, verandahs, eaves and parapets; and</li> <li>i. driveway crossovers, fence style and alignment;</li> <li>j. emphasis on entry points;</li> <li>k. development for community or small-scale commercial uses includes an awning over the footpath for the full length of the building's road frontage.</li> </ul> <p>Note—Where a conflict exists PO15 (k) takes precedence.</p>		
<b>Land use</b>		
<b>Non-residential development</b>		
<p><b>PO16</b></p> <p>Non-residential development may locate in the low density residential zone when the use can demonstrate the following:</p> <ul style="list-style-type: none"> <li>a. it services the day-to-day needs of residents of the local neighbourhood or is a community or emergency facility that primarily services the needs of the local neighbourhood;</li> <li>b. it does not compromise the residential character and existing amenity of the surrounding area in relation to lighting, noise, dust and odour;</li> <li>c. is small in scale;</li> <li>d. is consistent with the surrounding built form and streetscape;</li> <li>e. the use provides only a convenience function and does not compromise the role and function of existing centres;</li> <li>f. does not adjoin an existing centre zone;</li> <li>g. located in proximity to public transport facilities and public transport routes; and</li> </ul>	No acceptable outcome is nominated.	Not applicable

Performance outcomes	Acceptable outcomes	Assessment
<p>h. minimises impacts on local amenity and the local street network.</p> <p>Editor's note—SC6.9 — Economic impact assessment planning scheme policy provides guidance on how to achieve compliance with this performance outcome.</p>		
<p><b>PO17</b></p> <p>The transport network is functional and has sufficient capacity to accommodate the level of traffic generated by the development.</p>	<p><b>AO17.1</b></p> <p>Development for a non-residential use is located only on a road classified minor urban collector or higher, and access to the development is not from an urban access road or a rural access road.</p>	<p><b>Not applicable</b></p>
<b>Multiple dwelling, relocatable home park, residential care facility or retirement facility</b>		
<p><b>PO18</b></p> <p>Development for a multiple dwelling, relocatable home park, residential care facility or retirement facility is located at highly accessible sites:</p> <ol style="list-style-type: none"> <li>that provide for the safety and convenience of people using the premises;</li> <li>in proximity to centres of activity containing shopping, community facilities, and recreation and entertainment areas;</li> <li>in proximity to public transport facilities and public transport routes; and</li> <li>that can minimise impacts on local amenity and the local street network.</li> </ol>	<p><b>AO18.1</b></p> <p>Development for a multiple dwelling, relocatable home park, residential care facility or retirement facility is within 200 metres (measured according to the shortest route a person may reasonably and lawfully take by vehicle or on foot, that has been constructed for the purposes of walking or driving) of the following:</p> <ol style="list-style-type: none"> <li>a public transport stop; and</li> <li>a neighbourhood centre zone, local centre zone, district centre zone, major centre zone, principal centre zone, or specialised centre zone; or</li> <li>a park or sport and recreation zone; or</li> <li>a major hospital or CQUniversity.</li> </ol> <p><b>AND</b></p> <p><b>AO18.2</b></p> <p>Development for a multiple dwelling, relocatable home park, residential care facility or retirement facility has direct access to a minor urban collector road or higher order road.</p>	<p><b>Complies</b> – the development is located approximately 190m from Ollie Smith Park, providing extensive areas of open recreational space. The development is adjacent to an urban arterial road, Dean street, and is within an area that is serviced by regular public transport via the Sunbus and Young's bus services.</p> <p>Additionally, the site is within 600 metres of a neighbourhood centre and 1km of a collection of community facilities.</p> <p>Refer to Section 3.3 of the Planning Report and <i>Appendix C – Locality Plan</i>.</p> <p><b>Complies</b> – The development is adjacent to Dean street being urban arterial road, maintaining the road network and connectivity of the area.</p>
<p><b>PO19</b></p>	<p><b>AO19.1</b></p>	<p><b>Alternative solution</b> – the intended density equates to</p>



<p>Residential development is designed and sited in a manner that:</p> <ol style="list-style-type: none"> <li>is of an appropriate scale and size that reflects the purpose of the zone;</li> <li>is attractive in appearance, climate responsive and functional in design, and safe for residents;</li> <li>has regard to streetscape and street function, privacy, passive recreation and living space needs of residents; and</li> <li>does not compromise the character and amenity of the surrounding area.</li> </ol>	<p>The number of dwellings does not exceed one (1) unit per 400 square metres total site area.</p> <p><b>AND</b></p> <p><b>AO19.2</b> Each dwelling is provided with a private open space area which:</p> <ol style="list-style-type: none"> <li>is directly accessible from a habitable room;</li> <li>is located or screened from main living areas or private open space of adjoining dwellings; and</li> <li>if located: <ol style="list-style-type: none"> <li>at ground level, has a minimum area (inclusive of verandahs, patios and terraces) of at least thirty (30) square metres in total, and having minimum dimensions of four (4) metres by four (4) metres; or</li> <li>above ground level, has a balcony, a verandah or a deck, having a minimum area of ten (10) square metres and minimum dimensions of three (3) metres by three (3) metres.</li> </ol> </li> </ol> <p><b>AND</b></p> <p><b>AO19.3</b> A minimum of one (1) habitable room overlooks the primary street frontage.</p> <p><b>AND</b></p> <p><b>AO19.4</b> Development complies with the minimum site area and road frontage requirements identified in Table 6.2.1.3.3.</p>	<p>63.12 dwellings for the total site area. The proposal includes 64 dwellings, exceeding this limit. However, this increase is not considered significant enough to impact the residential amenity of the area, and the area's infrastructure is well-equipped to manage the density.</p> <p><b>Complies</b> – the development proposes private open space that is accessible from the living room area of each dwelling. Each private space area is appropriately fenced from adjoining properties, with landscaping proposed along common boundaries.</p> <p><b>Complies</b> – the first six dwellings are designed with habitable rooms oriented towards the road frontage.</p> <p><b>Complies</b> – the development meets the minimum site area and road frontage requirements outlined in the code.</p>
<p><b>PO20</b> Communal open space is provided for residents to allow for a range of activities.</p>	<p><b>AO20.1</b> A minimum of ten (10) per cent of the total site area is provided for open space with a minimum dimension of three (3) metres by three (3) metres.</p>	<p><b>Complies</b> – the development proposes well over 10% of total open space, exceeding the minimum requirements.</p>

	Editor's note—Communal open space can be provided on rooftops, on podiums, or at ground level.	
<b>Effects of development</b>		
<b>PO21</b> The development minimises adverse impacts on the amenity of adjoining land uses and the surrounding area.	<b>AO21.1</b> Non-residential land uses operate between the hours of 07:00 and 22:00.  <b>AND</b>  <b>AO21.2</b> For non-residential uses a 1.8 metre high solid screen fence is provided along side and rear property boundaries.	Not applicable          Not applicable
<b>PO22</b> Outdoor lighting maintains the amenity of any adjoining residential zoned premise and does not adversely impact the safety of vehicles or pedestrians on the adjoining streets as a result of light emissions, either directly or by reflection.	<b>AO22.1</b> Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of the Australian Standard AS 4282 – Control of the obtrusive effects of outdoor lighting, as updated from time to time.	<b>Complies</b> – outdoor lighting proposed for the development will comply with the requirements set out in the Australian Standard
<b>PO23</b> Development is located and designed to respond to the on-site and surrounding landscape and topography such that: <ol style="list-style-type: none"> <li>hazards to people or property are avoided;</li> <li>earthworks are minimised;</li> <li>the retention of natural drainage lines is maximised;</li> <li>the retention of existing vegetation is maximised;</li> <li>damage or disruption to sewer, stormwater and water infrastructure is avoided; and</li> <li>there is adequate buffering from locally significant natural features</li> </ol>	No acceptable outcome is nominated.	<b>Complies</b> – outdoor lighting proposed for the development will comply with the requirements set out in the Australian Standard
<b>Streetscape and landscaping</b>		
<b>PO24</b> Landscaping and streetscaping is provided to: enhance public streets and spaces; <ol style="list-style-type: none"> <li>create an attractive environment that is consistent with, and defines,</li> </ol>	<b>AO24.1</b> Non-residential development includes a minimum landscaped area of ten (10) per cent of the total site area.  <b>AND</b>	Not applicable





	Editor's note--Goods associated with boating activities include but are not limited to: fishing rods, reels, lines, nets, storage, tools, apparel, tackle, lures, bait, boat seats/pedestals, anchors/docking, boat covers, hatches, vents, lighting etc.	
<b>PO28</b> The use is not for the purposes of a stand-alone office, shopping centre, showroom or hardware and trade supplies.	No acceptable outcome is nominated.	<b>Not applicable</b>
<b>PO29</b> Outdoor sales activities are limited to the hiring and leasing of boats and associated equipment and does not involve the sale of products.	No acceptable outcome is nominated.	<b>Not applicable</b>
<b>Where in the residential stables precinct when involving an animal keeping (stables only) use</b> Note--Where outcomes in this section vary from this code, the precinct based outcomes take precedence.		
<b>PO30</b> Development for animal keeping (stables only) is consolidated within and does not expand beyond the boundaries of the residential stables precinct.	No acceptable outcome is nominated.	<b>Not applicable</b>

### 9.3.1 Access, Parking & Transport Code

Performance outcomes	Acceptable outcomes	Assessment
Where involving a new building or expansion to an existing building		
Access driveways		
<p><b>P01</b></p> <p>Access driveways are located to avoid conflicts and designed to operate efficiently and safely, taking into account:</p> <ol style="list-style-type: none"> <li>the size of the parking area;</li> <li>the volume, frequency and type of vehicle traffic;</li> <li>the need for some land uses (for example hospitals) to accommodate emergency vehicle access;</li> <li>the type of use and the implications on parking and circulation, for example long-term or short-term car parking;</li> <li>frontage road function and conditions; and</li> <li>the capacity and function of the adjoining street system.</li> </ol>	<p><b>A01.1</b></p> <p>Access driveways are not located within:</p> <ol style="list-style-type: none"> <li>twenty–five (25) metres of a signalised road intersection;</li> <li>twenty (20) metres of an un-signalised road intersection in an industrial or centres zone or ten (10) metres otherwise; and</li> <li>one (1) metre of any street signage, power poles, street lights, manholes, stormwater gully pits or other Council asset.</li> </ol>	<p><b>Complies</b> – access driveways are located more than 25m from both unsignalized and signalised road intersections.</p>
<p><b>P02</b></p> <p>Access driveways do not disrupt existing road or footpath infrastructure.</p>	<p><b>A02.1</b></p> <p>Access driveways:</p> <ol style="list-style-type: none"> <li>do not require the modification, relocation or removal of any infrastructure including street trees, fire hydrants, water meters and street signs;</li> <li>do not front a traffic island, speed control device, car parking bay, bus stop or other infrastructure within the road carriageway;</li> <li>must be sealed and to a formed road;</li> <li>are not constructed over an access point to equipment under the control of a regulatory authority, including storm water pits, water meters, hydrants and telephone pits; and</li> <li>are raised or lowered to match the surface level of the driveway, where an access chamber is to be</li> </ol>	<p><b>Complies</b> – The development will be serviced by a new access driveway onto Dean Street. The proposed access driveway will be sealed and appropriately connected to Dean street.</p>

	incorporated within the driveway.	
<b>P03</b> Access driveways are designed and constructed so as to: <ul style="list-style-type: none"> <li>a. enable safe and functional vehicular access from the street to the property; and</li> <li>b. not cause a change in the level of a footpath.</li> </ul>	<b>AO3.1</b> Access driveways are constructed in compliance with the Capricorn Municipal Development Guidelines	<b>Complies</b> - access driveways to be constructed and designed in compliance with the Capricorn Municipal Development Guidelines.
<b>P04</b> A driveway does not allow water to pond adjacent to any buildings or cause water to enter a building.	<b>AO4.1</b> A driveway has a minimum cross fall of one (1) metre (vertical) to 100 metres (horizontal) away from all adjoining buildings.	<b>Complies</b> - access driveways to be constructed and designed in compliance with the Capricorn Municipal Development Guidelines.
<b>Parking</b>		
<b>P05</b> Provision is made for on-site vehicle parking: <ul style="list-style-type: none"> <li>a. to meet the demand likely to be generated by the development; and</li> <li>b. 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.</li> </ul>	<b>AO5.1</b> AO5.1.1 On-site car parking is provided at the rates set out in Table 9.3.1.3.2 of the access, parking and transport code.  OR  AO5.1.2 Where a change of use of existing premises is proposed and there is no increase in the gross floor area, the existing number of on-site car parks is retained or increased.  <b>AO5.2</b> All parking, loading and manoeuvring facilities for visitors and employees to be located on-site.  <b>AO5.3</b> Manoeuvring facilities to be of adequate dimensions to prevent any queuing in a roadway.	<b>Complies</b> - the development sets out provisions 127 on-site car parking spaces. Refer to Section 4.1.2 of the Planning Report.  <b>Complies</b> - Visitor parking, loading and manoeuvring facilities are located on-site.  <b>Complies</b> - Manoeuvring facilities ensure vehicles do not queue within the roadway
<b>P06</b> Parking and servicing facilities are designed to meet user requirements.	<b>AO6.1</b> Parking spaces, access and manoeuvring facilities, loading facilities and connections to the transport network are sealed and designed in accordance with Australian Standard AS 2890.	<b>Complies</b> - parking, access and manoeuvring facilities are constructed and designed in compliance with the requirements outlined in the Australian Standard AS 2890.
<b>P07</b> Sites with more than one (1) road frontage (excluding	<b>AO7.1</b> No acceptable outcome is nominated.	<b>Not applicable</b>

laneways) gain access only from the lower order road, except if it will introduce traffic generated by a non-residential use into a street that is in a residential zone.		
<b>PO8</b> Parking areas are illuminated in a manner that maximises user safety but minimises the impacts on adjoining residents.	<b>AO8.1</b> Parking areas for uses that operate at night are illuminated in accordance with the requirements of Australian Standard AS 1158.  <b>AO8.2</b> Lighting used in parking areas does not cause an environmental nuisance and complies with Australian Standard AS 4282.	<b>Complies-</b> Parking areas will be designed with relevant lighting requirements in Australian Standard AS 1158.  <b>Complies</b> – the development ensures lighting is designed and implemented in accordance with Australian Standard AS 4282. .
<b>PO9</b> Car parking areas, pathways and other elements of the transport network are designed to enhance public safety by discouraging crime and antisocial behaviour, having regard to: <ol style="list-style-type: none"> <li>provision of opportunities for casual surveillance;</li> <li>the use of fencing to define public and private spaces, whilst allowing for appropriate sightlines;</li> <li>minimising potential concealment points and assault locations;</li> <li>minimising opportunities for graffiti and other vandalism; and</li> <li>restricting unlawful access to buildings and between buildings.</li> </ol>	<b>AO9.1</b> No acceptable outcome is nominated.	<b>Complies</b> - Car parking areas are designed to have provisions for casual surveillance. Adequate fencing is used to distinguish between private and public spaces.
<b>PO10</b> Parking and servicing areas are kept accessible and available for their intended use at all times during the normal business hours of the activity.	<b>AO10.1</b> No acceptable outcome is nominated.	<b>Complies</b> – the development ensures all parking and service areas are accessible during normal business hours
<b>Transport Impact</b>		
<b>PO11</b> Development contributes to the creation of a transport network which is designed to: <ol style="list-style-type: none"> <li>achieve a high level of permeability and connectivity for all modes of transport, including</li> </ol>	<b>AO11.1</b> No acceptable outcome is nominated.	<b>Not applicable</b>



<p>pedestrians and cyclists, within the development and to the surrounding area; and</p> <p>b. encourage people to walk, cycle or use public transport to and from the site instead of using a car.</p>		
<p><b>PO12</b> Development is located on roads that are appropriate for the nature of traffic (including vehicles, pedestrians and cyclists) generated, having regard to the safety and efficiency of the transport network.</p>	<p><b>AO12.1</b> Traffic generated by the development is safely accommodated within the design capacity of roads as provided in SC6.15 – Road infrastructure and hierarchy planning scheme policy.</p> <p><b>AO12.2</b> A road or street does not connect with another road or street that is more than two (2) levels higher or lower in the road hierarchy.</p> <p><b>AO12.3</b> The existing infrastructure fronting the proposed development is upgraded in accordance with SC6.15 – Road infrastructure and hierarchy planning scheme policy and Capricorn Municipal Development Guidelines.</p>	<p><b>Complies</b> – The site is serviced by the appropriate level of urban road infrastructure.</p> <p><b>Complies</b></p> <p><b>Not applicable</b></p>
<p><b>PO13</b> Where the nature of the development creates a demand, provision is made for set down and pick-up facilities by bus, taxis or private vehicle, which:</p> <p>a. are safe for pedestrians and vehicles;</p> <p>b. are conveniently connected to the main component of the development by pedestrian pathway; and</p> <p>c. provide for pedestrian priority and clear sightlines.</p>	<p><b>AO13.1</b> No acceptable outcome is nominated.</p>	<p><b>Not applicable</b></p>
<b>Site access</b>		
<p><b>PO14</b> Development does not impact on the safety, operation or function of the road network or system.</p>	<p><b>AO14.1</b> Vehicle manoeuvring into and from the site for all vehicles is designed in accordance with the Australian Standard AS 2890, as updated from time to time.</p>	<p><b>Complies</b> – all vehicle access meets the relevant requirements outlined in the applicable Australian standards.</p>

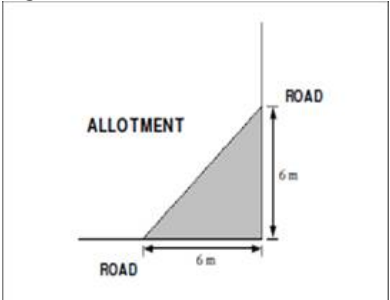
	<p><b>AO14.2</b> No direct property access is gained to a highway, main road, urban arterial or sub arterial road as defined in SC6.15 – Road infrastructure and hierarchy planning scheme policy other than via a service road or a joint access arrangement with other sites.</p> <p><b>AO14.3</b> Development that generates greater than 100 vehicle movements per day does not gain access to or from an urban access place or urban access streets as defined in SC6.15 – Road infrastructure and hierarchy planning scheme policy.</p>	<p>Not applicable</p> <p><b>Complies</b> Access is gained through Dean Street, an urban arterial road.</p>
<b>PO15</b> Development facilitates the orderly provision and upgrading of the transport network or contributes to the construction of transport network improvements.	<b>AO15.1</b> No acceptable outcome is nominated.	<b>Complies</b> – the development facilitates the orderly provisions and upgrade of the surrounding transport network
<b>PO16</b> On-site transport network infrastructure integrates safely and effectively with surrounding networks.	<b>AO16.1</b> Intersections, connections and access arrangements are designed in accordance with the Capricorn Municipal Development Guidelines and Australian Standard AS 2890.	Not applicable
<b>Pedestrian and cyclist facilities</b>		
<b>PO17</b> Development provides safe and convenient pedestrian and cycle movement to the site and within the site having regard to desire lines, users' needs, safety and legibility.	<b>AO17.1</b> Pedestrian and cyclist movement are designed in compliance with the Capricorn Municipal Development Guidelines and Australian Standard AS 2890 – Parking facilities.	To Comply
<b>PO18</b> Provision is made for adequate bicycle parking and end of trip facilities, to meet the likely needs of users and encourage cycle travel.	<b>AO18.1</b> No acceptable outcome is nominated.	Not applicable
<b>Servicing</b>		
<b>PO19</b> Refuse collection vehicles are able to safely access on-site refuse collection facilities.	<b>AO19.1</b> Refuse collection areas are provided and designed in accordance with the waste management code and Australian Standard AS 2890.	<b>Complies</b> – refuse collection areas are provided and designed in accordance with relevant standards.

### 9.3.4 Landscaping Code

Performance outcomes	Acceptable outcomes	Assessment
Where involving a new building or expansion to an existing building		
Design		
<b>P01</b> Landscaping is professionally designed and provides a suitably sized area to: <ol style="list-style-type: none"> <li>create an attractive visual addition to a building or place;</li> <li>soften the built form;</li> <li>provide a space for on-site recreation; and</li> <li>enable landscaping to establish and thrive under the local conditions.</li> </ol>	<b>A01.1</b> Landscaping is provided in accordance with requirements in zone codes and SC6.12 – Landscape design and street trees planning scheme policy.	<b>Complies</b> – landscaping is provided in accordance with the requirements outlined in the relevant zone code and planning scheme policies.  A Landscape Plan supports the application. Refer to <i>Appendix E</i> .
<b>P02</b> Shade trees are provided in the landscaped areas to provide shade onto buildings, recreation areas, seating, car parking areas and the road verge.	<b>A02.1</b> No acceptable outcome is nominated.	<b>Complies</b> – Shade trees are provided to a landscaped area.
<b>P03</b> On-site stormwater harvesting is to be maximised with reuse measures and amelioration of stormwater impacts indicated.	<b>A03.1</b> Landscape design incorporates the flow of water along overland flow paths, but does not impede flow paths and watercourses.  <b>A03.2</b> Landscaping maximises opportunities for on-site infiltration by: <ol style="list-style-type: none"> <li>minimising impervious surfaces and incorporating semi-permeable paving products;</li> <li>falling hard surfaces towards pervious surfaces such as turf or mulched areas;</li> <li>maximising the opportunity for turf and planting areas;</li> <li>aligning planting areas parallel to contours to slow the flow of surface water; and</li> <li>ensuring the planting palette comprises canopy tree species.</li> </ol> <b>A03.3</b> Provision for drainage is incorporated through	<b>Complies</b> – the design of the development incorporates the flow of water throughout the subject site.  <b>Complies</b> – landscaping maximises opportunities for on-site infiltration by minimising impervious surfaces and incorporating semi-permeable paving products;  <b>Complies</b> - Drainage provisions are incorporated through treatments such as subsurface

	<p>treatments such as subsurface drains, swales, ponds, infiltration cells.</p> <p><b>AO3.4</b> The landscape design incorporates sediment and erosion control measures.</p>	<p>drains, swales, ponds, infiltration cells.</p> <p><b>Complies</b> – the landscaping design incorporates sediment and erosion control measures.</p>
<p><b>P04</b> Design of pedestrian paths and places reinforces the desired character of the area, and includes features to enhance their use and are of universal design to ensure non-discriminatory access and use.</p>	<p><b>AO4.1</b> The landscape design complies with Australian Standard AS 1428 parts 1, 2, 3 and 4 – Design for access and mobility.</p>	<p><b>Complies</b> - Landscaping design complies with the requirements of the Australian Standard</p>
<p><b>P05</b> Landscaping is designed and maintained to minimise the potential for risk to personal safety and property, through:</p> <ul style="list-style-type: none"> <li>a. maximising casual surveillance of public spaces;</li> <li>b. increasing opportunity for public interaction; and</li> <li>c. minimising opportunity for concealment and criminal activity through environmental design principles.</li> </ul>	<p><b>AO5.1</b> Planting is carried out in accordance with crime prevention through environmental design principles and incorporates:</p> <ul style="list-style-type: none"> <li>a. plants and trees that do not restrict casual surveillance of paths and landscaped spaces;</li> <li>b. clear sight lines from private to public space;</li> <li>c. visually permeable screens and fencing;</li> <li>d. lighting of landscaped areas;</li> <li>e. public facilities (toilets, shelters etcetera) located to promote use;</li> <li>f. dual access points to public spaces;</li> <li>g. clearly defined public and private spaces;</li> <li>h. measures to protect solid and blank walls from graffiti;</li> <li>i. legible universal signage;</li> <li>j. a selection of species that do not create nuisance and danger by way of thorns, toxins or a common source of allergies; and</li> <li>k. plant species that do not exacerbate impacts such as bushfire or flash flooding.</li> </ul>	<p><b>Complies</b> - Planting is carried out in accordance with crime prevention through environmental design principles.</p>
<b>Species selection</b>		
<p><b>P06</b> Planting is carried out in accordance with crime prevention through</p>	<p><b>AO6.1</b> Plant species are chosen from sources recommended in SC6.12 – Landscape design</p>	<p><b>Complies</b> - the plant species chosen for the development meet the requirements of the SC6.12 planning scheme policy.</p>

<p>environmental design principles and incorporates:</p> <ul style="list-style-type: none"> <li>a. plants and trees that do not restrict casual surveillance of paths and landscaped spaces;</li> <li>b. clear sight lines from private to public space;</li> <li>c. visually permeable screens and fencing;</li> <li>d. lighting of landscaped areas;</li> <li>e. public facilities (toilets, shelters etcetera) located to promote use;</li> <li>f. dual access points to public spaces;</li> <li>g. clearly defined public and private spaces;</li> <li>h. measures to protect solid and blank walls from graffiti;</li> <li>i. legible universal signage;</li> <li>j. a selection of species that do not create nuisance and danger by way of thorns, toxins or a common source of allergies; and</li> <li>k. plant species that do not exacerbate impacts such as bushfire or flash flooding.</li> </ul>	<p>and street trees planning scheme policy</p> <p><b>AO6.2</b> Plant species do not include undesirable species as listed in SC6.12 – Landscape design and street trees planning scheme policy</p> <p><b>AO6.3</b> At least fifty percent of all new plantings are locally native species</p> <p><b>AO6.4</b> Plant species are compliant with any adopted planting or landscape design concept/theme for the local area.</p> <p><b>AO6.5</b> Unless forming part of a landscaping concept approved by Council, planting is carried out to create a 'three-tier' landscaping treatment at the following minimum density rates:</p> <ul style="list-style-type: none"> <li>a. trees at five (5) metre intervals;</li> <li>b. shrubs at two (2) metre intervals; and</li> <li>c. groundcovers at 0.5 metre to one (1) metre intervals.</li> </ul> <p><b>AO6.6</b> Existing vegetation is retained and integrated into landscaping.</p> <p><b>AO6.7</b> The use of palms is avoided in proximity to overland flow paths and watercourses.</p>	<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>
<b>Character and streetscaping</b>		
<p><b>PO7</b> Where the development involves the creation of a new road, street-tree planting is undertaken which takes account of:</p> <ul style="list-style-type: none"> <li>a. the hierarchy and function of the street;</li> <li>b. the selection of appropriate species;</li> </ul>	<p><b>AO7.1</b> Street tree planting is carried out in accordance with the requirements of SC6.12 – Landscape design and street trees planning scheme policy.</p>	<p><b>Complies</b> - the street trees for the development meet the requirements of the SC6.12 planning scheme policy</p>

<ul style="list-style-type: none"> <li>c. avoidance of conflict between the street tree and utilities and services within the road reserve;</li> <li>d. soil conditions;</li> <li>e. existing street trees;</li> <li>f. solar access; and</li> <li>g. driveway access.</li> </ul>		
<p><b>PO8</b> Vehicle safety is not adversely affected by the location of landscaped areas and/or landscape buffers.</p>	<p><b>AO8.1</b> For any site on a corner bounded by two or more road frontages, landscaping and fences higher than 1.2 metres are not located within the corner truncation illustrated in Figure 9.3.4.3.1a below:</p> 	Not applicable
<p><b>PO9</b> Landscape design is integrated with any existing urban design theme within the surrounding area and coordinates paving, planting, street furniture, lighting, signage and other elements to reflect that theme and assist in the creation of a sense of place.</p>	<p><b>AO9.1</b> No acceptable outcome is nominated.</p>	Not applicable
<p><b>PO10</b> Fencing (including walls) and acoustic barriers are designed to:</p> <ul style="list-style-type: none"> <li>a. be compatible with the existing streetscape;</li> <li>b. minimise adverse effects on the amenity of an adjoining property; and</li> <li>c. complement, but not dominate, the development.</li> </ul>	<p><b>AO10.1</b> Combined fencing and retaining walls do not exceed three (3) metres in height and require vertical articulation if taller than two (2) metres in height.</p> <p><b>AO10.2</b> Where acoustic fencing is required by the planning scheme it is designed by an acoustic engineer and incorporates a minimum three (3) metre vegetated buffer (unless otherwise stated by the relevant zone code) with vegetation having a mature height equal to or above the height of the acoustic fencing.</p>	<p>Not applicable</p> <p>Not applicable</p>
Car parking and internal access		

<p><b>PO11</b> Car parks and internal access (both on and off-street) are landscaped to:</p> <ol style="list-style-type: none"> <li>reduce their visual appearance;</li> <li>provide shade;</li> <li>reduce glare;</li> <li>reduce heat stored in hard surfaces;</li> <li>harvest storm water; and</li> <li>be of a design that protects damage from vehicles, minimises risk of crime and contaminated stormwater runoff.</li> </ol>	<p><b>AO11.1</b> Shade trees with a minimum height of two (2) metres are provided within car parking areas at the following rate:</p> <ol style="list-style-type: none"> <li>in single sided, angle or parallel bays — one (1) tree per three (3) car parks; and</li> <li>in double sided, angle or parallel bays — one (1) tree per six (6) car parks.</li> </ol> <p><b>AO11.2</b> Each shade tree is provided with a minimum planting area of 1.2 square metres with a minimum topsoil depth of 0.8 metres.</p> <p><b>AO11.3</b> Each shade tree has a clean trunk with a minimum height of two (2) metres.</p> <p><b>AO11.4</b> Planting bays incorporate ground covers less than one (1) metre in height that allow unobstructed surveillance.</p> <p><b>AO11.5</b> Trees within car parking areas are planted within a deep natural ground/structured soil garden bed, and are protected by wheel stops or bollards as required.</p> <p><b>AO11.6</b> Root control barriers are installed where invasive roots may cause damage to car parking areas, pedestrian paths and road carriageways.</p>	<p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p> <p>Not applicable</p>
<p><b>Utilities and other infrastructure</b></p>		
<p><b>PO12</b> The function, safety and accessibility of utilities and other infrastructure is not compromised by the location and type of landscaping including:</p> <ol style="list-style-type: none"> <li>overhead wires and equipment;</li> <li>underground pipes and cables; and</li> </ol>	<p><b>AO12.1</b> A minimum three (3) metre wide densely planted landscaped buffer is provided along the boundary adjoining the identified major electricity transmission corridor, including provision for advanced trees and shrubs that will grow to a minimum height of ten (10) metres</p>	<p>Not applicable</p>

<p>c. inspection chambers, transformers, poles and drainage infrastructure.</p>	<p><b>AO12.2</b> Root control barriers are installed where invasive roots may cause damage to car parking areas, pedestrian paths and road carriageways.</p> <p><b>AO12.3</b> The mature foliage of vegetation is not located within three (3) metres of an electrical substation boundary.</p>	<p>Not applicable</p> <p>Not applicable</p>
<p><b>PO13</b> Landscape site planning and design must accommodate for maintenance access points and clearances with the following considerations:</p> <p>a. access by appropriate maintenance or utility vehicles must be demonstrated with slope gradients and ground surface treatments that are stable and usable in all weather;</p> <p>b. provide an appropriate turn around area for vehicles and secure access entrance; and</p> <p>c. plant species mature height and habit must not interfere with or compromise underground or overhead utility assets, including storm inlet pits.</p>	<p><b>AO13.1</b> Maintenance access points and clearance must be provided in accordance with Capricorn Municipal Development Guidelines and Queensland Urban Drainage Manual.</p> <p><b>AO13.2</b> Landscape treatments to be constructed in accordance with SC6.12 – Landscape design and street tree planning policy.</p>	<p>Not applicable</p> <p>Not applicable</p>



### 9.3.6 Stormwater code

[illegible]

	system which is designed in accordance with State Planning Policy - Water Quality.	
<b>Environmental Values</b>		
<b>P04</b> Development and drainage works including stormwater channels, creek modification works, bridges, culverts and major drains, protect and enhance the environmental values of the waterway corridors and drainage paths and permit terrestrial and aquatic fauna movement.	<b>AO4.1</b> Development ensures natural waterway corridors and drainage paths are retained.  <b>AO4.2</b> Development incorporates the use of natural channel design principles in constructed components to maximise environmental benefits and waterway stability in accordance with the Queensland Urban Drainage Manual, Capricorn Municipal Development Guidelines and Australian Rainfall and Runoff.  <b>AO4.3</b> Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in accordance with the Queensland Urban Drainage Manual, Capricorn Municipal Development Guidelines and Australian Rainfall and Runoff.	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .
<b>P05</b> Development protects and enhances the environmental and water quality values of waterways, creeks and estuaries within or external to the site.	<b>AO5.1</b> No acceptable outcome is nominated.	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .
<b>Overland flow path tenure</b>		
<b>P06</b> All overland flow paths are maintained under tenure arrangements that facilitate efficient infrastructure and enhance environmental sustainability.	<b>AO6.1</b> No acceptable outcome is nominated.	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .
<b>Detention systems</b>		
<b>P07</b> Detention basins are designed, located and constructed on land solely dedicated for stormwater management.	<b>AO7.1</b> Detention basins are designed in accordance with SC6.18 Stormwater management planning scheme policy.	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .

<b>PO8</b> Development ensures that location and design of stormwater detention and water quality treatment: <ol style="list-style-type: none"> <li>minimises risk to people and property;</li> <li>provides for safe access and maintenance; and</li> <li>minimises ecological impacts to creeks and waterways.</li> </ol>	<b>AO8.1</b> Development provides a stormwater management system designed in accordance with SC6.10 Flood hazard planning scheme policy and SC6.18 Stormwater management planning scheme policy.	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .
<b>PO9</b> Flood plain storage and function, and detention system functions are maintained. This shall include ensuring that: <ol style="list-style-type: none"> <li>detention system design does not remove floodplain storage; and</li> <li>detention systems continue to operate effectively during a major storm event.</li> </ol>	<b>AO9.1</b> No acceptable outcome is nominated.	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .
<b>PO10</b> Detention basins shall not be provided in locations that prevent easy access to or maintenance of the detention basin.	<b>AO10.1</b> The location of detention basins are in accordance with SC6.18 Stormwater management planning scheme policy.	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .
<b>Efficiency and whole of life cycle cost</b>		
<b>PO11</b> Development ensures that there is sufficient site area to accommodate an effective stormwater management system.	<b>AO11.1</b> No acceptable outcome is nominated.	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .
<b>PO12</b> Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the: <ol style="list-style-type: none"> <li>existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades;</li> <li>safe management of stormwater discharge from existing and future upslope development; and</li> </ol>	<b>AO12.1</b> No acceptable outcome is nominated.	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .

c. implications for adjacent and down-slope development.		
<b>PO13</b> Development provides proposed stormwater infrastructure which: <ul style="list-style-type: none"> <li>a. remains fit for purpose for the life of the development and maintains full functionality in the design storm event; and</li> <li>b. can be safely accessed and maintained in a cost effective way.</li> </ul>	<b>AO13.1</b> No acceptable outcome is nominated.	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .
<b>Erosion and sediment control</b>		
<b>PO14</b> Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect: <ul style="list-style-type: none"> <li>a. the environmental values and water quality objectives of waters;</li> <li>b. waterway hydrology; and</li> <li>c. the maintenance and serviceability of stormwater infrastructure.</li> </ul>	<b>AO14.1</b> Erosion and sediment control plan is to be designed and implemented in accordance with the Capricorn Municipal Development Guidelines.	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .
<b>Water quality within catchment areas</b>		
<b>PO15</b> For development proposals within the Fitzroy River sub-basin, relevant environmental values are recognised and enhanced, and relevant water quality objectives are addressed.	<b>AO15.1</b> Development complies with the provisions of the State Planning Policy - Guideline - Water Quality.  <b>AO15.2</b> Development adjoining the full supply height above the Fitzroy River Barrage includes the provision of an effective buffer that assists in filtering runoff, including: <ul style="list-style-type: none"> <li>a. a buffer distance of 100 metres to the water supply height of the barrage which excludes cropping or grazing of a low intensity nature; and</li> </ul>	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .

	b. fencing and water troughs installed on the land to prevent encroachment of animals within 100 metres of the full supply height above the barrage.	
<b>Protecting Water quality</b>		
<b>PO16</b> The development is compatible with the land use constraints of the site for: <ul style="list-style-type: none"> <li>a. achieving stormwater design objectives; and</li> <li>b. avoiding or minimising the entry of contaminants into, and transport of contaminants in stormwater.</li> </ul>	<b>AO16.1</b> Development is undertaken in accordance with a stormwater management plan that: <ul style="list-style-type: none"> <li>a. incorporates stormwater quality control measures to achieve the design objectives set out in the State Planning Policy – Guideline – Water Quality;</li> <li>b. provides for achievable stormwater quality treatment measures reflecting land use constraints, such as soil type, landscape features (including landform), nutrient hazardous areas, acid sulfate soil and rainfall erosion potential; and</li> <li>c. accounts for development type, construction phase, local landscape, climatic conditions and design objectives.</li> </ul>	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .
<b>Protecting water quality in existing natural waterways</b>		
<b>PO17</b> The waterway is designed for stormwater flow management, stormwater quality management and the following end use purposes: <ul style="list-style-type: none"> <li>a. amenity including aesthetics,</li> <li>b. landscaping and recreation;</li> <li>c. flood management;</li> <li>d. stormwater harvesting as part of an integrated water cycle management plan;</li> <li>e. as a sustainable aquatic habitat; and</li> <li>f. the protection of water environmental values.</li> </ul>	<b>AO17.1</b> No acceptable outcome is nominated.	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .
<b>PO18</b> The waterway is located in a way that is compatible with existing tidal waterways.	<b>AO18.1</b> Where the waterway is located adjacent to, or connected to, a tidal waterway by means of a weir, lock, pumping system or similar: <ul style="list-style-type: none"> <li>a. there is sufficient flushing or a tidal range of more than 0.3 metres; or</li> </ul>	<b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i> .

	<p>b. any tidal flow alteration does not adversely impact on the tidal waterway; or</p> <p>c. there is no introduction of salt water into freshwater environments.</p>	
<p><b>PO19</b></p> <p>The construction phase for the waterway is compatible with protecting water environmental values in existing natural waterways.</p>	<p><b>AO19.1</b></p> <p>Erosion and sediment control measures are incorporated during construction to achieve design objectives set out in State Planning Policy - Guideline - Water Quality.</p>	<p><b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i>.</p>
<p><b>PO20</b></p> <p>Stormwater overflows from the waterway do not result in lower water quality objectives in existing natural waterways.</p>	<p><b>AO20.1</b></p> <p>Stormwater run-off entering non-tidal waterways is pre-treated prior to release in accordance with the guideline design objectives, water quality objectives of local waterways, and any relevant local area stormwater management plan.</p>	<p><b>Complies</b> – Refer to <i>Appendix G – Stormwater Management Plan</i>.</p>

### 9.3.7 Waste management code

Performance outcomes	Acceptable outcomes	Assessment
Where involving a new building or expansion to an existing building		
Design of waste storage areas		
<b>PO1</b> For on-site waste collection, waste storage areas are located and designed so that: they are easily accessed and convenient to use; <ul style="list-style-type: none"> <li>a. sufficient space is provided for safe entry and exit and servicing by service vehicles without the need for manual handling;</li> <li>b. sufficient height clearance is provided for the safe operation of both front and side bin lifting operations;</li> <li>c. they are clear of car parking bays, loading bays and similar areas; and</li> <li>d. they are clear of footpaths and pedestrian access.</li> </ul>	<b>AO1.1</b> Waste storage areas are designed and maintained in accordance with SC6.20 – Waste management planning scheme policy.	<b>Complies</b> – waste storage areas within the development are designed and maintained in accordance with relevant planning scheme policies.  Each unit will have a general waste bin, and a communal bin for recyclable material will be provided on-site and will be serviced by a commercial contractor.
Kerbside waste servicing		
<b>PO2</b> Kerbside collection of waste containers ensures the safety and amenity of road and footpath users.	<b>AO2.1</b> Waste bins are located on the footpath so that: <ul style="list-style-type: none"> <li>a. bins are located one (1) metre apart from other bins and obstructions;</li> <li>b. all bins are accommodated within the street frontage of the site;</li> <li>c. a clear pedestrian access way two (2) metres wide is retained; and</li> <li>d. bins are capable of being serviced by the collection vehicle travelling forward, without having to reverse the vehicle.</li> </ul>	<b>Complies</b> – sufficient space for kerbside collection is available.
<b>PO3</b> Waste storage minimises adverse impacts on adjoining properties.	<b>AO3.1</b> Waste storage areas are: <ul style="list-style-type: none"> <li>a. integrated with the building design; or</li> <li>b. set back a minimum of two (2) metres from any boundary; and</li> <li>c. screened from neighbouring properties and the street by a fence</li> </ul>	<b>Complies</b> – the waste storage areas are integrated within the building design of the development and are appropriately screened from neighbouring properties and surrounding dwellings.

Performance outcomes	Acceptable outcomes	Assessment
	<p>of 1.8 metres minimum height; and</p> <p>d. not located directly adjoining dwelling units on the site and on neighbouring properties.</p> <p><b>A03.2</b> Waste bins fitted with lids</p>	<p><b>Complies</b> – waste bins will be appropriately fitted with lids</p>
<p><b>P04</b> Waste storage areas:</p> <p>a. have a level area on impermeable, durable materials so that they are easily cleaned; and</p> <p>b. have adequate clearance between and around waste storage bins to allow for manoeuvring and washing of bins.</p>	<p><b>A04.1</b> No acceptable outcome is nominated.</p>	<p><b>Complies</b> – all waste storage areas are located appropriately to allow for effective manoeuvring and washing of bins.</p>
<b>Water management</b>		
<p><b>P05</b> Waste storage areas are designed to separate stormwater and wash-down water.</p>	<p><b>A05.1</b> Wash-down water drains to either the reticulated sewerage system or an on-site sewerage facility if not in a sewer area.</p> <p><b>A05.2</b> Wash-down areas are:</p> <p>a. provided with a tap and water supply; and</p> <p>b. provided with a stormwater diversion valve and arrestor trap.</p>	<p><b>Not applicable</b></p>



### 9.3.8 Water and Sewer code

[illegible]

Performance outcomes	Acceptable outcomes	Assessment
	Where within a sewer planning area, staged developments are connected to the waste water network and operational prior to the commencement of the use or endorsement of the survey plan.	
<b>Point source waste water management</b>		
<b>PO5</b> The waste water management plan provides that waste water is managed in accordance with a waste management hierarchy that: <ul style="list-style-type: none"> <li>a. avoids waste water discharge to waterways; or</li> <li>b. minimises waste water discharge to waterways by reuse, recycling, recovery and treatment for disposal to sewer, surface water and groundwater if it is agreed waste water discharge to waterways can not practically and reasonably be avoided.</li> </ul>	<b>AO5.1</b> A waste water management plan (WWMP) is prepared by a suitably qualified person. The waste water management plan accounts for: <ul style="list-style-type: none"> <li>a. waste water type;</li> <li>b. climatic conditions;</li> <li>c. water quality objectives; and</li> <li>d. best practice environmental management.</li> </ul>	<b>Complies</b> – no wastewater is proposed to generate or discharged to waterways.

# State code 6: Protection of state transport networks

**Table 6.2 Development in general**

Performance outcomes	Acceptable outcomes	Response
<b>Network impacts</b>		
<b>PO1</b> Development does not compromise the safety of users of the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	<b>Complies with PO1</b> The development is located approximately 1.1km from the nearest state-controlled road and is connected to this road via Dean Street. The total peak hour traffic (38.4) is less than 5% of the peak traffic in this section of Dean Street and less than the estimated 40 vehicles per hour from the previous commercial use of the site. Based on this, the potential impact on the traffic network is considered negligible. Refer to Appendix F Infrastructure Report.
<b>PO2</b> Development does not adversely impact the structural integrity or physical condition of a <b>state-controlled road</b> or <b>road transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO2</b> As above.
<b>PO3</b> Development ensures <b>no net worsening</b> of the operating performance the <b>state-controlled road</b> network.	No acceptable outcome is prescribed.	<b>Complies with PO3</b> As above.
<b>PO4</b> Traffic movements are not directed onto a <b>state-controlled road</b> where they can be accommodated on the <b>local road</b> network.	No acceptable outcome is prescribed.	<b>Complies with PO4</b> Traffic movements are accommodated on the local road network via Dean Street.
<b>PO5</b> Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a <b>state-controlled road</b> .	No acceptable outcome is prescribed.	<b>PO5 Not applicable</b>
<b>PO6</b> Development does not require a new <b>railway</b> level crossing.	No acceptable outcome is prescribed.	<b>Complies with PO6</b>
<b>PO7</b> Development does not adversely impact the operating performance of an existing <b>railway crossing</b> .	No acceptable outcome is prescribed.	<b>Complies with PO7</b> Development is not located within proximity to an existing railway crossing.
<b>PO8</b> Development does not adversely impact on the safety of an existing <b>railway crossing</b> .	No acceptable outcome is prescribed.	<b>Complies with PO8</b> As above.
<b>PO9</b> Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a <b>railway crossing</b> .	No acceptable outcome is prescribed.	<b>Complies with PO9</b> As above.

Performance outcomes	Acceptable outcomes	Response
<b>PO10</b> Development does not create a safety hazard within the <b>railway corridor</b> .	No acceptable outcome is prescribed.	<b>Complies with PO10</b> As above.
<b>PO11</b> Development does not adversely impact the operating performance of the <b>railway corridor</b> .	No acceptable outcome is prescribed.	<b>Complies with PO11</b> As above.
<b>PO12</b> Development does not interfere with or obstruct the <b>railway transport infrastructure</b> or <b>other rail infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO12</b> As above.
<b>PO13</b> Development does not adversely impact the structural integrity or physical condition of a <b>railway corridor</b> or <b>rail transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO13</b> As above.
<b>Stormwater and overland flow</b>		
<b>PO14</b> Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a <b>state transport corridor</b> or <b>state transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO14</b> Development is located over 1km from the nearest state transport corridor, therefore stormwater run-off and overland flow from the development will not impact the state transport corridor. Refer to Appendix G_Stormwater Management Plan.
<b>PO15</b> Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a <b>state transport corridor</b> or <b>state transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO15</b> As above.
<b>PO16</b> Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the <b>state transport corridor</b> or <b>state transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO16</b> As above.
<b>PO17</b> Development associated with a <b>state-controlled road</b> or <b>road transport infrastructure</b> ensures that stormwater is lawfully discharged.	<b>AO17.1</b> Development does not create any new points of discharge to a <b>state transport corridor</b> or <b>state transport infrastructure</b> .  AND  <b>AO17.2</b> Development does not concentrate flows to a <b>state transport corridor</b> .  AND	<b>Complies with PO17</b> As above.

Performance outcomes	Acceptable outcomes	Response
	<p><b>AO17.3</b> Stormwater run-off is discharged to a <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO17.4</b> Development does not worsen the condition of an existing <b>lawful point of discharge</b> to a <b>state transport corridor</b> or <b>state transport infrastructure</b>.</p>	
<b>Flooding</b>		
<p><b>PO18</b> Development does not result in a material worsening of flooding impacts within a <b>state transport corridor</b> or <b>state transport infrastructure</b></p>	<p><i>For a <b>state-controlled road</b> or <b>road transport infrastructure</b>, all of the following apply:</i></p> <p><b>AO18.1</b> For all flood events up to 1% <b>annual exceedance probability</b>, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a <b>state transport corridor</b>.</p> <p>AND</p> <p><b>AO18.2</b> For all flood events up to 1% <b>annual exceedance probability</b>, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a <b>state transport corridor</b>.</p> <p>AND</p> <p><b>AO18.3</b> For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a <b>state transport corridor</b>.</p> <p><i>No acceptable outcome is prescribed for a <b>railway corridor</b> or <b>rail transport infrastructure</b>.</i></p>	<p><b>Complies with PO18</b></p> <p>Development is located over 1km from the nearest state transport corridor, therefore any flooding impacts will not affect this state transport corridor.</p>
<b>Drainage infrastructure</b>		

Performance outcomes	Acceptable outcomes	Response
<b>PO19</b> Drainage infrastructure does not create a safety hazard in a <b>state transport corridor</b> .	<p><i>For a <b>state-controlled road</b> environment, both of the following apply:</i></p> <p><b>AO19.1</b> Drainage infrastructure associated with, or in a <b>state-controlled road</b> is wholly contained within the development site, except at the <b>lawful point of discharge</b>.</p> <p>AND</p> <p><b>AO19.2</b> Drainage infrastructure can be maintained without requiring access to a <b>state transport corridor</b>.</p> <p><i>For a <b>railway</b> environment both of the following apply:</i></p> <p><b>AO19.3</b> Drainage infrastructure associated with a <b>railway corridor</b> or <b>rail transport infrastructure</b> is wholly contained within the development site.</p> <p>AND</p> <p><b>AO19.4</b> Drainage infrastructure can be maintained without requiring access to a <b>state transport corridor</b>.</p>	<p><b>Complies with PO19</b></p> <p>Development is located over 1km from the nearest state transport corridor, therefore drainage infrastructure from the development will not adversely impact the state transport corridor.</p>
<b>PO20</b> Drainage infrastructure associated with, or in a <b>state-controlled road</b> or <b>road transport infrastructure</b> is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	<p><b>Complies with PO20</b></p> <p>As above.</p>
<b>Planned upgrades</b>		
<b>PO21</b> Development does not impede delivery of <b>planned upgrades of state transport infrastructure</b> .	No acceptable outcome is prescribed.	<p><b>Complies with PO21</b></p> <p>No planned upgrades are in place within proximity to the development site.</p>



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

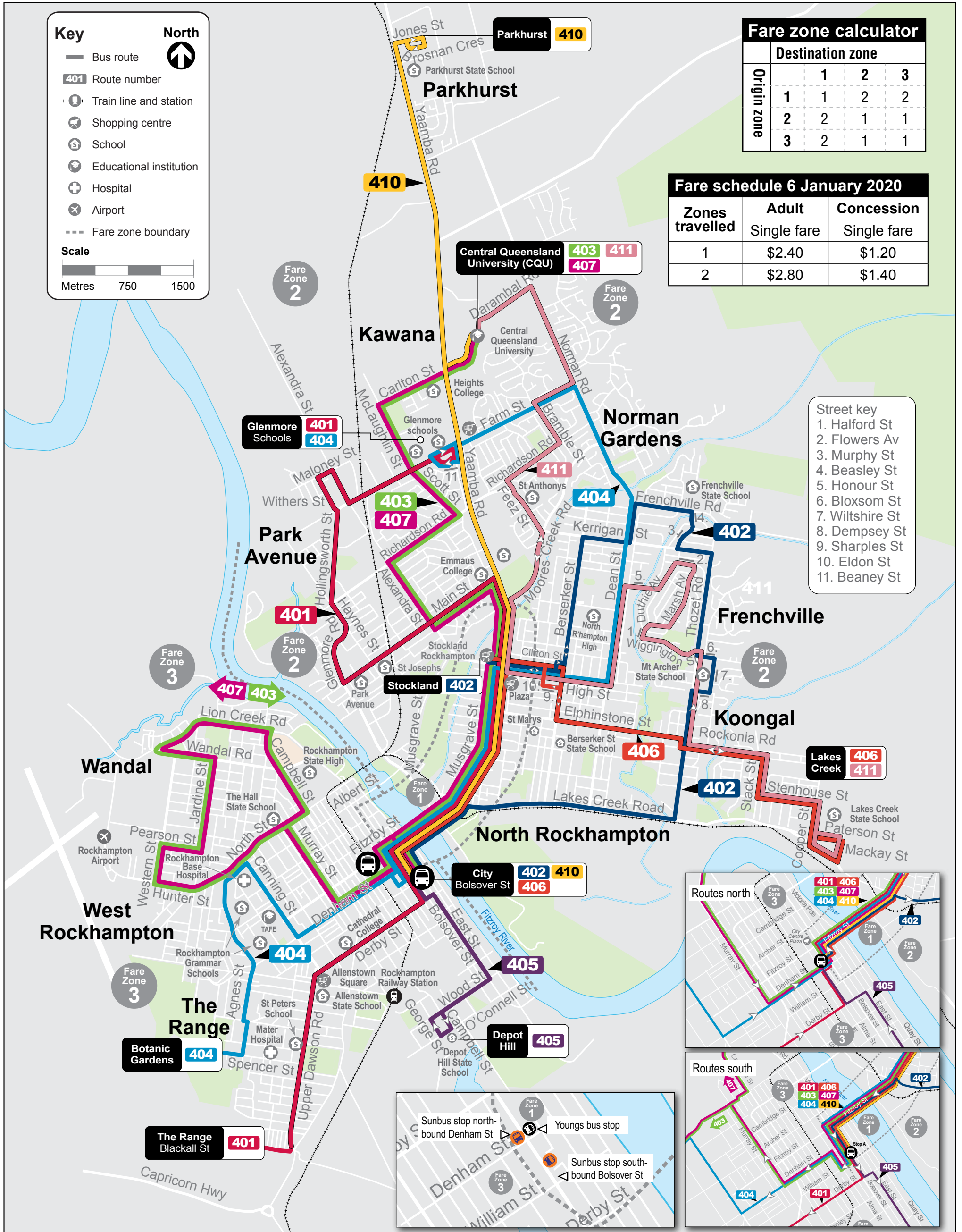
Performance outcomes	Acceptable outcomes	Response
<b>PO22</b> Development does not damage or interfere with <b>public passenger transport infrastructure, active transport infrastructure or public passenger services</b> .	No acceptable outcome is prescribed.	<b>Complies with PO22</b> Development does not adversely impact public passenger transport infrastructure, active transport infrastructure or public passenger services.
<b>PO23</b> Development does not compromise the safety of <b>public passenger transport infrastructure, public passenger services and active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO23</b> As above.
<b>PO24</b> Development does not adversely impact the operating performance of <b>public passenger transport infrastructure, public passenger services and active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO24</b> As above.
<b>PO25</b> Development does not adversely impact the structural integrity or physical condition of <b>public passenger transport infrastructure and active transport infrastructure</b> .	No acceptable outcome is prescribed.	<b>Complies with PO25</b> As above.
<b>PO26</b> Upgraded or new <b>public passenger transport infrastructure and active transport infrastructure</b> is provided to accommodate the demand for <b>public passenger transport and active transport</b> generated by the development.	No acceptable outcome is prescribed.	<b>Complies with PO26</b> Demand for public passenger transport and active transport does not warrant upgraded or new public passenger transport infrastructure or active transport infrastructure.
<b>PO27</b> Development is designed to ensure the location of <b>public passenger transport infrastructure</b> prioritises and enables efficient <b>public passenger services</b> .	No acceptable outcome is prescribed.	<b>Complies with PO27</b> Development does not impact the efficiency of public passenger services.
<b>PO28</b> Development enables the provision or extension of <b>public passenger services, public passenger transport infrastructure and active transport infrastructure</b> to the development and avoids creating indirect or inefficient routes for <b>public passenger services</b> .	No acceptable outcome is prescribed.	<b>Complies with PO28</b> Development integrates seamlessly into existing public passenger services.

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

Performance outcomes	Acceptable outcomes	Response
<b>PO32 Taxi facilities</b> are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	<b>PO32 Not applicable</b> Demand generated by development is not enough to require taxi facilities.
<b>PO33</b> Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and <b>booked hire services</b> other than taxis.	No acceptable outcome is prescribed.	<b>PO33 Not applicable</b> Demand generated by development is not enough to require community transport services, courtesy transport services or booked hire services.
<b>PO34 Taxi facilities</b> are located and designed to provide convenient, safe and equitable access for passengers.	<p><b>AO34.1 A taxi facility</b> is provided parallel to the kerb and adjacent to the main entrance.</p> <p>AND</p> <p><b>AO34.2 Taxi facilities</b> are designed in accordance with:</p> <ol style="list-style-type: none"> <li>1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work;</li> <li>2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices</li> <li>3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities;</li> <li>4. Disability standards for accessible public transport 2002 made under section 31(1) of the Disability Discrimination Act 1992;</li> <li>5. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements;</li> <li>6. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.</li> </ol>	<b>PO34 Not applicable</b> As above.
<b>PO35</b> Educational establishments are designed to ensure the safe and efficient operation of <b>public passenger services</b> , pedestrian and cyclist access and <b>active transport infrastructure</b> .	<b>AO35.1</b> Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	<b>PO35 Not applicable</b> Development proposal does not involve an educational establishment.

# Rockhampton bus network map

Effective July 2015



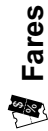
4396 1002  
[www.sunbus.com.au](http://www.sunbus.com.au) or [www.qconnect.qld.gov.au](http://www.qconnect.qld.gov.au)

qconnect

sunbus

Queensland Government





## Fares

Fares are calculated on the number of zones you use in your journey (fare zone calculator on map page).



## Ticket options

### qconnect single

One - way ticket to reach your destination, including transfers within two hours on any **qconnect** service.

### qconnect daily

Unlimited travel within the zones purchased until the last service scheduled on the day of issue, valid on all **qconnect** services.

### easy-travel Fare Card

Young's Bus Service offers an easy-travel Fare Card, making fare payment quicker and easier. Add credit to your easy-travel Fare Card onboard or at the Rockhampton or Yeppoon offices.

### Young's bus tracker

Scan this code to track your Young's bus in real time.



## Access and mobility

Many **qconnect** bus services are accessible. For accessible bus availability, please contact your **qconnect** operator.



## Translating and Interpreting Service – 13 14 50

If you have any problems with reading and speaking English, contact the Translating and Interpreting Service on 13 14 50 for assistance.



## Concessions

Information on discounts and concessions is available at [www.qconnect.qld.gov.au](http://www.qconnect.qld.gov.au).



## Timetables

This timetable is one of four timetables covering Yeppoon, Rockhampton, Gracemere and Mt Morgan. All timetables are available from Young's Bus Service and Sunbus or at [www.qconnect.qld.gov.au](http://www.qconnect.qld.gov.au).



## No smoking/alcohol

Smoking is prohibited on all services. Alcohol may not be consumed on any service.



## Travel tips

- Visit [www.qconnect.qld.gov.au](http://www.qconnect.qld.gov.au) to use the **qconnect** journey planner and access timetable information.
- Plan to arrive at least five minutes prior to departure.
- Check the approaching bus is the service you require by looking at the destination sign.
- At designated bus stops, signal the driver clearly by placing your hand out as the bus approaches. Keep your arm extended until the driver indicates.
- If you have a concession card, have it ready to show the driver.
- Ask for a ticket by destination or by the number of zones you will cross
- Once you've boarded just sit back and enjoy the ride. If you need to stand, securely hold on to a handle.
- Ring the stop bell at least 100 metres before your stop. If you are unsure where you should get off, ask the driver when you are boarding the bus and remain seated until the bus stops.
- If crossing the road after alighting, wait for the bus to move away and check the road is clear.



## Lost property

For all lost property enquiries, please enquire with your local **qconnect** bus operator.



## Food and drink

Please refrain from eating or drinking on all **qconnect** bus services.



## Travelling with a pram

When travelling during peak hours, or if the wheelchair space is occupied, prams and strollers will need to be stored in the luggage racks. At all other times you can travel with the child seated in the pram.



## Safety and security

Keep your personal property with you at all times while travelling. Make sure your bag is closed and your valuables secured. If you see an unattended bag please report it to a staff member.

### Security surveillance

Many buses in the **qconnect** network are equipped with closed circuit television cameras. If you have any concerns while travelling please speak to your bus driver.



## Bicycles

Bicycles are not permitted on buses at any time. Cyclists are encouraged to use bike locker facilities where they are available.

## Weekends and public holidays

Route	Saturday	Sunday	Public holiday
20	✓	✓	✓*
21/22	✓	✗	✗
23/24/25/26/27/28/29	✗	✗	✗
*Except Christmas Day and Boxing Day			

## Pick up and set down

On outbound journeys from Rockhampton, Young's Bus Service does not set passengers down within the Rockhampton urban area. On inbound journeys to Rockhampton, Young's Bus Service does not pick up passengers within the Rockhampton urban area.

## Stockland Rockhampton

The bus stop for Stockland Rockhampton is located in the shopping centre, not on Musgrave St.

## Rockhampton City bus stop

Services to Gracemere, Yeppoon, Emu Park and Mt Morgan (operated by Young's Bus Service) depart from Stop B, outside the Bolsover Street Rockhampton Police Station. Services for Rockhampton (operated by Sunbus) depart from Stop A, outside the Bolsover Street car park.

## qconnect journey planner

The **qconnect** journey planner enables you to plan your trip in any Queensland town that has **qconnect** bus services. To access the journey planner, visit [www.qconnect.qld.gov.au](http://www.qconnect.qld.gov.au). Simply enter your trip details and get an instant trip summary.



Scan this code to connect directly with the **qconnect** journey planner.

Powered by



Due to unforeseen circumstances, details on this timetable may change. Visit **qconnect** for up-to-date information on timetables, maps, fares, journey planning, special events and accessibility.

Your Capricorn Coast **qconnect** bus operator



**qconnect**  
[www.qconnect.qld.gov.au](http://www.qconnect.qld.gov.au)

ph: 4922 3813

[info@youngsbusservice.com.au](mailto:info@youngsbusservice.com.au)

[www.youngsbusservice.com.au](http://www.youngsbusservice.com.au)

Unit 4, 171 Bolsover St

Rockhampton Qld 4700

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(Department of Transport and Main Roads) 2018  
**qconnect** tt Yeppoon (Rte 20/23/29)  
Printed Sept 2017



Rockhampton  
Yeppoon  
Emu Park  
Zilzie  
Keppel Sands

Bus timetable

Monday to Sunday

Route servicing

20 Rockhampton Airport, Stockland, Rosslyn Bay, Emu Park, Zilzie and Keppel Cove Estate

Monday to Friday

23 Keppel Sands

29 Emu Park, Zilzie via Cawarral

effective April 2017



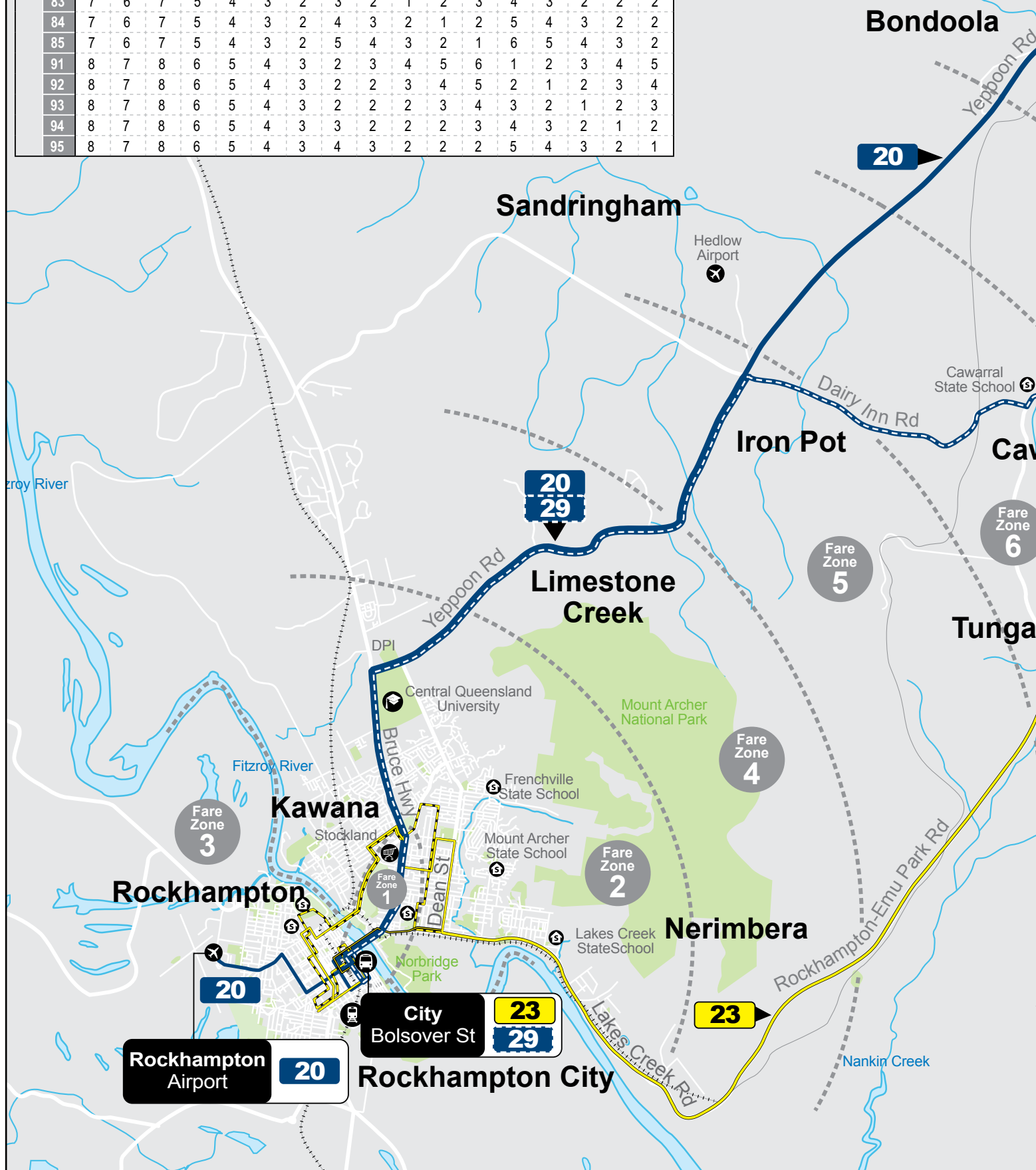
**qconnect**  
[www.qconnect.qld.gov.au](http://www.qconnect.qld.gov.au)



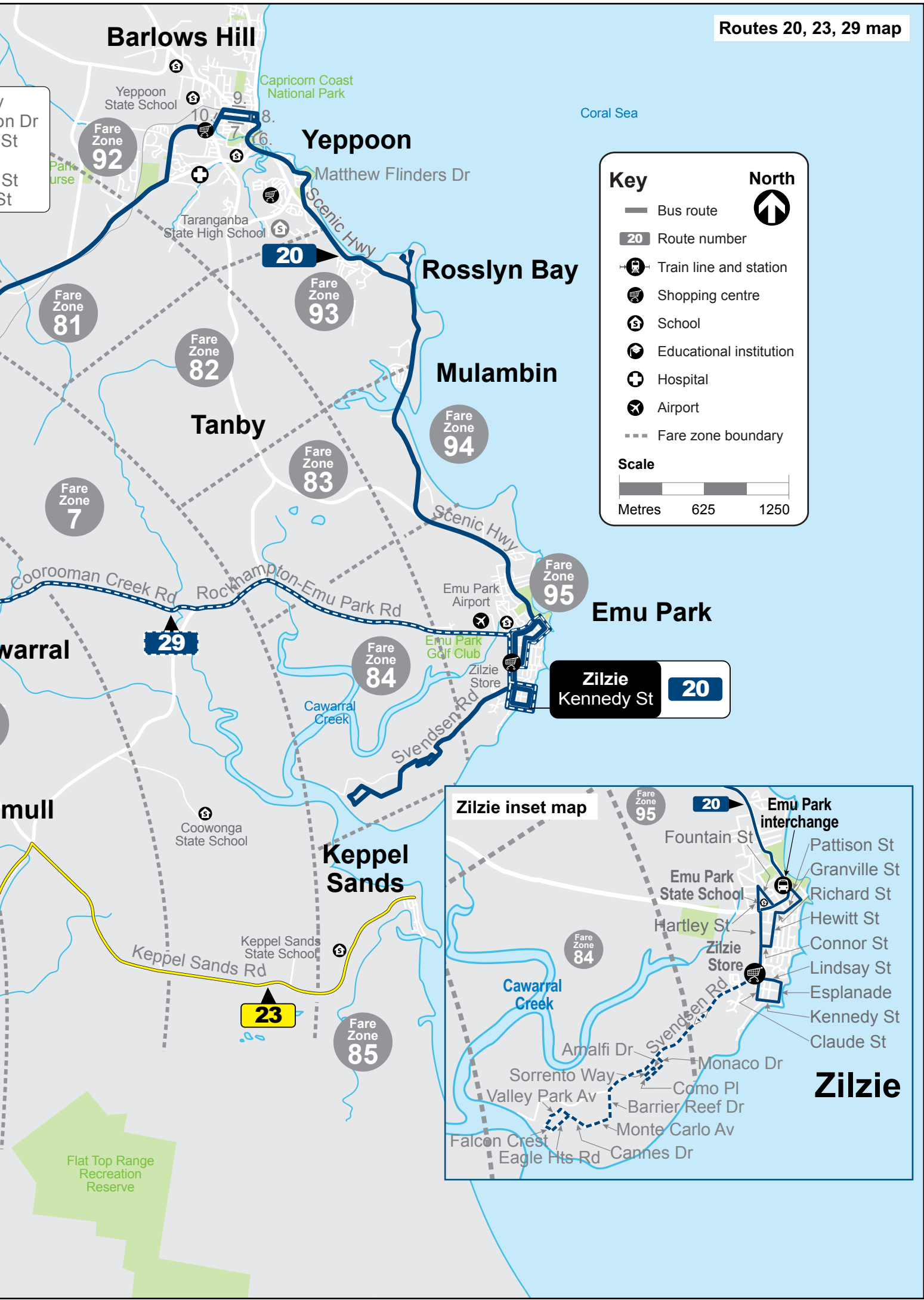
# Fare zone calculator

Origin zone	Destination zone																		
	1	2	3	4	5	6	7	81	82	83	84	85	91	92	93	94	95		
1	1	2	2	3	4	5	6	7	7	7	7	7	8	8	8	8	8		
2	2	1	2	2	3	4	5	6	6	6	6	6	7	7	7	7	7		
3	2	2	1	3	4	5	6	7	7	7	7	7	8	8	8	8	8		
4	3	2	3	1	2	3	4	5	5	5	5	5	6	6	6	6	6		
5	4	3	4	2	1	2	3	4	4	4	4	4	5	5	5	5	5		
6	5	4	5	3	2	1	2	3	3	3	3	3	4	4	4	4	4		
7	6	5	6	4	3	2	1	2	2	2	2	2	3	3	3	3	3		
81	7	6	7	5	4	3	2	1	2	3	4	5	2	2	2	3	4		
82	7	6	7	5	4	3	2	2	1	2	3	4	3	2	2	2	3		
83	7	6	7	5	4	3	2	3	2	1	2	3	4	3	2	2	2		
84	7	6	7	5	4	3	2	4	3	2	1	2	5	4	3	2	2		
85	7	6	7	5	4	3	2	5	4	3	2	1	6	5	4	3	2		
91	8	7	8	6	5	4	3	2	3	4	5	6	1	2	3	4	5		
92	8	7	8	6	5	4	3	2	2	3	4	5	2	1	2	3	4		
93	8	7	8	6	5	4	3	2	2	2	3	4	3	2	1	2	3		
94	8	7	8	6	5	4	3	3	2	2	2	3	4	3	2	1	2		
95	8	7	8	6	5	4	3	4	3	2	2	2	5	4	3	2	1		

Street key  
6. Appleto  
7. Queen  
8. Hill St  
9. James  
10. Park S









## Monday to Friday

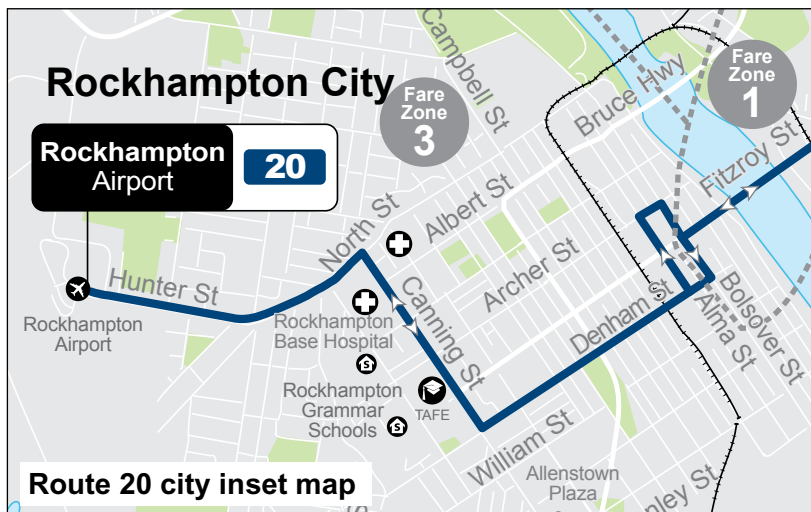
major stops	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm
Rockhampton Airport	-	-	-	-	-	-	-	-	8.30	9.30	-	11.45	-	1.30	-	-	-	3.00	4.10	5.15
Rockhampton TAFE	-	-	-	-	-	-	-	-	8.35	9.35	-	11.50	-	1.35	-	-	-	2.55	4.15	5.20
Rockhampton GG	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.15	-	-	-
Rockhampton City	5.30	6.30*	-	6.20	-	-	7.40	-	9.00	9.45	11.05	12.05	-	1.40	-	-	3.20	3.30	4.30	5.30
Stockland Rockhampton	5.38	-	-	6.28	-	-	7.48	-	9.08	9.53	11.13	12.13	-	1.48	-	-	-	3.38	4.38	5.38
CQ University	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.46	4.45	5.45
Yeppoon/Cawarral Rds	5.50	-	-	6.42	-	-	8.02	-	9.24	10.09	11.29	12.29	-	2.04	-	-	-	3.59	4.54	5.54
Yeppoon Central SC	6.05	-	-	7.02	7.10	7.35	8.18	8.52	9.43	10.27	11.47	12.47	1.33	2.23	2.30	2.43	3.20	4.07	4.13	5.13
Yeppoon/Keppel Bay Plaza	6.08	-	-	7.06	7.12	7.38	8.22	8.55	9.47	10.32	11.52	12.52	1.37	2.27	2.33	2.47	3.24	4.09	4.17	5.17
Yeppoon/Hill St	6.09	-	6.47	7.10	7.15	7.40	8.25	9.00	9.50	10.35	11.55	12.55	1.40	2.30	2.35	2.50	3.27	4.10	4.20	5.20
Coee Bay	6.14	-	6.52	-	7.20	7.45	8.30	9.05	9.55	10.40	12.00	1.00	1.45	2.35	2.40	-	3.32	-	4.25	5.25
Lammermoor	6.17	-	6.55	-	7.23	7.48	8.33	9.08	9.58	10.43	12.03	1.03	1.48	2.38	2.43	3.25	3.35	-	4.28	5.28
Rosslyn Bay	6.24	-	7.02	-	7.30	7.53	8.40	9.15	10.05	10.50	12.10	1.10	1.55	2.45	2.50	3.42	3.42	-	4.35	5.35
Kinka Beach	6.32	-	7.10	-	7.38	8.01	8.48	9.23	10.13	10.58	12.18	1.18	2.03	2.53	2.58	3.50	3.50	-	4.43	5.43
Emu Park	6.38	7.15	7.16	-	7.45	8.06	8.53	9.28	10.18	11.03	12.23	1.23	2.08	3.00	3.08	3.55	3.55	-	4.50	5.50
Emu Park State School	-	-	-	-	-	8.08	-	-	-	-	-	-	-	3.03	3.15	-	-	-	-	-
Zilzie	6.42	-	7.20	-	-	-	-	9.33	10.23	11.08	-	1.28	2.13	-	3.33	4.00	-	-	4.57	5.57
Monaco Drive	-	-	-	-	7.54	-	-	-	-	-	-	-	-	-	3.41	-	-	-	-	-
Eagle Heights Road	-	-	-	-	8.03	-	-	-	-	-	-	-	-	-	3.48	-	-	-	-	-

## Saturday

major stops	am	am	am	pm	pm	pm
Rockhampton Airport	-	-	9.30	1.00	-	-
Rockhampton City	7.00	7.40	9.45	1.15	3.40	6.30
Stockland Rockhampton	7.08	7.48	9.53	1.23	3.48	6.38
Yeppoon/Cawarral Rds	7.22	8.02	10.09	1.39	4.04	7.02
Yeppoon Central SC	7.38	8.18	10.28	1.58	4.23	7.10
Yeppoon/Keppel Bay Plaza	7.42	8.22	10.32	2.02	4.27	7.13
Yeppoon/Hill St	7.45	8.25	10.35	2.05	4.30	7.15
Coee Bay	7.50	8.30	10.40	2.10	4.35	7.20
Lammermoor	7.53	8.33	10.43	2.13	4.38	7.23
Rosslyn Bay	8.00	8.40	10.50	2.20	4.45	7.30
Kinka Beach	8.08	8.48	10.58	2.28	4.53	7.38
Emu Park	8.13	8.53	11.03	2.33	4.58	7.48

## Sunday

major stops	am	am	am	pm	pm	pm
Rockhampton City	7.00	7.40	9.45	1.15	-	6.30
Stockland Rockhampton	7.08	7.48	9.53	1.23	-	6.38
Yeppoon/Cawarral Rds	7.22	8.02	10.09	1.39	-	7.02
Yeppoon Central SC	7.38	8.18	10.28	1.58	4.23	7.10
Yeppoon/Keppel Bay Plaza	7.42	8.22	10.32	2.02	4.27	7.13
Yeppoon/Hill St	7.45	8.25	10.35	2.05	4.30	7.15
Coee Bay	7.50	8.30	10.40	2.10	4.35	7.20
Lammermoor	7.53	8.33	10.43	2.13	4.38	7.23
Rosslyn Bay	8.00	8.40	10.50	2.20	4.45	7.30
Kinka Beach	8.08	8.48	10.58	2.28	4.53	7.38
Emu Park	8.13	8.53	11.03	2.33	4.58	7.48



## Explanations

Express limited stopping service. This journey starts from Rockhampton Grammar schools.

Service operates on school days only

Service operates during school holidays only

Travels from/to Rockhampton Airport

\* Route 20 at 6.30am Monday to Friday travels to Emu Park via Emu Park Rd

Rockhampton GG Rockhampton Girls Grammar School

Route  
**20**



## Zilzie/Emu Park to Rockhampton via Yeppoon

servicing Zilzie, Emu Park, Kinka Beach, Mulambin Beach, Rosslyn Bay, Lammermoor, Cooee Bay, Yeppoon, Central Queensland University, TAFE and airport

### Monday to Friday

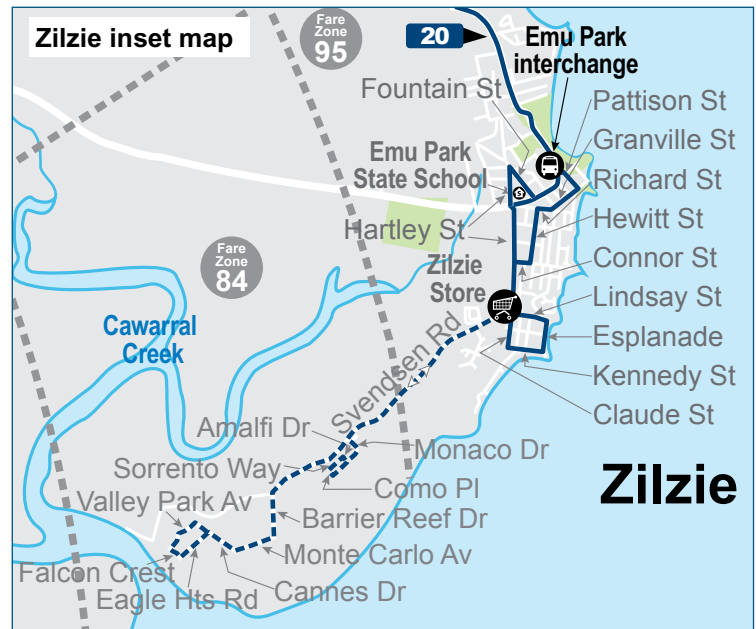
major stops	am	am	am	am	am	am	am	am	am	am	am	am	pm	pm	pm	pm	pm	pm	pm	pm	pm	pm
			SE			✈	✈					✈	✈	✈		✈						
Eagle Heights Road	-	-	-	-	-	-	-	8.05	-	-	-	-	-	-	-	3.50	-	-	-	-	-	-
Zilzie	-	6.15	-	6.43	7.21	7.30	-	8.20	-	9.37	10.27	11.22	-	1.32	2.19	-	4.06	4.22	4.58	5.58	-	-
Emu Park State School	-	-	-	-	-	-	8.10	8.25	-	-	-	-	-	-	-	3.15	-	-	-	-	-	-
Emu Park	5.22	6.22	-	6.48	7.26	7.40	8.15	8.30	8.57	9.42	10.32	11.27	12.27	1.37	2.24	3.20	4.15	4.27	5.03	6.03	6.50	7.45
Kinka Beach	5.27	6.27	-	6.53	7.31	7.45	8.21	8.36	9.02	9.47	10.39	11.32	12.32	1.42	2.29	3.26	4.21	4.32	5.08	6.08	6.55	7.50
Rosslyn Bay	5.35	6.35	-	7.01	7.39	7.53	-	8.44	9.12	9.55	10.47	11.40	12.40	1.50	2.37	3.36	4.29	4.40	5.16	6.16	7.03	7.58
Lammermoor	5.42	6.42	-	7.08	7.50	8.00	8.35	8.51	9.20	10.02	10.54	11.47	12.47	1.57	2.44	3.43	4.36	4.47	5.23	6.23	7.10	8.05
Coee Bay	5.45	6.45	-	7.15	7.53	8.12	-	8.54	9.25	10.05	10.57	11.50	12.50	2.00	2.47	3.46	4.39	4.50	5.26	6.26	7.13	8.08
Yeppoon/Hill St	5.50	6.50	7.15	7.25	8.03	8.30	8.44	8.59	9.30	10.10	11.02	11.55	12.55	2.05	2.52	3.55	4.44	4.55	5.31	6.31	7.18	8.15
Yeppoon/KB Plaza	5.52	6.52	7.18	7.28	8.06	8.32	8.47	9.02	9.32	10.13	11.04	11.58	12.58	2.08	2.55	3.58	4.47	4.58	5.34	6.34	7.21	8.17
Yeppoon Central SC	5.53	6.53	7.20	7.29	8.07	8.34	8.49	9.04	9.34	10.14	11.05	11.59	12.59	2.09	2.56	4.00	4.49	4.59	5.35	6.35	7.22	8.19
Yeppoon/Cawarral Rds	6.13	7.13	-	7.49	8.31	-	-	-	9.53	-	11.25	12.21	1.21	2.31	-	4.22	-	5.21	5.57	6.57	7.44	-
CQ University	-	-	-	-	8.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Stockland	6.29	7.36	-	8.08	8.47	-	-	-	10.12	-	11.41	12.37	1.37	2.45	-	4.38	-	5.37	6.13	7.13	7.55	-
Rockhampton GG	-	-	8.00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockhampton City	6.37	7.42	8.09	8.17	8.55	-	-	-	10.20	-	11.49	12.45	1.45	-	-	4.46	-	5.45	6.21	7.21	8.00	-
Rockhampton TAFE	-	-	-	-	8.58	-	-	-	-	-	11.52	12.48	1.48	-	-	4.49	-	-	-	-	-	-
Rockhampton Airport	-	-	-	-	9.03	-	-	-	-	-	11.57	12.50	1.58	-	-	5.06	-	-	-	-	-	-

### Saturday

major stops	am	am	am	am	pm	pm	pm	pm
				✈				
Emu Park	5.22	8.18	8.57	11.07	2.35	-	5.03	7.50
Kinka Beach	5.27	8.23	9.02	11.12	2.40	-	5.08	7.55
Rosslyn Bay	5.35	8.31	9.10	11.20	2.48	-	5.16	8.03
Lammermoor	5.42	8.38	9.17	11.27	2.55	-	5.23	8.10
Coee Bay	5.45	8.41	9.20	11.30	2.58	-	5.26	8.13
Yeppoon/Hill St	5.50	8.46	9.25	11.35	3.03	4.30	5.31	8.18
Yeppoon/Keppel Bay Plaza	5.52	8.49	9.28	11.38	3.06	4.33	5.34	8.21
Yeppoon Central SC	5.53	8.50	9.29	11.39	3.07	4.34	5.35	8.23
Yeppoon/Cawarral Rds	6.13	9.12	-	12.01	3.29	4.56	5.54	-
CQ University	-	-	-	-	-	-	-	-
Stockland Rockhampton	6.29	9.28	-	12.17	3.45	5.10	6.08	-
Rockhampton City	6.37	9.36	-	12.25	3.53	5.17	6.16	-
Rockhampton TAFE	-	-	-	-	-	-	-	-
Rockhampton Airport	-	-	-	12.32	-	-	-	-

### Sunday

major stops	am	am	am	am	pm	pm	pm
Emu Park	5.22	8.18	8.57	11.40	2.35	5.03	7.50
Kinka Beach	5.27	8.23	9.02	11.45	2.40	5.08	7.55
Rosslyn Bay	5.35	8.31	9.10	11.53	2.48	5.16	8.03
Lammermoor	5.42	8.38	9.17	12.00	2.55	5.23	8.10
Coee Bay	5.45	8.41	9.20	12.03	2.58	5.26	8.13
Yeppoon/Hill St	5.50	8.46	9.25	12.08	3.03	5.31	8.18
Yeppoon/Keppel Bay Plaza	5.52	8.49	9.28	12.11	3.06	5.34	8.21
Yeppoon Central SC	5.53	8.50	9.29	12.12	3.07	5.35	8.23
Yeppoon/Cawarral Rds	6.13	9.12	-	12.34	3.29	5.54	-
CQ University	-	-	-	-	-	-	-
Stockland Rockhampton	6.29	9.28	-	12.50	3.45	6.08	-
Rockhampton City	6.37	9.36	-	12.58	3.53	6.16	-
Rockhampton TAFE	-	-	-	-	-	-	-
Rockhampton Airport	-	-	-	-	-	-	-



Route  
**29**



## Rockhampton to Cawarral/Emu Park

servicing Stockland Rockhampton, Limestone Creek and Iron Pot

### Monday to Friday

major stops	am	pm
	✈	✈
Rockhampton City	6.03	3.25
Stockland Rockhampton	6.11	3.33
Department of Primary Industries (DPI)	6.17	3.45
Cawarral SS	6.30	4.01
Zilzie Store	6.55	4.20
Emu Park	7.00	4.30
Cawarral SS	7.18	4.45
Department of Primary Industries (DPI)	7.35	4.58
Stockland Rockhampton	7.46	5.05
Rockhampton City	7.54	5.15



# Route 23



## Rockhampton to Keppel Sands

servicing Stockland Rockhampton, Nerimbera and Tungamull

### Monday to Friday

major stops	am	am	pm	pm
Rockhampton City	6.40	6.40	3.00	3.35
Keppel Sands	7.15	7.27	4.15	4.17
Keppel Sands	7.15	7.30	4.20	4.20
Rockhampton City	8.00	8.45	5.05	5.05

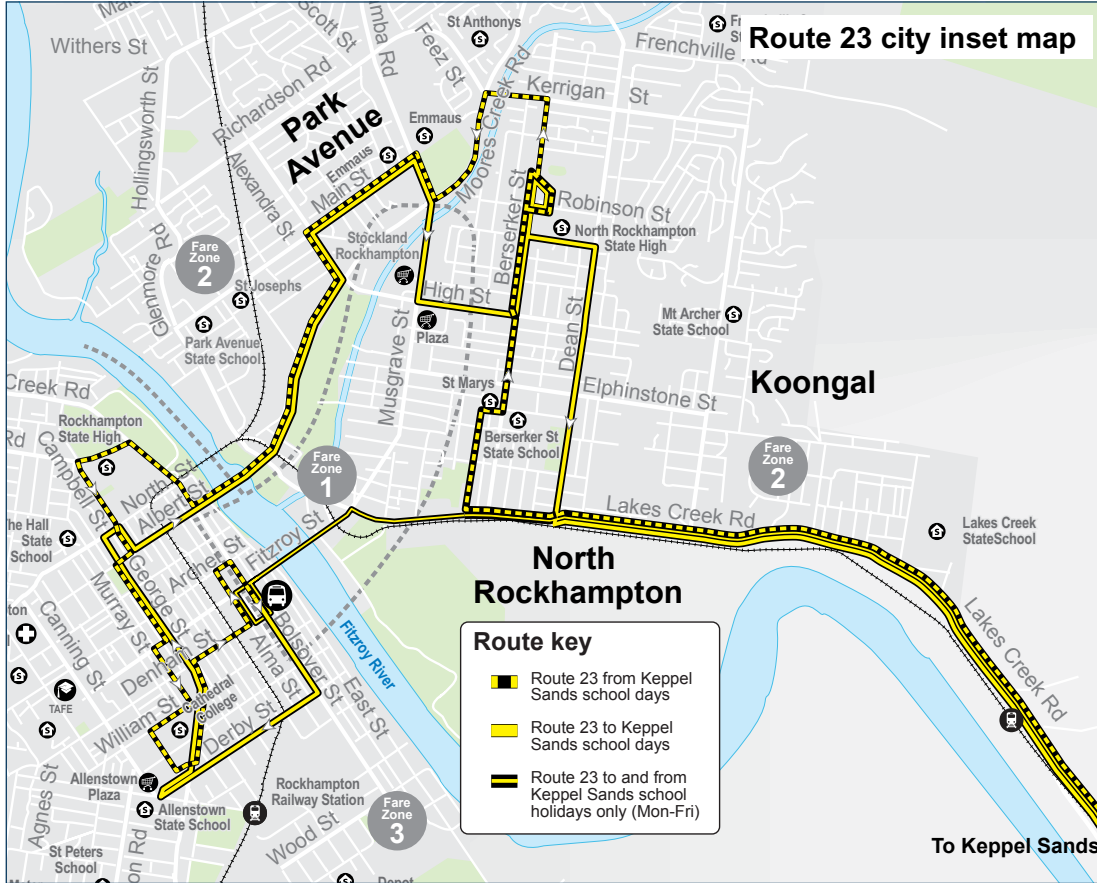
### Explanations



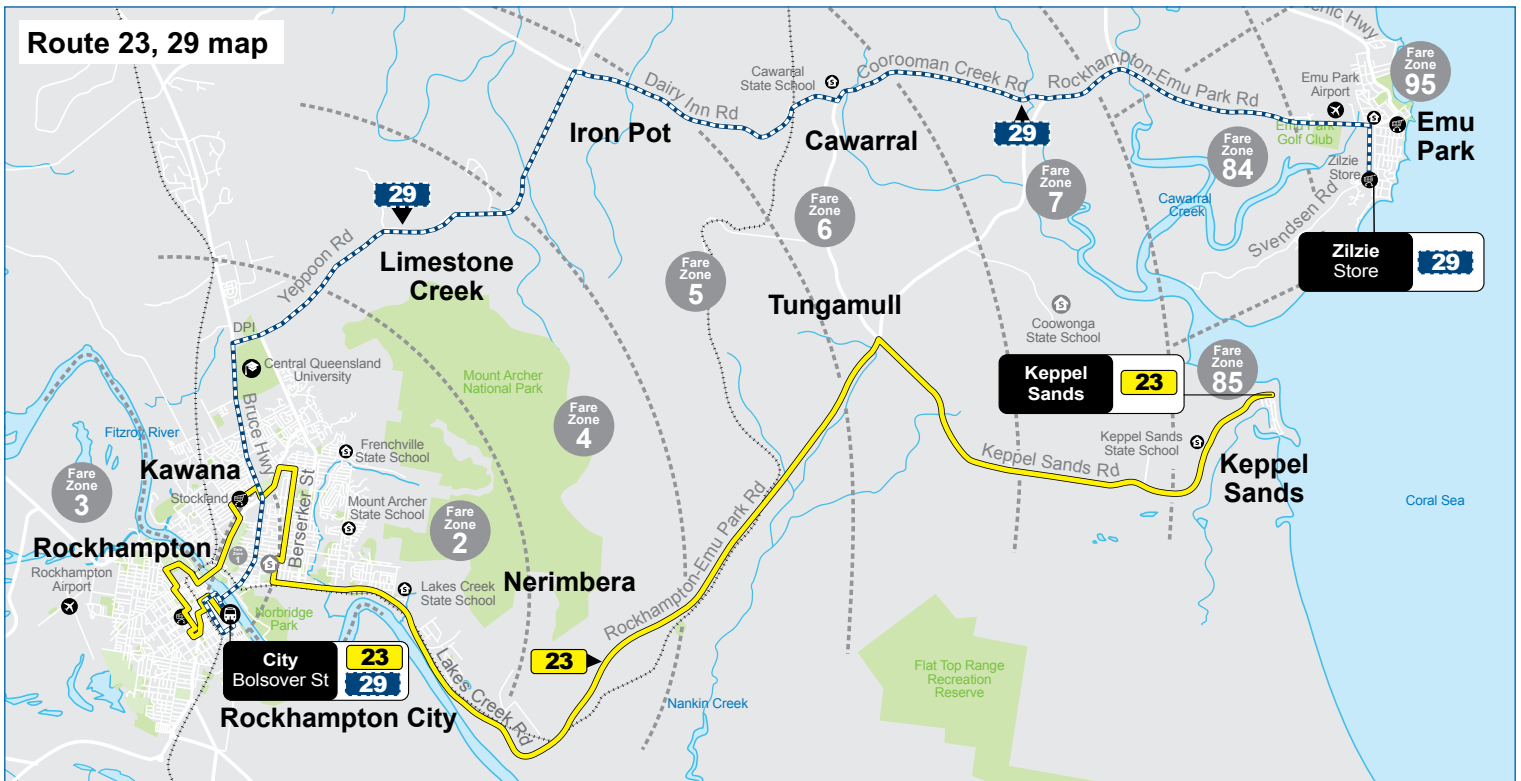
Service operates on school days only



Service operates during school holidays only



### Route 23, 29 map



# Strategic Framework Map

Spatial reference

GDA2020\_MGA\_Zone\_56

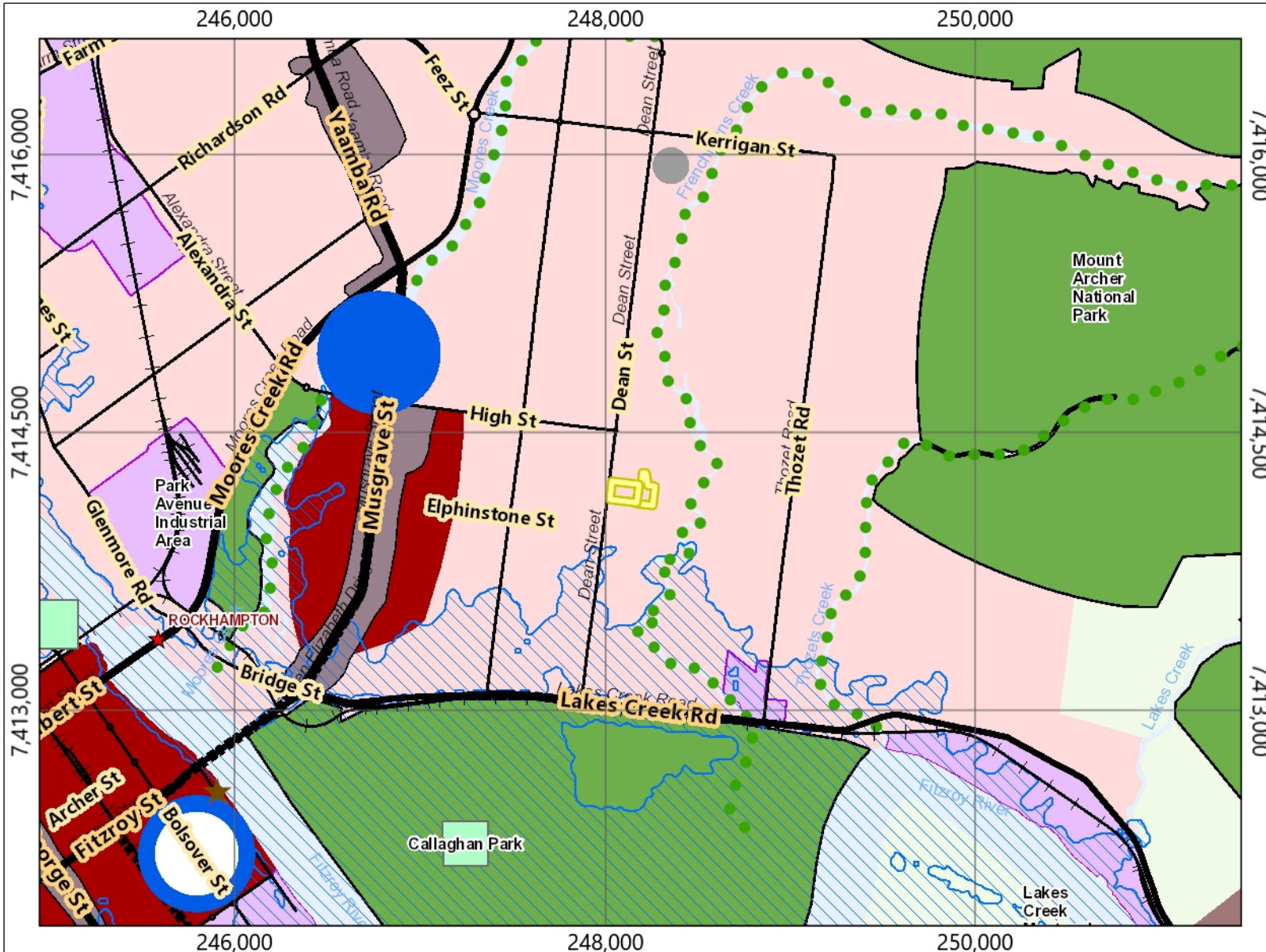
A4 Page scale at 1: 32,328.84

Printed from RRPS on 27/10/21



## Legend

- Council Boundary
- Misc Labels
- ★ Townships
- Cropping and Intensive Horticulture Precinct
- ✈ Airport
- Railway Station
- ★ Tourism or Ecotourism Development
- ▲ Strategic Port Land Centres
- Principal centre
- Major centre
- District centre
- Local centre
- Major Social, Sports and Recreation
- Major Social Infrastructure
- Major Sport and Recreation
- Priority Development Area
- + Railway Network
- Haulage Route
- State and Major Road Network
- Main Roads
- Collector Roads
- Natural Corridors or Link
- Public Transport Corridor
- Defined Flood Event Inundation Area
- Nature Conservation and Open Space
- Dams
- Waterbody and Waterways
- Rivers
- Future Industrial Area
- New Industrial Area
- Industrial Area
- Specialised Centres
- Urban Infill and Intensification
- ★ Mount Morgan Mine
- Extractive, Mineral, Forestry or Marine Resources
- Rural Residential
- Future Urban Area
- New Urban Area
- Rockhampton Airport Precinct
- Urban Area
- Rural Area
- RRC Mask
- Roads3



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# Acid sulfate Soils Overlay Map

Spatial reference

GDA2020\_MGA\_Zone\_56

A4 Page scale at 1: 8,082.21



Printed from RRPS on 27/10/21

## Legend

RRC Mask

■ Bajool & Port Alma

Acid Sulfate Soils

■ Land above 5m AHD and below 20m AHD

■ Land at or below 5m AHD

Roads2

■ Main roads

■ Major council roads

■ Standard council roads

■ Access roads

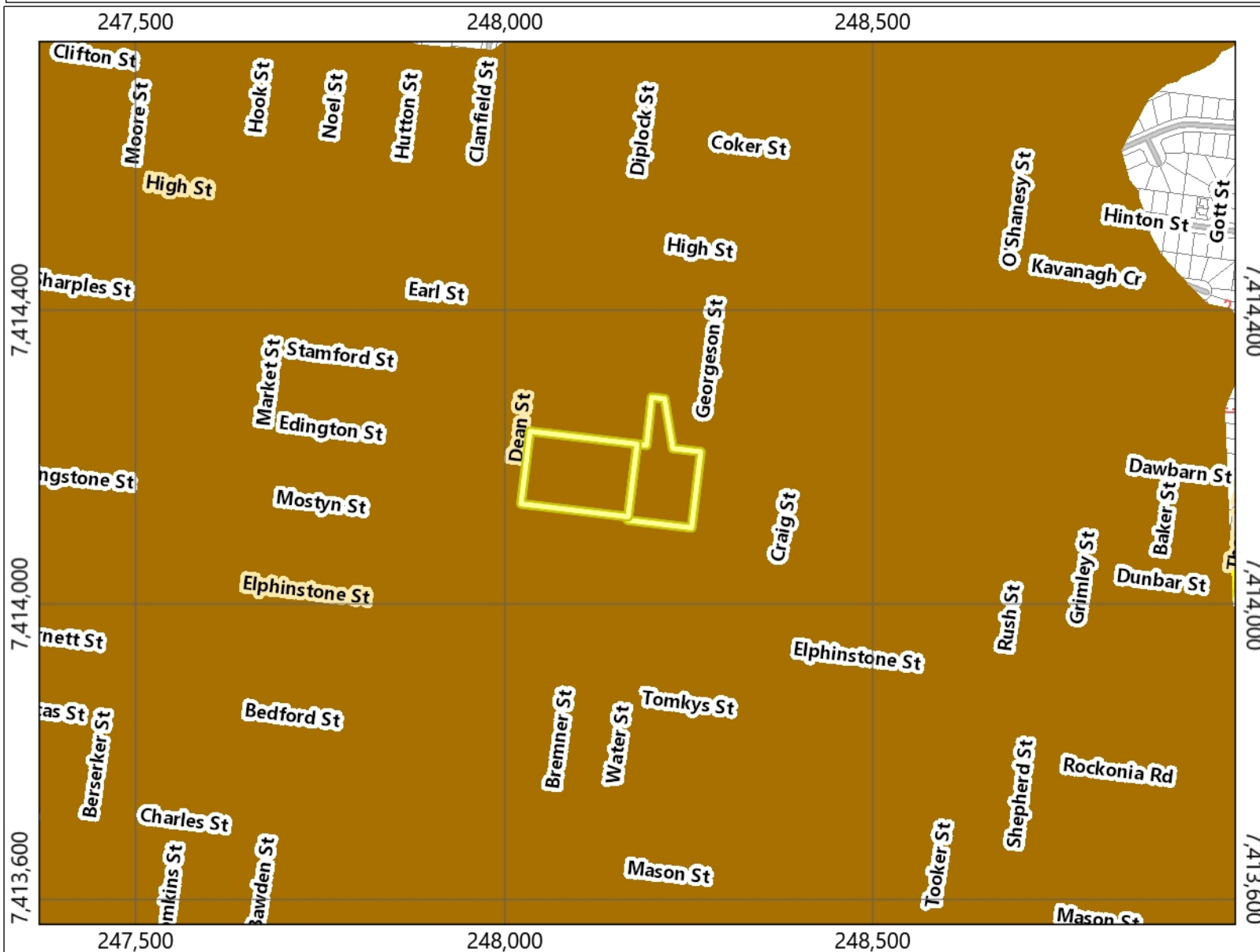
■ Private roads

■ Easements

■ Property Parcels

■ Ocean

■ CQ LGA Boundaries



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# Airport Environs Overlay Map

Spatial reference

GDA2020\_MGA\_Zone\_56

A4 Page scale at 1: 8,082.21



Printed from RRPS on 27/10/21

## Legend

### RRC Mask

#### Obstacle Limitations Surface

- 0 metres - All new buildings refer to Airport
- Up to 8.5 metres above ground level
- Up to 10 metres above ground level
- Up to 15 metres above ground level
- Up to 20 metres above ground level
- Up to 30 metres above ground level
- Up to 45 metres above ground level

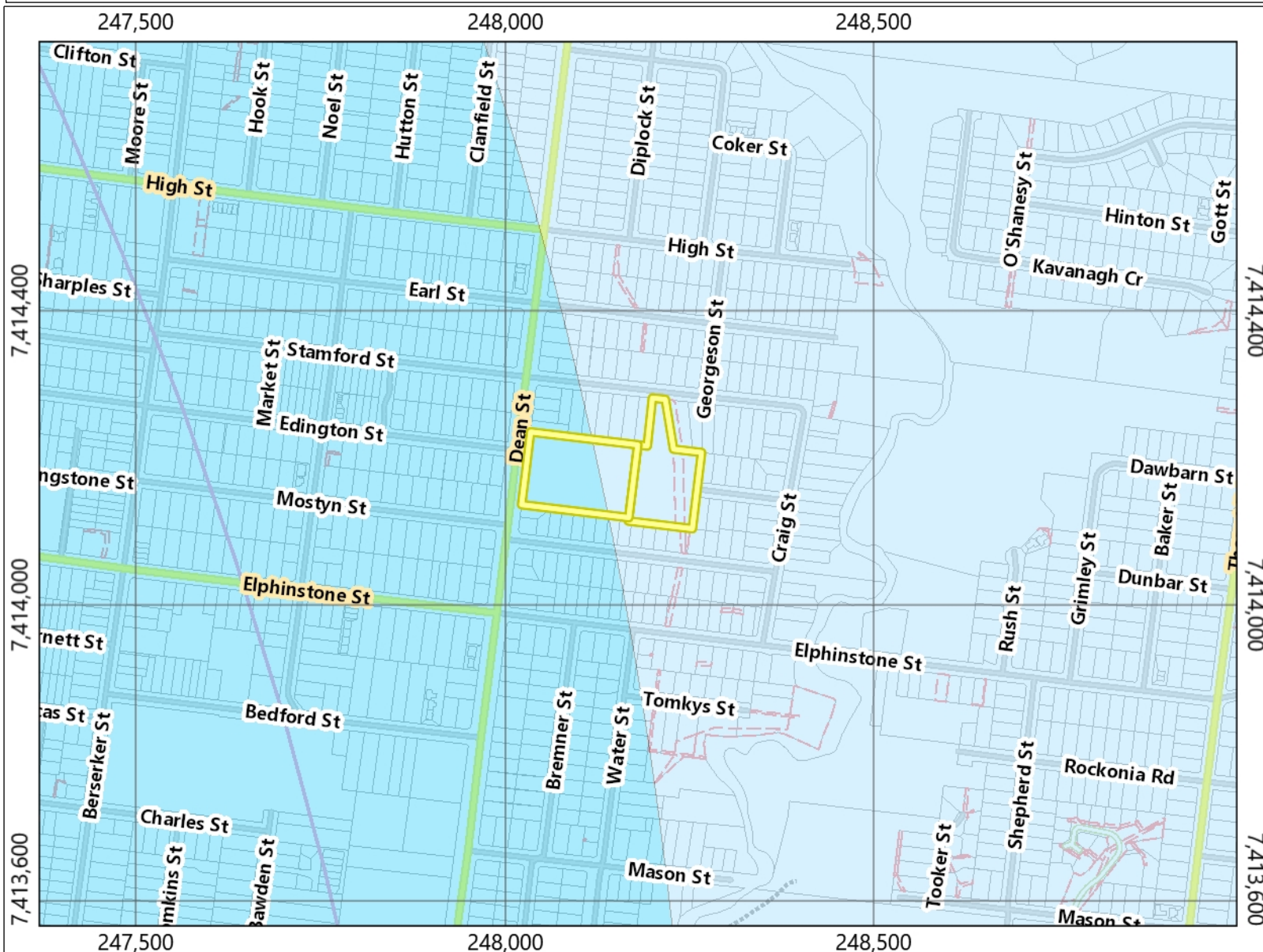
#### Australian Noise Exposure Forecast Contours

- 20m
- 25m
- 30m
- 35m

#### Wildlife Hazard Buffer Area

- 3km
- 8km
- 13km

- Zone A
- Zone B
- Facility Location
- Public Safety Area
- Lighting Area Buffer 6km
- Light Restriction Zone
  - A
  - B
  - C
  - D
- Runways
- Roads2
  - Main roads
  - Major council roads
  - Standard council roads
  - Access roads
  - Private roads
- Easements
- Property Parcels
- Ocean
- CQ LGA Boundaries



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# Bicycle Network & Road Hierarchy Overlay Map

Spatial reference

GDA2020\_MGA\_Zone\_56

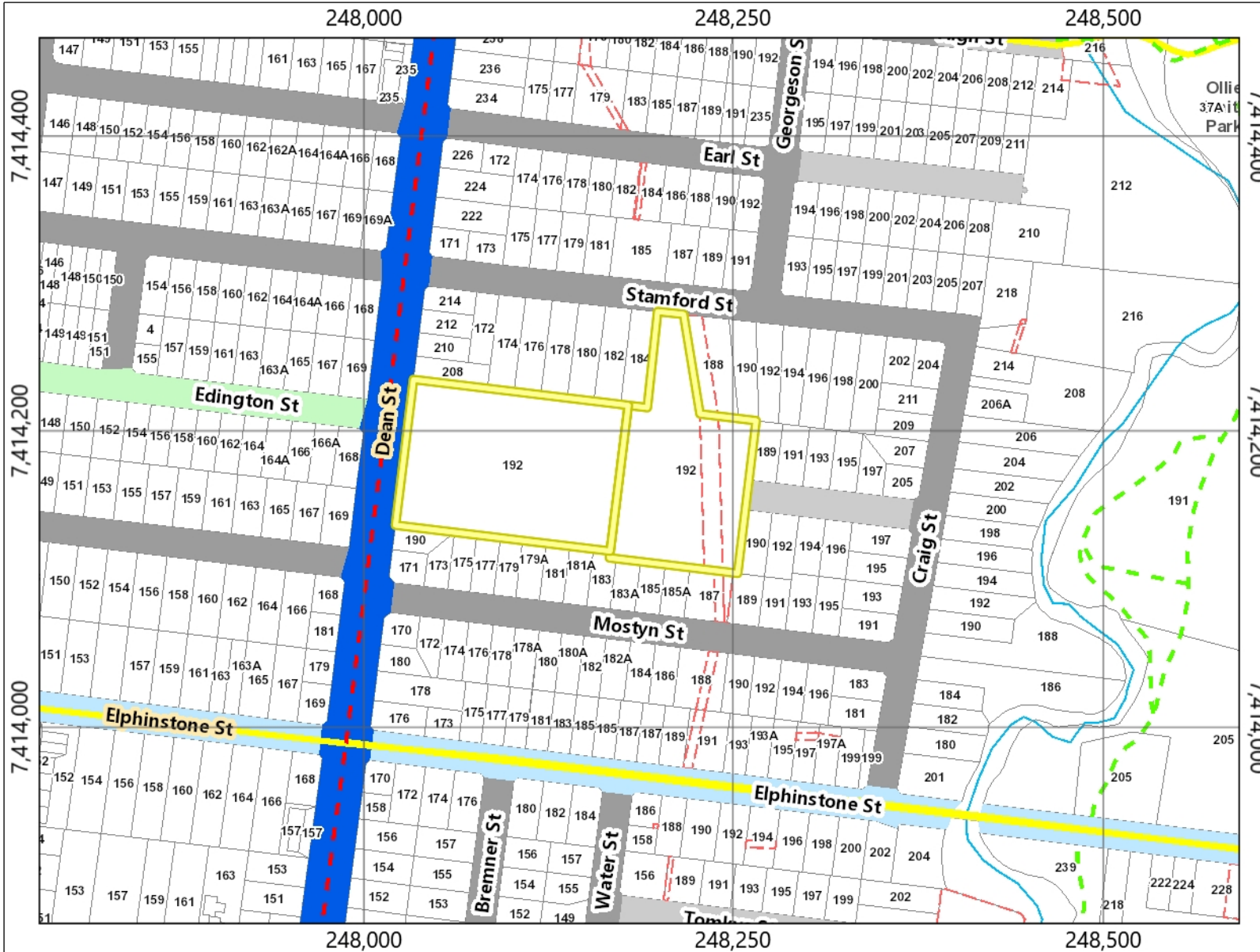
A4 Page scale at 1: 4,041.10



Printed from RRPS on 27/10/21

## Legend

- Future On-Road Routes
- Cycling Arterial Routes
- Cycling Offroad Routes
- Cycling Major Urban Onroad Routes
- Cycling Recreational Road Routes
- Road Hierarchy
  - Highway
  - State Controlled Road
  - Urban Arterial
  - Urban Sub-Arterial
  - Major Urban Collector
  - Minor Urban Collector
  - Urban Access Street
  - Urban Access Place
  - Industrial Collector
  - Industrial Access
  - Rural Arterial
  - Major Rural Collector
  - Minor Rural Collector
  - Rural Access
- RRC Mask
  - Roads2
    - Main roads
    - Major council roads
    - Standard council roads
    - Access roads
    - Private roads
  - Easements
  - Property Parcels
  - Ocean
  - Rivers
  - DCDB Parks
  - CQ LGA Boundaries



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# Steep Land Overlay Map

Spatial reference

GDA2020\_MGA\_Zone\_56

A4 Page scale at 1: 8,082.21

Printed from RRPS on 27/10/21



## Legend

RRC Mask

Slope %

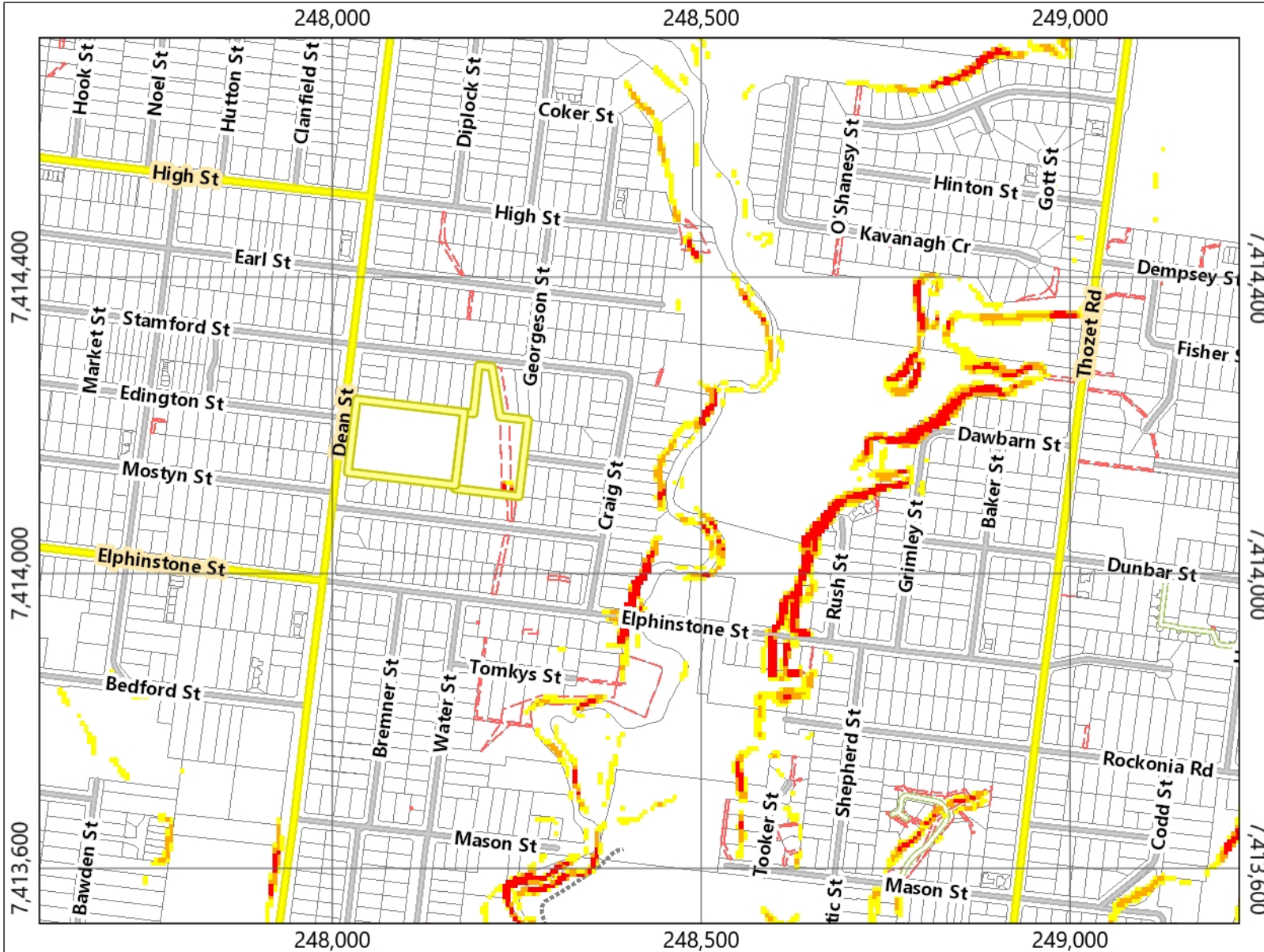
- 15-20%
- 20-25%
- 25%+

Roads2

- Main roads
- Major council roads
- Standard council roads
- Access roads
- Private roads

Easements

- Property Parcels
- Ocean
- CQ LGA Boundaries



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# NEW UNIT DEVELOPMENT



**GENERAL NOTE:**

- THESE DRAWINGS ARE PART OF A TOWN PLANNING APPROVAL APPLICATION AND SHOULD NOT BE USED FOR ANY OTHER REASON
- THESE DRAWINGS ARE APPROXIMATE AND HIGHLY CONCEPTUAL
- TRAFFIC/STORMWATER/OPERATIONAL WORKS: AS PER CIVIL ENGINEER DOCUMENTS AND DRAWINGS IF REQUIRED
- CURRENT LOCATIONS AND BOUNDARY LINE ARE APPROXIMATE. RELEVANT SURVEY TO BE CONDUCTED BEFORE ANY DOCUMENTATION OR CONSTRUCTION
- REFER TO TOWNPLANNING APPLICATION AND OPERATIONAL WORKS DOCUMENTATION WHEN VIEWING THESE PLANS
- THESE DRAWINGS ARE CONCEPTUAL AND DO NOT REFLECT BUILDING APPROVAL, PLUMBING APPROVAL, QFRS APPROVAL OR DISABILITY REQUIREMENTS. CLIENT TO CONFIRM AND GET APPROVAL FROM RELEVANT AUTHORITIES

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## A1 DRAWING

NOTED SCALES RELATE TO A1 DRAWINGS

ISSUED FOR  
PRELIMINARY

25/11/2022 10:37:42 AM D:\DESIGN+ARCHITECTURE\KP-015\KP-015 - SITE PLAN - 08.rvt

## REVISIONS

REVISION	DESCRIPTION	DATE
14	PRELIMINARY	04/10/2022
15	PRELIMINARY	21/10/2022
17	PRELIMINARY	16/11/2022
18	PRELIMINARY	24/11/2022

project:  
NEW UNIT DEVELOPMENT

client:  
KPG

drawing title:  
TITLE SHEET

location:  
DEAN STREET, LOT NO  
24RP607814+ 8RP607712

drawn Author	date NOV 22	scale
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job no: KP-015	drawing no: SK-001	rev 18
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design + architecture  
abn: 80167978832 Pty.Ltd.

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www.designaa.com.au reg no:4610

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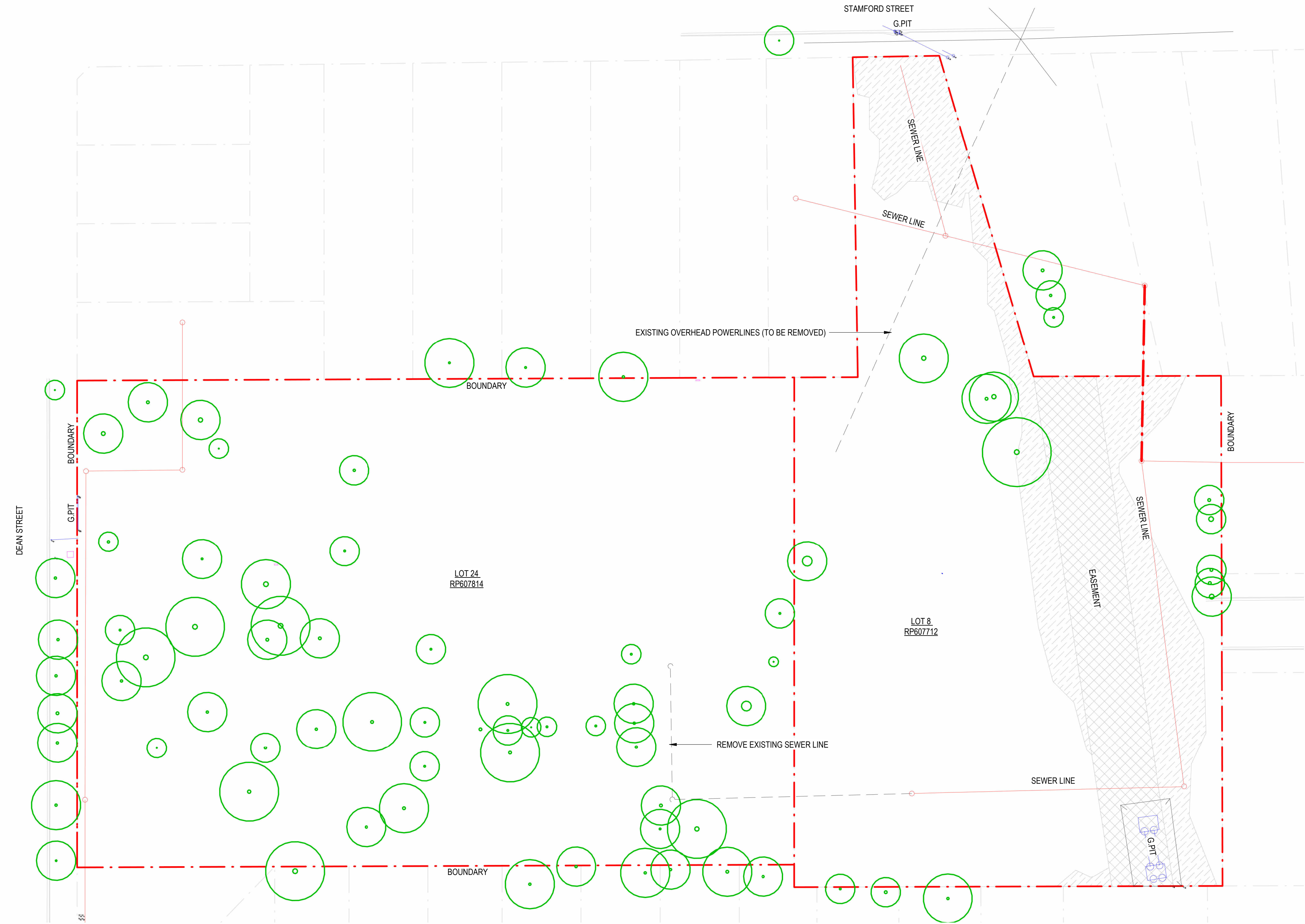
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A1 DRAWING

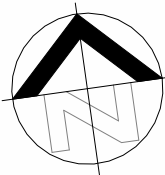
NOTED SCALES RELATE TO A1 DRAWINGS

LEGEND	
	SITE BOUNDARY
	EXISTING SEWER LINE
	EXISTING STORMWATER PIT/PIPE INVERT
	EXISTING TELSTRA PIT
	EXISTING OVERHEAD POWERLINE
	EXISTING SERVICE TO BE REMOVED
	EASEMENT
	FLOODING ZONE OVERLAY
	EXISTING TREES



1 EXISTING SITE PLAN  
1: 500 @ A1

ISSUED FOR  
PRELIMINARY



REVISIONS

REVISION	DESCRIPTION	DATE
15	PRELIMINARY	21/10/2022
17	PRELIMINARY	16/11/2022
18	PRELIMINARY	24/11/2022

project:  
NEW UNIT DEVELOPMENT

client:  
KPG

drawing title:  
EXISTING SITE PLAN

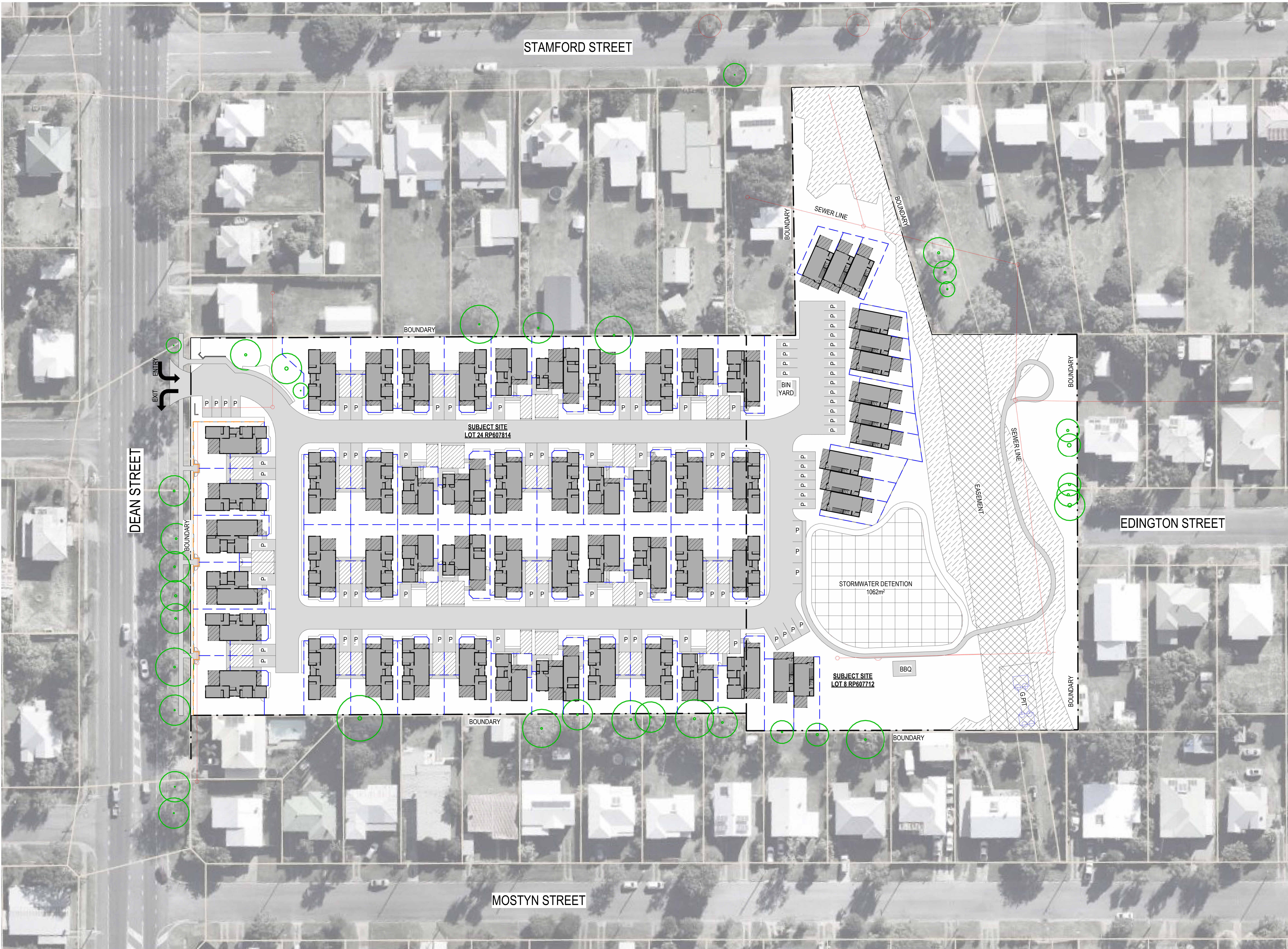
location:  
DEAN STREET, LOT NO  
24RP607814+ 8RP607712

drawn	date	scale
Author	NOV 22	1 : 500
job no:	drawing no:	rev
KP-015	SK-002	18



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1 LOCATION PLAN  
1: 500 @ A1

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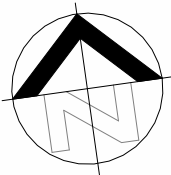
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**A1 DRAWING**  
NOTED SCALES RELATE TO A1 DRAWINGS

LEGEND	
	UNITS
	ROADS+FOOTPATHS
	CARPORTS
	GARDENS+GRASS
	STORMWATER DETENTION
	EASEMENT
	FLOODING ZONE OVERLAY
	EXISTING TREES
	CAR PARKS
	INTERNAL FENCING
	FRONT FEATURE FENCE
	EXISTING SEWER LINES

ISSUED FOR  
**PRELIMINARY**



REVISIONS		
REVISION	DESCRIPTION	DATE
12	PRELIMINARY	26/05/2022
14	PRELIMINARY	04/10/2022
15	PRELIMINARY	21/10/2022
17	PRELIMINARY	16/11/2022
18	PRELIMINARY	24/11/2022

project:  
**NEW UNIT DEVELOPMENT**

client:  
**KPG**

drawing title:  
**LOCATION PLAN**

location:  
**DEAN STREET, LOT NO  
24RP607814+ 8RP607712**

drawn Author	date NOV 22	scale 1 : 500
job no: <b>KP-015</b>	drawing no: <b>SK-003</b>	rev <b>18</b>



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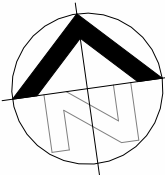
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A1 DRAWING

NOTED SCALES RELATE TO A1 DRAWINGS

LEGEND	
	COMMON / PUBLIC AREA
	CARPORT (OUTSIDE PRIVATE YARD)
	UNIT PRIVATE YARD
	UNIT PRIVATE YARD
	PARKING SPACE
	INTERNAL FENCING
	FRONT FEATURE FENCE

ISSUED FOR  
PRELIMINARY



REVISIONS

REVISION	DESCRIPTION	DATE
15	PRELIMINARY	21/10/2022
17	PRELIMINARY	16/11/2022
18	PRELIMINARY	24/11/2022

project:  
NEW UNIT DEVELOPMENT

client:  
KPG

drawing title:  
PRIVATE YARD PLAN

location:  
DEAN STREET, LOT NO  
24RP607814+ 8RP607712

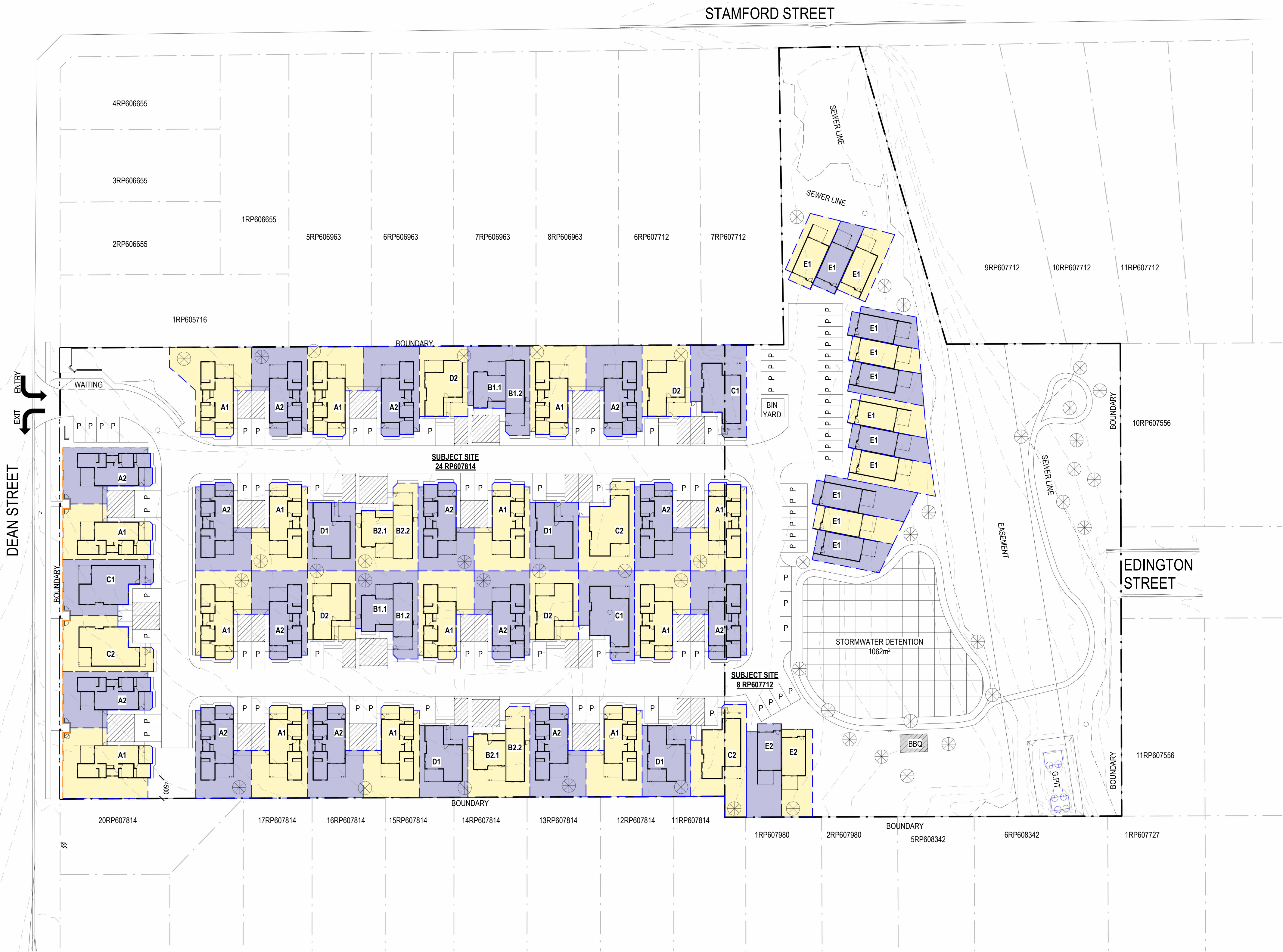
drawn Author	date NOV 22	scale As indicated
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job no: KP-015	drawing no: SK-004	rev 18
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1 PRIVATE YARD PLAN

1: 500 @ A1

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1 PART SITE PLAN  
1:250 @ A1

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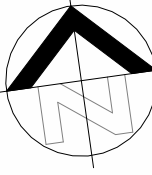
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**A1 DRAWING**  
NOTED SCALES RELATE TO A1 DRAWINGS

LEGEND	
	ROAD + CARPARK 4027.6m²
	COVERED OUTDOOR 1083.4m²
	COVERED CARPORT 900.0m²
	NON COVERED CONCRETE + PATH 481.4m²
	BBQ AREA 24.0m²
	BIN YARD 20.0m²
	GARDEN BED 595.4m²
	LAWN 18,132.9m²
	STORMWATER WATER DETENTION 1062.0m²
	EASEMENT 1310.7m²
	FLOODING ZONE OVERLAY 3294.2m²
	EXISTING TREES -
	PROPOSED TREES -
	PARKING -
	INTERNAL FENCING -
	FRONT FEATURE FENCE -

ISSUED FOR  
**PRELIMINARY**



**REVISIONS**

REVISION	DESCRIPTION	DATE
15	PRELIMINARY	21/10/2022
17	PRELIMINARY	16/11/2022
18	PRELIMINARY	24/11/2022

project:  
**NEW UNIT DEVELOPMENT**

client:  
**KPG**

drawing title:  
**SITE PLAN - LOT 24 RP607814**

location:  
**DEAN STREET, LOT NO 24RP607814+ 8RP607712**

drawn Author	date NOV 22	scale As indicated
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job no: <b>KP-015</b>	drawing no: <b>SK-005</b>	rev <b>18</b>
--------------------------	------------------------------	------------------



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UNIT	TYPE	GROUND GFA	FIRST GFA	COVERED OUTDOOR	CARPORT	NO. OF UNITS
A1	3 BED- STANDARD	89.0m²	-	16.8m²	18.0m²	14
A2	3 BED- STANDARD	89.0m²	-	16.8m²	18.0m²	14
B1.1	1 BED- STANDARD	47.0m²	-	17.6m²	18.0m²	2
B1.2	1 BED- STANDARD	50.5m²	-	11.6m²	18.0m²	2
B2.1	1 BED- STANDARD	47.0m²	-	17.6m²	18.0m²	2
B2.2	1 BED- STANDARD	50.5m²	-	11.6m²	18.0m²	2
C1	2 BED- STANDARD	93.0m²	-	16.2m²	18.0m²	3
C2	2 BED- STANDARD	93.0m²	-	16.2m²	18.0m²	3
D1	2 BED- STANDARD	73.3m²	-	16.1m²	18.0m²	4
D2	2 BED- STANDARD	73.3m²	-	16.1m²	18.0m²	4
E1	2 BED- STANDARD	45.8m²	47.9m²	19.3m²	-	12
E2	2 BED- STANDARD	45.8m²	47.9m²	19.3m²	-	2
<b>TOTAL SITE AREA:</b>						
LOT 24 RP607814 - 14,476.1m²						
LOT 8 RP607712 - 10,788.6m²						
TOTAL - 25,264.7m²						
TOTAL		5338.2m²	1083.4m²	900.0m²	64	



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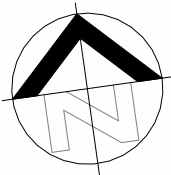
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A1 DRAWING

NOTED SCALES RELATE TO A1 DRAWINGS

LEGEND		
	ROAD + CARPARK	4027.6m²
	COVERED OUTDOOR	1083.4m²
	COVERED CARPORT	900.0m²
	NON COVERED CONCRETE + PATH	481.4m²
	BBQ AREA	24.0m²
	BIN YARD	20.0m²
	GARDEN BED	595.4m²
	LAWN	18,132.9m²
	STORMWATER WATER DETENTION	1062.0m²
	EASEMENT	1310.7m²
	FLOODING ZONE OVERLAY	3294.2m²
	EXISTING TREES	-
	PROPOSED TREES	-
	PARKING	-
	INTERNAL FENCING	-
	FRONT FEATURE FENCE	-

ISSUED FOR  
PRELIMINARY



REVISIONS

REVISION	DESCRIPTION	DATE
15	PRELIMINARY	21/10/2022
17	PRELIMINARY	16/11/2022
18	PRELIMINARY	24/11/2022

project:  
NEW UNIT DEVELOPMENT

client:  
KPG

drawing title:  
SITE PLAN - LOT 8 RP607712

location:  
DEAN STREET, LOT NO  
24RP607814+ 8RP607712

drawn Author	date NOV 22	scale As indicated
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job no: KP-015	drawing no: SK-006	rev 18
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TOTAL SITE AREA:	
LOT 24 RP607814 - 14,476.1m²	LOT 8 RP607712 - 10,788.6m²
TOTAL - 25,264.7m²	

UNIT	TYPE	GROUND GFA	FIRST GFA	COVERED OUTDOOR	CARPORT	NO. OF UNITS
A1	3 BED- STANDARD	89.0m²	-	16.8m²	18.0m²	14
A2	3 BED- STANDARD	89.0m²	-	16.8m²	18.0m²	14
B1.1	1 BED- STANDARD	47.0m²	-	17.6m²	18.0m²	2
B1.2	1 BED- STANDARD	50.5m²	-	11.6m²	18.0m²	2
B2.1	1 BED- STANDARD	47.0m²	-	17.6m²	18.0m²	2
B2.2	1 BED- STANDARD	50.5m²	-	11.6m²	18.0m²	2
C1	2 BED- STANDARD	93.0m²	-	16.2m²	18.0m²	3
C2	2 BED- STANDARD	93.0m²	-	16.2m²	18.0m²	3
D1	2 BED- STANDARD	73.3m²	-	16.1m²	18.0m²	4
D2	2 BED- STANDARD	73.3m²	-	16.1m²	18.0m²	4
E1	2 BED- STANDARD	45.8m²	47.9m²	19.3m²	-	12
E2	2 BED- STANDARD	45.8m²	47.9m²	19.3m²	-	2
TOTAL			5338.2m²	1083.4m²	900.0m²	64

1 PART SITE PLAN  
1: 250 @ A1





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**A1 DRAWING**  
NOTED SCALES RELATE TO A1 DRAWINGS

CONCEPT ONLY

ISSUED FOR  
**PRELIMINARY**

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REVISIONS		
REVISION	DESCRIPTION	DATE
12	PRELIMINARY	26/05/2022
14	PRELIMINARY	04/10/2022
15	PRELIMINARY	21/10/2022
17	PRELIMINARY	16/11/2022
18	PRELIMINARY	24/11/2022

project:  
NEW UNIT DEVELOPMENT

client:  
KPG

drawing title:  
STREET ELEVATION + 3D VIEW

location:  
DEAN STREET, LOT NO  
24RP607814+ 8RP607712

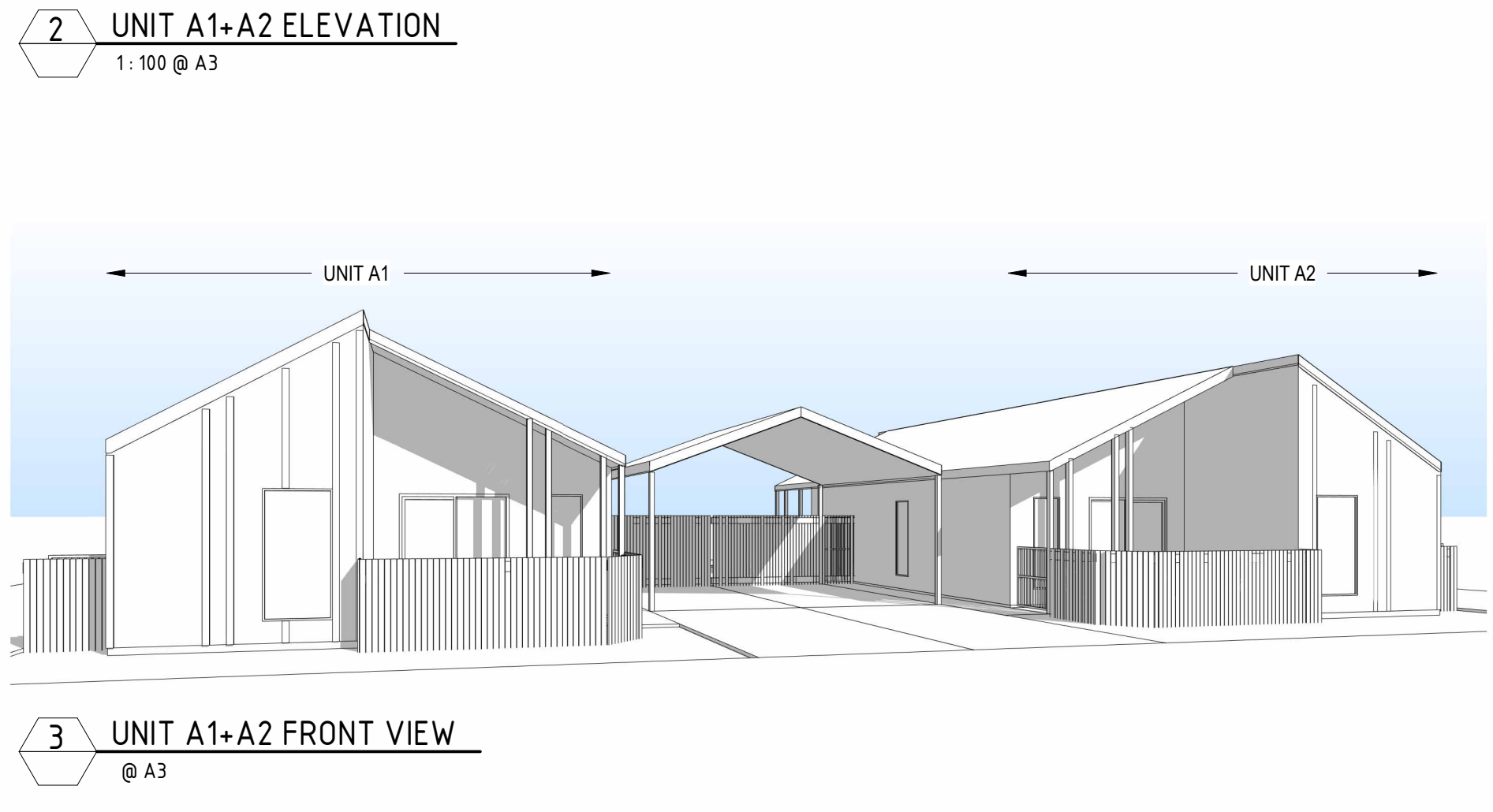
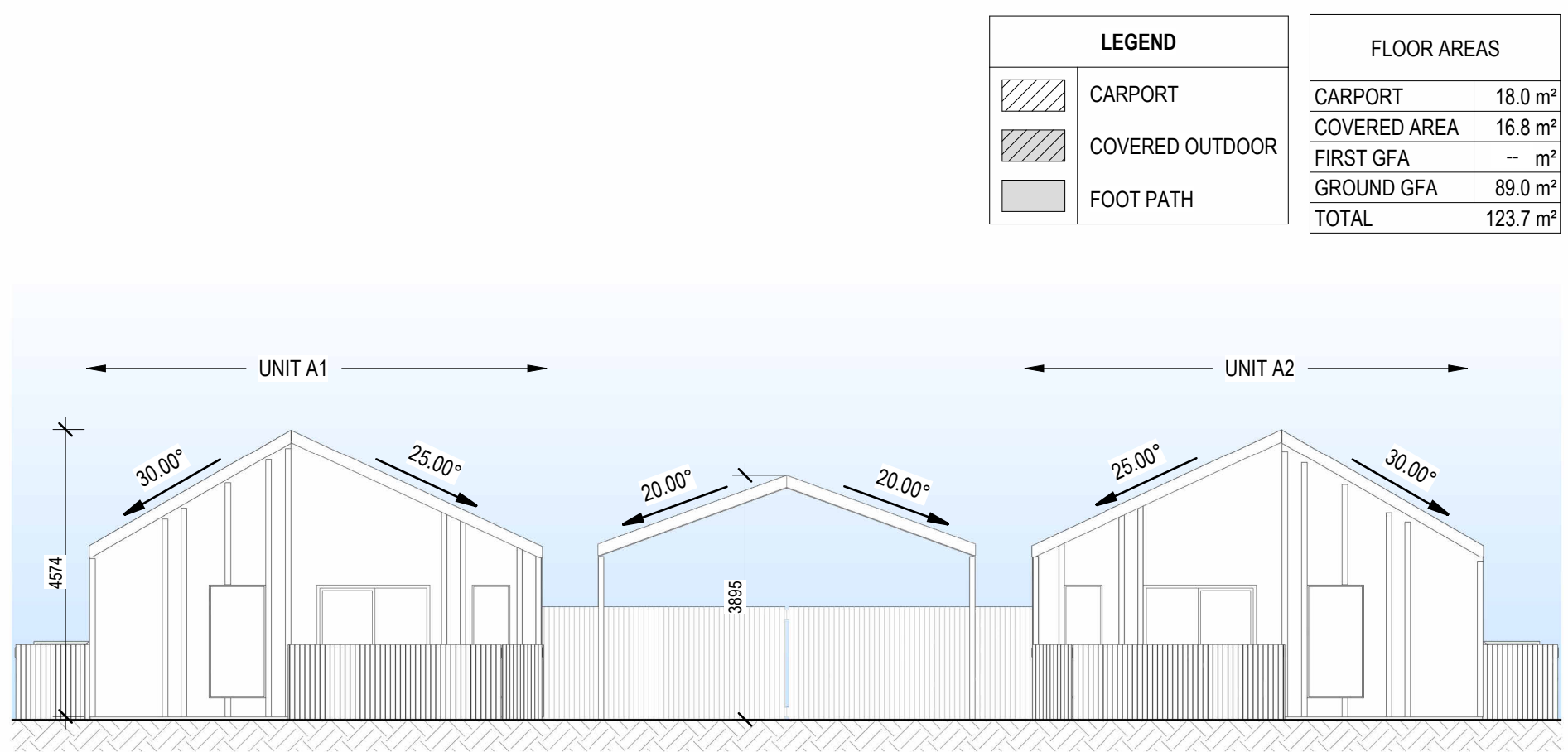
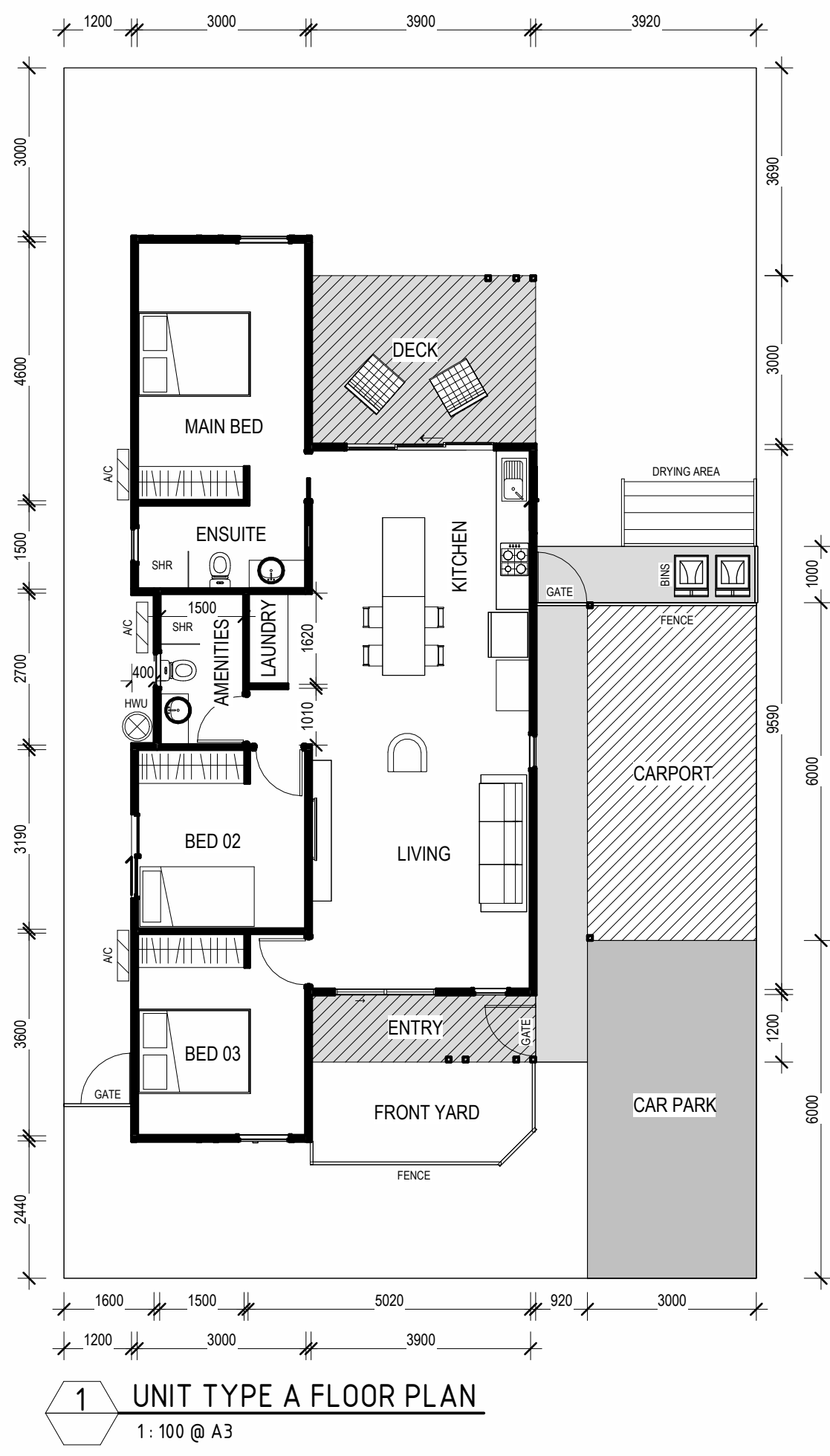
drawn Author	date NOV 22	scale
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job no: KP-015	drawing no: SK-007	rev 18
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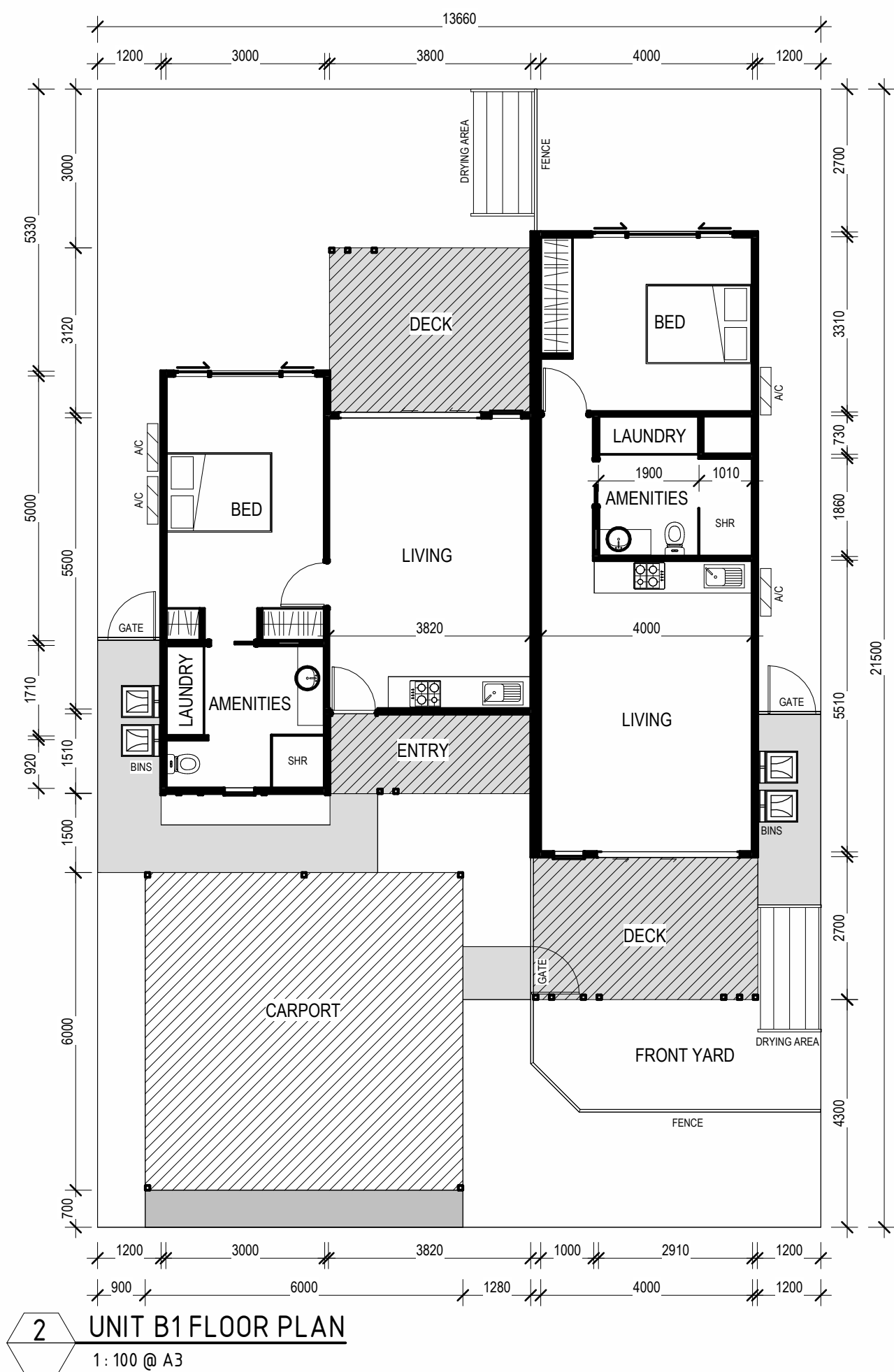
drawing title:  
**UNIT A - FLOOR PLAN+ELEVATION**

drawing no: **SK-008** project no: **KP-015**

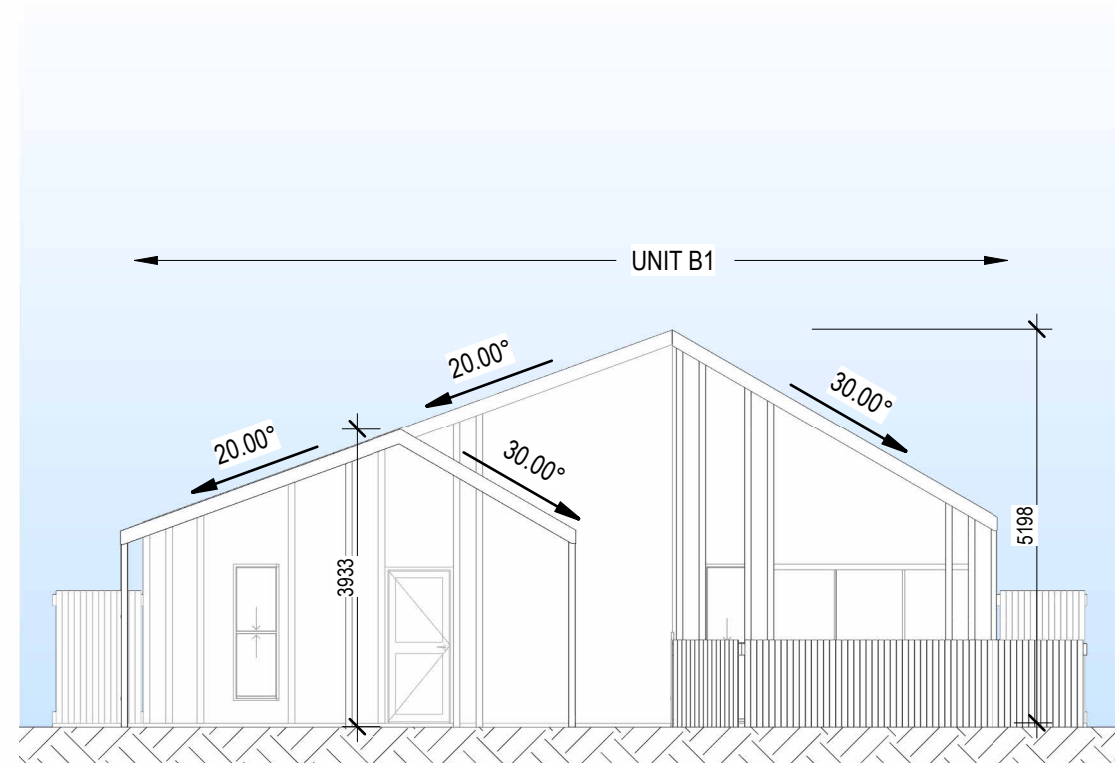
project: <b>NEW UNIT DEVELOPMENT</b>		<b>A3 DRAWING</b> NOTED SCALES RELATE TO A3 DRAWINGS		<b>REVISIONS</b>		<b>PRELIMINARY SKETCH PLANS:</b> If the drawings are labelled and issued 'preliminary', below, they are not suitable for Building Application, tender or construction purposes! The intent of preliminary sketch plans are only for presenting the concept for the specific project to the client as nominated in the title sheet.		 <b>design + architecture</b> abn: 80167978832 Pty.Ltd.		<b>ISSUED FOR</b> <b>PRELIMINARY</b>		
location: 192 DEAN STREET, LOT 24 RP607814 + 8 RP607712		client: KPG		REV	DESCRIPTION	DATE	COPYRIGHT & LIABILITY: These drawings, concepts and designs are copyrighted and the property of DESIGNANDARCHITECTURE and not to be used for any other reason without the consent or permission of designandarchitecture PTY.LTD. (ACN 167 978 832)		044 968 2924 <a href="http://www.designaa.com.au">www.designaa.com.au</a>		scale 1 : 100	rev <b>1</b>
				15	PRELIMINARY	11/11/2022	DESIGNANDARCHITECTURE accept no responsibility for the accuracy, completeness of electronically transferred documents.		design@designaa.com.au		date NOV 22	
				17	PRELIMINARY	16/11/2022			reg no:4610		drawn CC	
				18	PRELIMINARY	24/11/2022						
				19	PRELIMINARY	30/11/2022						

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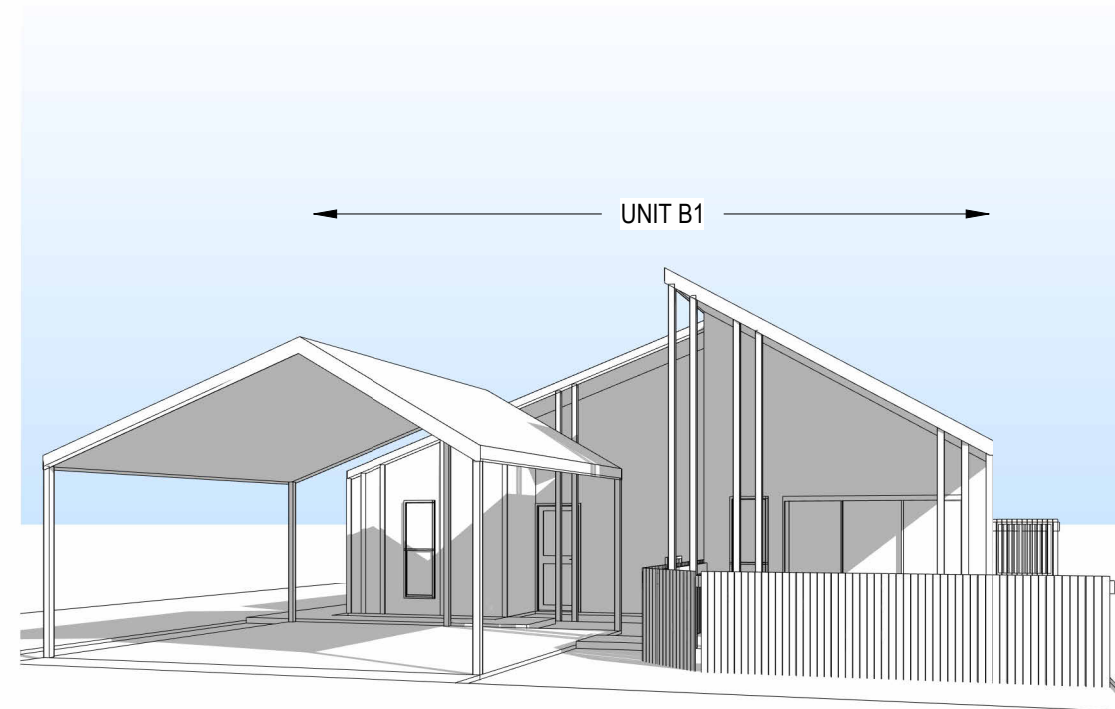
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2 UNIT B1 FLOOR PLAN  
1: 100 @ A3



1 UNIT B1 ELEVATION  
1: 100 @ A3



3 UNIT B1 FRONT VIEW  
@ A3

FLOOR AREAS	
CARPORT .1	18.0 m <sup>2</sup>
CARPORT .2	18.0 m <sup>2</sup>
COVERED OUTDOOR .1	17.6 m <sup>2</sup>
COVERED OUTDOOR .2	11.6 m <sup>2</sup>
FIRST GFA	-- m <sup>2</sup>
GROUND GFA .1	47.0 m <sup>2</sup>
GROUND GFA .2	50.5 m <sup>2</sup>
TOTAL	162.6 m <sup>2</sup>

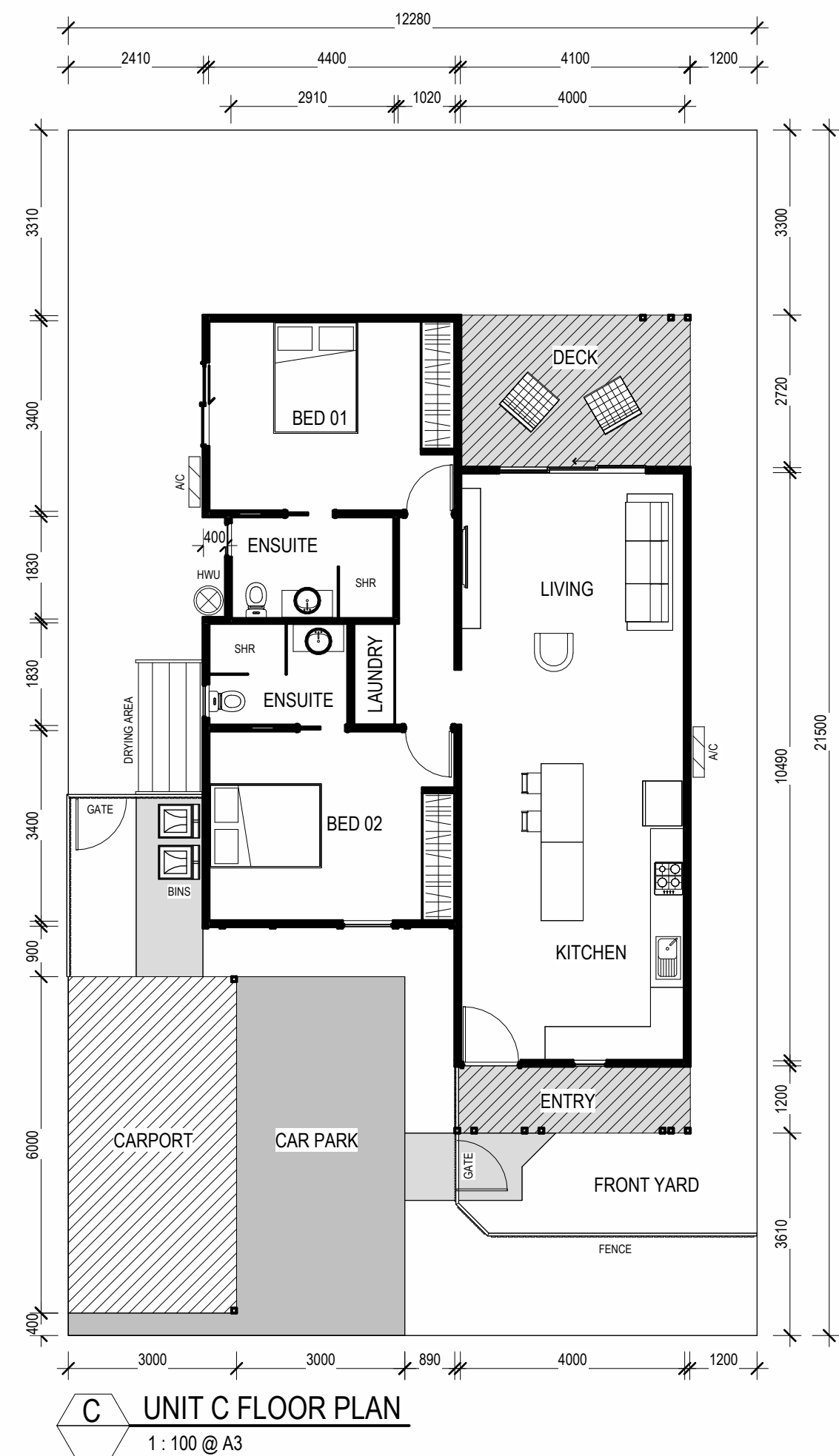
LEGEND	
	CARPORT
	COVERED OUTDOOR
	FOOT PATH

drawing title:  
UNIT B - FLOOR PLAN+ELEVATION

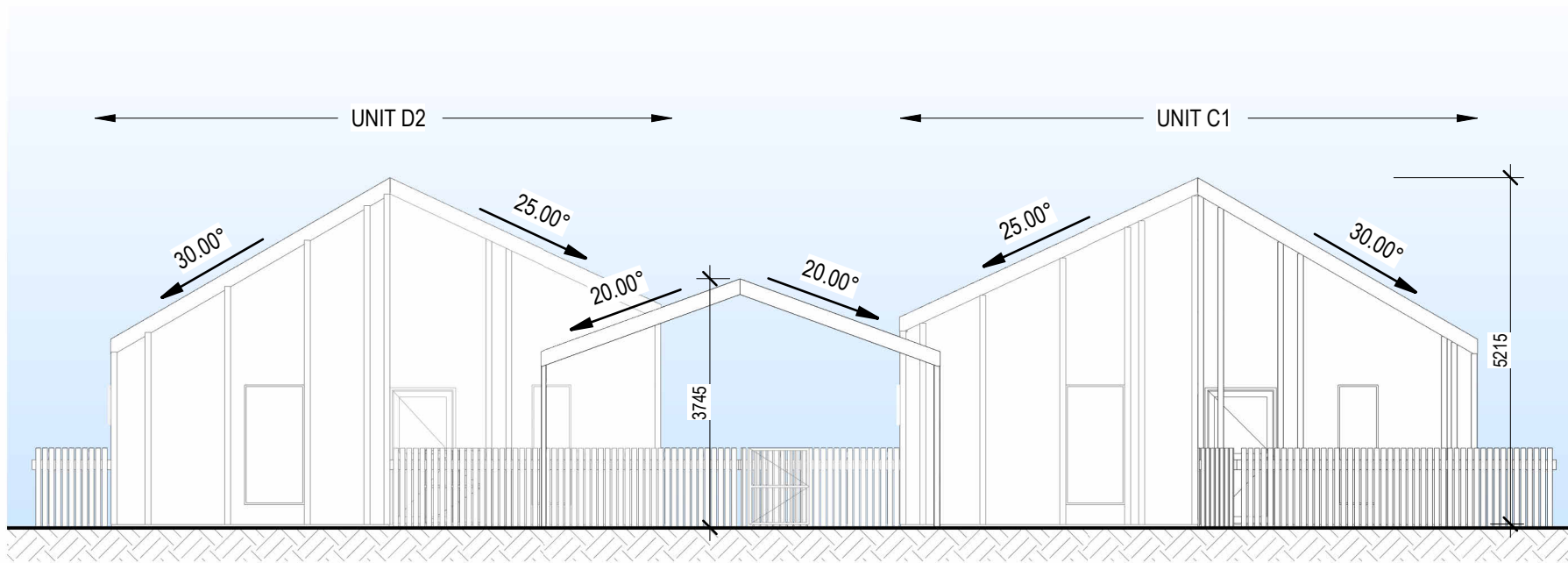
drawing no: SK-009 project no: KP-015

project: NEW UNIT DEVELOPMENT		A3 DRAWING NOTED SCALES RELATE TO A3 DRAWINGS		REV 15 17 18 19		REVISIONS DESCRIPTION PRELIMINARY PRELIMINARY PRELIMINARY PRELIMINARY		DATE 11/11/2022 16/11/2022 24/11/2022 30/11/2022		PRELIMINARY SKETCH PLANS: If the drawings are labelled and issued 'preliminary', below, they are not suitable for Building Application, tender or construction purposes! The intent of preliminary sketch plans are only for presenting the concept for the specific project to the client as nominated in the title sheet. COPYRIGHT & LIABILITY: These drawings, concepts and designs are copyrighted and the property of DESIGNANDARCHITECTURE and not to be used for any other reason without the consent or permission of designandarchitecture PTY.LTD. (ACN 167 978 832) DESIGNANDARCHITECTURE accept no responsibility for the accuracy, completeness of electronically transferred documents. NEVER SCALE OF DRAWINGS, IF IN DOUBT, ASK!		 design + architecture abn: 80167978832 Pty.Ltd.		ISSUED FOR PRELIMINARY	
location: 192 DEAN STREET, LOT 24 RP607814 + 8 RP607712		client: KPG										scale 1 : 100		rev 19	
												date NOV 22			
												drawn CC			

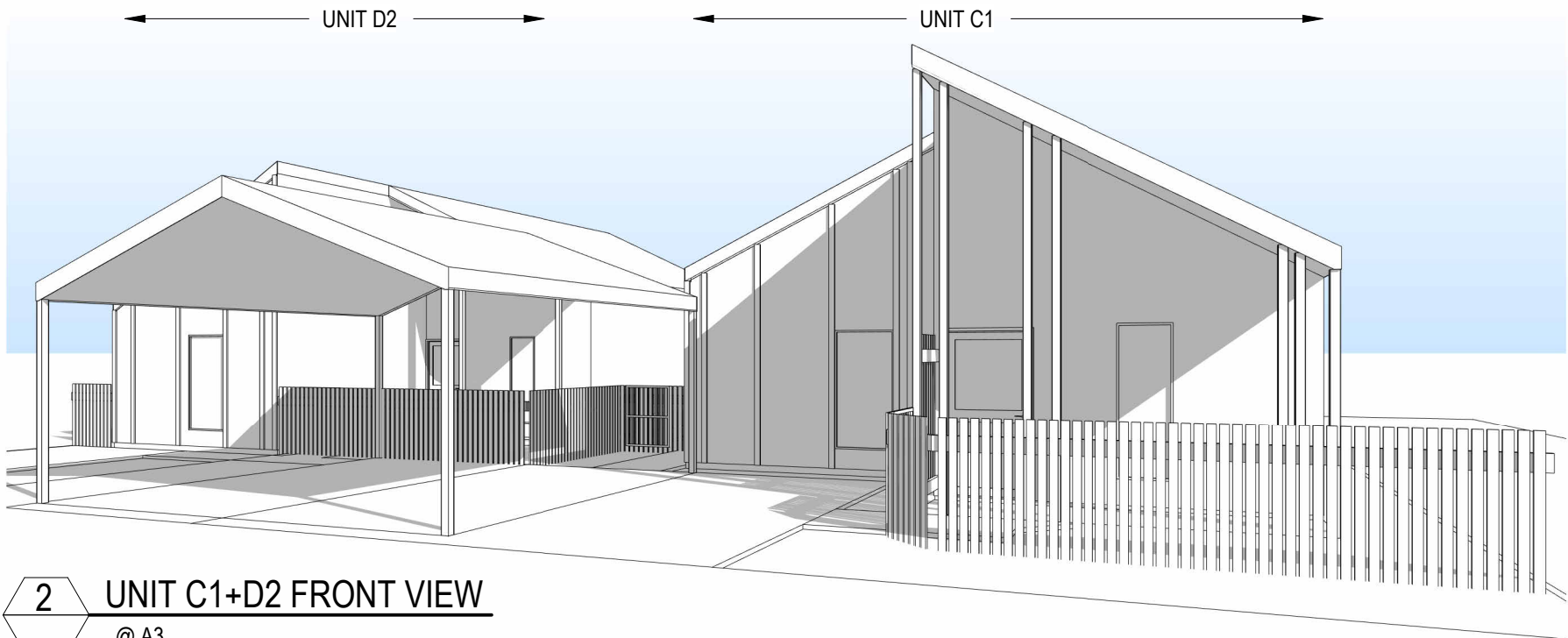
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C UNIT C FLOOR PLAN  
1 : 100 @ A3



1 UNIT C1+D2 ELEVATION  
1 : 100 @ A3



2 UNIT C1+D2 FRONT VIEW  
@ A3

LEGEND	
	CARPORT
	COVERED OUTDOOR
	FOOT PATH

FLOOR AREAS	
CARPORT	18.0 m <sup>2</sup>
COVERED OUTDOOR	16.2 m <sup>2</sup>
FIRST GFA	-- m <sup>2</sup>
GROUND GFA	93.0 m <sup>2</sup>
TOTAL	127.2 m <sup>2</sup>

drawing title:  
UNIT C - FLOOR PLAN+ELEVATION

drawing no: SK-010 project no: KP-015

project: NEW UNIT DEVELOPMENT	
location: 192 DEAN STREET, LOT 24 RP607814 + 8 RP607712	client: KPG

REV	DESCRIPTION	DATE
15	PRELIMINARY	11/11/2022
17	PRELIMINARY	16/11/2022
18	PRELIMINARY	24/11/2022
19	PRELIMINARY	30/11/2022

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date NOV 22	19
drawn CC	

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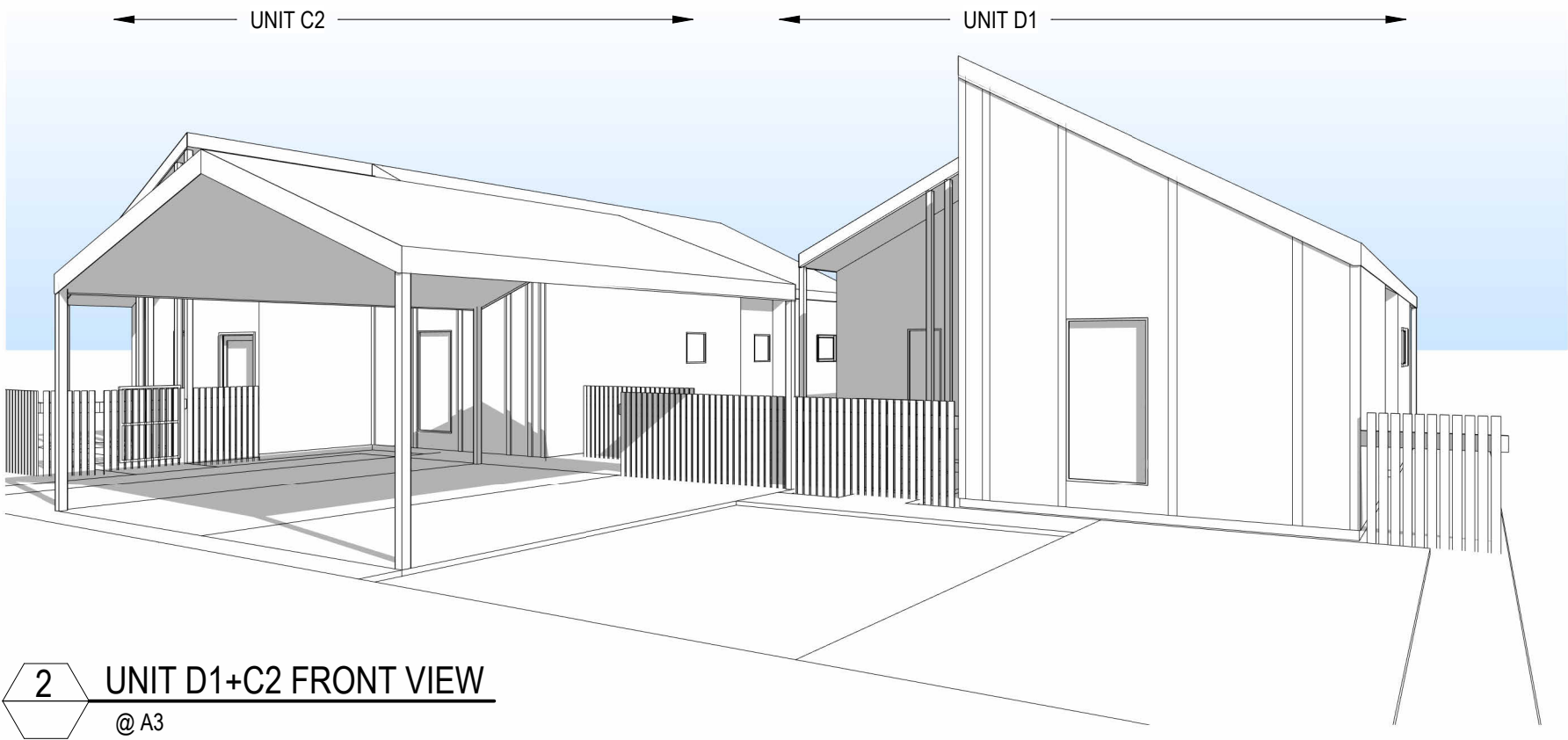
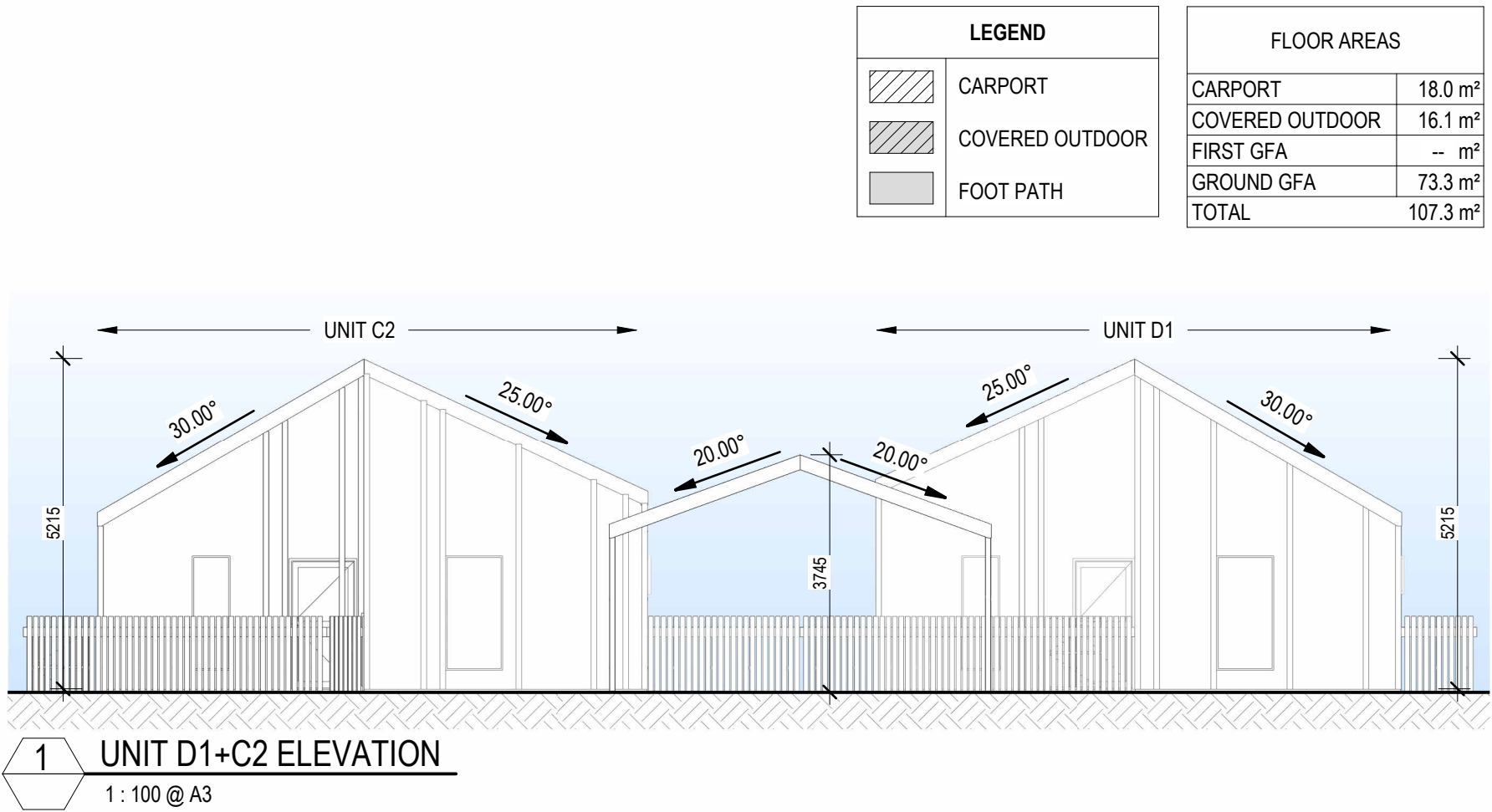
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D  
UNIT D1 FLOOR PLAN  
1 : 100 @ A3

drawing title:  
UNIT D - FLOOR PLAN+ELEVATION

drawing no: SK-011 project no: KP-015



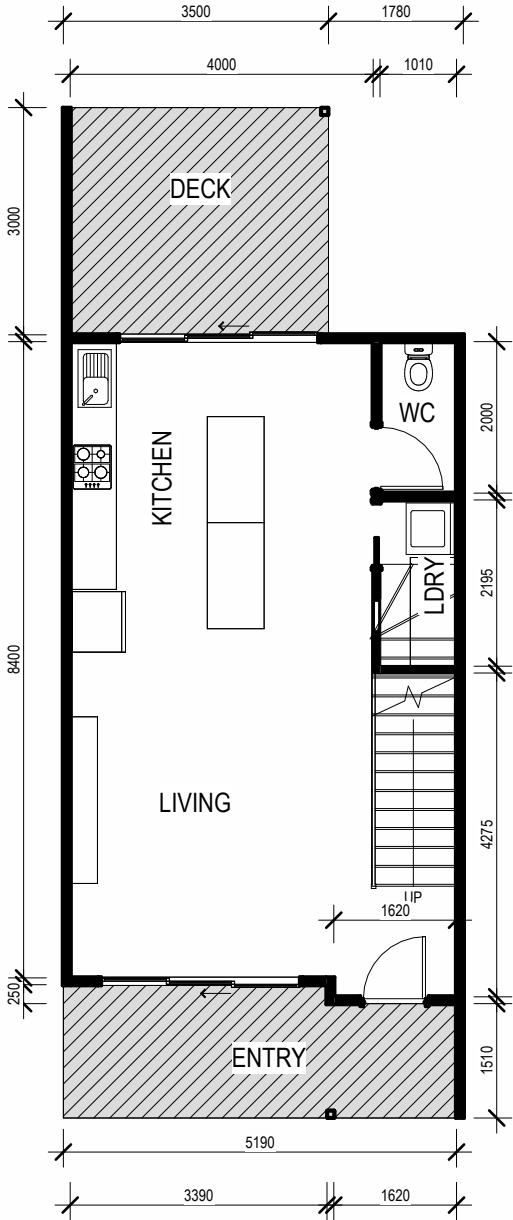
project: <b>NEW UNIT DEVELOPMENT</b>		<b>A3 DRAWING</b> NOTED SCALES RELATE TO A3 DRAWINGS		<b>REVISIONS</b>		<b>PRELIMINARY SKETCH PLANS:</b> If the drawings are labelled and issued 'preliminary', below, they are not suitable for Building Application, tender or construction purposes! The intent of preliminary sketch plans are only for presenting the concept for the specific project to the client as nominated in the title sheet.		 abn: 80167978832 Pty.Ltd.		<b>ISSUED FOR PRELIMINARY</b>	
location: 192 DEAN STREET, LOT 24 RP607814 + 8 RP607712		client: KPG		REV 15 17 18 19	DESCRIPTION PRELIMINARY PRELIMINARY PRELIMINARY PRELIMINARY	DATE 11/11/2022 16/11/2022 24/11/2022 30/11/2022	<b>COPYRIGHT &amp; LIABILITY:</b> These drawings, concepts and designs are copyrighted and the property of DESIGNANDARCHITECTURE and not to be used for any other reason without the consent or permission of designandarchitecture PTY.LTD. (ACN 167 978 832)  DESIGNANDARCHITECTURE accept no responsibility for the accuracy, completeness of electronically transferred documents.  NEVER SCALE OF DRAWINGS, IF IN DOUBT, ASK!		scale 1 : 100		rev
								044 968 2924 www.designaa.com.au		date NOV 22	
								design@designaa.com.au reg no:4610		drawn CC	
										19	

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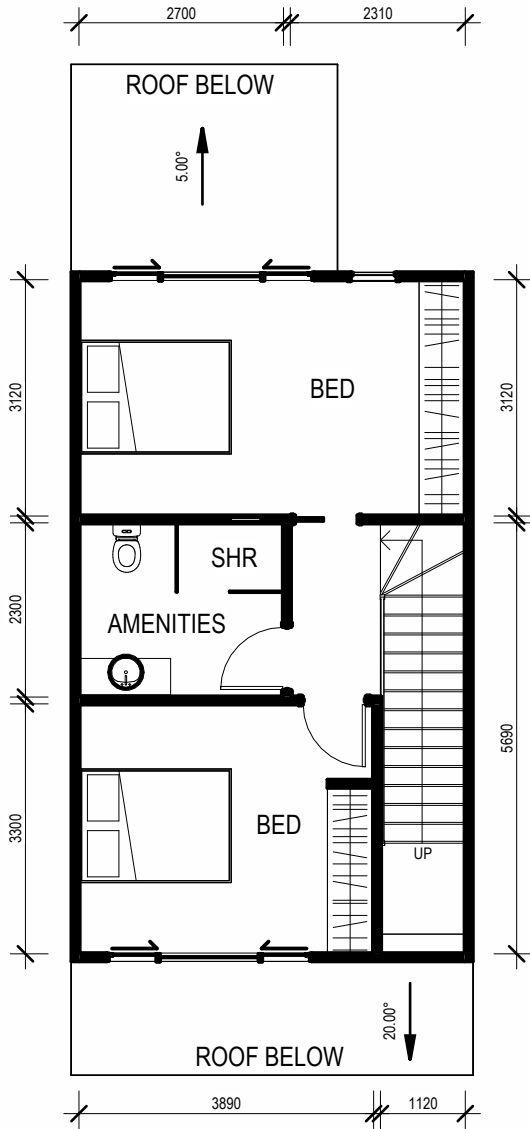


FLOOR AREAS	
COVERED OUTDOOR	19.3 m²
FIRST GFA	47.9 m²
GROUND GFA	45.8 m²
TOTAL	113.0 m²

LEGEND	
<div></div>	COVERED OUTDOOR



1 GROUND  
1 : 100 @ A3



2 FIRST  
1 : 100 @ A3



3 UNIT E1 ELEVATION  
1 : 100 @ A3



4 UNIT E1 FRONT VIEW  
@ A3

drawing title:  
UNIT E - FLOOR PLAN + ELEVATION

drawing no: SK-012      project no: KP-015

project: A3 DRAWING NOTED SCALES RELATE TO A3 DRAWINGS

NEW UNIT DEVELOPMENT

location:  
192 DEAN STREET, LOT 24  
RP607814 + 8 RP607712

client:  
KPG

REV	DESCRIPTION	DATE
15	PRELIMINARY	11/11/2022
17	PRELIMINARY	16/11/2022
18	PRELIMINARY	24/11/2022

PRELIMINARY SKETCH PLANS:  
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ISSUED FOR	
PRELIMINARY	
scale 1 : 100	rev
date NOV 22	18
drawn CC	



## Confirmation Notice

PLANNING ACT 2016, PART 1 OF THE DEVELOPMENT  
ASSESSMENT RULES

Application number:	<b>D/170-2022</b>	<i>For further information regarding this notice, please contact:</i>	Brendan Standen
Date application properly made:	<b>16 December 2022</b>	Phone:	07 4936 8099

### 1. APPLICANT DETAILS

Name:	<b>Kele Property Group (Qld) Pty Ltd</b>		
Postal address:	<b>C/- Gideon Town Planning PO BOX 450 ROCKHAMPTON QLD 4700</b>		
Contact number:	0402 066 532	Email:	<a href="mailto:info@gideontownplanning.com.au">info@gideontownplanning.com.au</a>

### 2. PROPERTY DESCRIPTION

Street address:	192 Dean Street, Berserker
Real property description:	Lot 8 on RP607712 and Lot 24 on RP607814

### 3. OWNER DETAILS

Name:	Kele Property Group (Qld) Pty Ltd
Postal address:	PO BOX 449 ROCKHAMPTON QLD 4700

### 4. DEVELOPMENT APPROVAL SOUGHT

**Development Permit for Material Change of Use for a Multiple Dwelling (64 Dwellings)**

### 5. APPLICATION TYPE

	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"/>

### 6. REFERRAL AGENCIES

Based on the information accompanying the lodged application, in accordance with the *Planning Regulation 2017*, referral to the following Referral Agencies is required.

For an application involving	Name of agency	Role of Agency	Contact Details
<b>STATE TRANSPORT INFRASTRUCTURE (Generally)</b>			
<i>Schedule 10, Part 9, Division 4, Subdivision 1, Table 1 – Aspect of development stated in schedule 20</i>			

<p>Development application for an aspect of development stated in schedule 20 that is assessable development under a local categorising instrument or section 21, if—</p> <p>(a) the development is for a purpose stated in schedule 20, column 1 for the aspect; and</p> <p>(b) the development meets or exceeds the threshold—</p> <p>(i) for development in local government area 1—stated in schedule 20, column 2 for the purpose; or</p> <p>(ii) for development in local government area 2—stated in schedule 20, column 3 for the purpose; and</p> <p>(c) for development in local government area 1—the development is not for an accommodation activity or an office at premises wholly or partly in the excluded area</p> <p>However, if the development is for a combination of purposes stated in the same item of schedule 20, the threshold is for the combination of purposes and not for each individual purpose.</p>	<p>The chief executive of the department in which the <i>Planning Act 2016</i> is administered:</p> <p>State Development, Infrastructure, Local Government and Planning (State Assessment and Referral Agency Department)</p>	<p>Concurrence</p>	<p><u>In person:</u> Level 2, 209 Bolsover Street, Rockhampton City</p> <p><u>Online lodgement using MyDAS2:</u> <a href="https://prod2.dev-assess.qld.gov.au/suite/">https://prod2.dev-assess.qld.gov.au/suite/</a></p> <p><u>Email:</u> <a href="mailto:RockhamptonSARA@dsdilgp.qld.gov.au">RockhamptonSARA@dsdilgp.qld.gov.au</a></p> <p><u>Postal:</u> PO Box 113 Rockhampton Qld 4700</p>
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It is the responsibility of the applicant to give within 10 business days each referral agency a copy of -

- the application (including application form and supporting material);
- this confirmation notice; and
- any applicable concurrence agency application fee (refer to the *Planning Regulation* to confirm the applicable referral agencies).

**The applicant must provide written advice to Council (as the Assessment Manager) of the day on which this action was completed.**

## 7. IMPACT ASSESSMENT

Will Impact Assessment be required?	<b>YES</b>
The whole of the application must be publicly notified under the provisions of Part 4 of the Development Assessment Rules by:	
<ul style="list-style-type: none"> <li>- Publishing a notice at least once in a newspaper circulating generally in the locality of the premises which are the subject of the application; and</li> <li>- Placing a notice on the premises which are the subject of the application. The notice must remain on the premises for the period of time up to and including the stated day; and</li> <li>- Giving a notice to all owners of any lots adjoining the premises which are the subject of the application.</li> </ul>	

## 8. PUBLIC NOTIFICATION DETAILS

The application requires public notification which must be undertaken in accordance with Section 53 of the *Planning Act 2016* and Part 4 of the Development Assessment Rules.

## 9. INFORMATION REQUEST


A further information request may be made by the assessment manager. Regardless of this advice, any concurrence agency for the application may make an information request.

#### 10. SUPERSEDED PLANNING SCHEME

Is the application to be assessed under a Superseded Planning Scheme?	<b>NO</b>
---	-----------

**You are further advised that the truth and accuracy of the information provided in the application form and accompanying information is relied on when assessing and deciding this application. If you find an INACCURACY in any of the information provided above or have a query or seek clarification about any of these details, please contact Council's Development Assessment Unit.**

#### 11. ASSESSMENT MANAGER

Name: <b>Brendan Standen</b> <b><u>PRINCIPAL</u></b> <b><u>PLANNING OFFICER</u></b>	Signature: 	Date: 3 January 2023
---	--	----------------------





Our reference: 2301-32769 SRA  
Council reference: D/170-2022  
Your reference: -

12 January 2023

Kele Property Group (Qld) Pty Ltd  
PO Box 450  
ROCKHAMPTON QLD 4700  
gg@gideontownplanning.com.au

Attention: Mr Gideon Genade

Dear Kele Property Group (Qld) Pty Ltd

**Referral confirmation notice**

(Given under section 7 of the Development Assessment Rules)

The development application described below is taken to be properly referred to the State Assessment and Referral Agency (SARA) under Part 2: Referral of the Development Assessment Rules.

**Location details**

---

Street address:	192 Dean Street, Berserker; 192 Dean Street, Berserker
Real property description:	24RP607814; 8RP607712
Local government area:	Rockhampton Regional Council

**Application details**

---

Development permit	Material change of use for Multiple Dwelling (64 Dwellings)
--------------------	---

The referral confirmation period ended on 12 January 2023. SARA's assessment will be under the following provisions of the Planning Regulation 2017:

- 10.9.4.1.1.1 Infrastructure - state transport infrastructure

For further information please contact Carl Porter, Principal Planning Officer, on 07 4924 2918 or via email [RockhamptonSARA@dsdilgp.qld.gov.au](mailto:RockhamptonSARA@dsdilgp.qld.gov.au) who will be pleased to assist.

Yours sincerely

Thomas Gardiner  
Principal Planning Officer

cc Rockhampton Regional Council, [enquiries@rrc.qld.gov.au](mailto:enquiries@rrc.qld.gov.au)

17 January 2023

Our reference: D/170-2022  
Enquiries to: Brendan Standen  
Telephone: 07 4936 8099

Kele Property Group (Qld) Pty Ltd  
C/- Gideon Town Planning  
PO BOX 450  
ROCKHAMPTON QLD 4700

Dear Sir/Madam

**INFORMATION REQUEST – DEVELOPMENT APPLICATION D/170-2022 FOR MATERIAL CHANGE OF USE FOR MULTIPLE DWELLING (64 DWELLINGS) – SITUATED AT 192 DEAN STREET, BERSERKER – DESCRIBED AS LOT 8 ON RP607712 AND LOT 24 ON RP607814**

Council refers to your application received by Council on 16 December 2022. Council officers have undertaken a detailed assessment of the development application and require you to provide further information to address the following issues:

**1.0 PLANNING**

- 1.1 Provide updated proposal plans showing a reduced dwelling density over Lot 24 on RP607814, which is closer to one (1) unit per 400m<sup>2</sup> of site area for that lot, in accordance with AO19.1 of the Low Density Residential Zone Code.

Council acknowledges collectively dwelling density for the whole site is approximately one per 400m<sup>2</sup>; however, Lot 8 is constrained and contains only 9 of the proposed 64 dwellings with the concentration of dwellings over Lot 24.

**Note:** Council encourages where dwelling density is reduced that existing established trees be retained, or additional shade trees and communal and private open space be provided.

- 1.2 Provide updated proposal plans that show a secondary vehicle access from either Stamford Street or Edington Street. A secondary vehicle access will assist in the integration of the proposed development with existing neighbourhoods in compliance with Overall Outcome (2)(l) of the Low Density Residential Zone Code.

**Note:** Updated technical reporting will need to be provided for any new or changed vehicle crossovers.

- 1.3 Provide updated proposal plans that show a minimum of (1) covered parking space for each dwelling (units 'E1' and 'E2') in accordance with AO5.1 of the Access, Parking and Transport Code.

**Note:** Council may accept shade trees in lieu of a carport or similar.

- 1.4 Provide an updated site plan that shows the setbacks from the outer most projection of the proposed units to the northern, southern and western site boundaries, including units 'E1' (if retained). To the extent any setbacks do not comply with AO13.1 of the Low Density Residential Zone Code the proposal plans should either be amended to comply, or further justification provided against PO13.

- 1.5 Provide an updated Landscape Plan that shows proposed landscaping for the whole development, rather than only part of the development.

Landscaping must be provided in accordance with the provisions of the Low Density Residential Zone Code and Landscape Code. The Landscape Plan should be amended to include (but not limited to):

- Landscaping along the Dean Street frontage to comply with AO6.5 of the Landscape Code
  - Shade trees adjoining uncovered car parking spaces (for units with any covered car parking spaces) to comply with AO11.1-11.6).
- 1.6 Provide a Waste Management Plan for the proposed development, prepared in accordance with the requirements in the Waste Management Code of the *Rockhampton Region Planning Scheme 2015* (v2.2). The Plan should consider waste collection, storage, disposal and cleaning facilities.
- 1.7 Provide updated site plan demonstrating provision for bicycle parking and end of trip facilities in accordance with AO18.1

## 2.0 ENGINEERING

- 2.1 Traffic count information provided by Council was conducted in 2020 and the peak hour traffic volumes are provided in 1 – 7 day average below. However, it is noted the peak hour traffic volumes for the weekday average (1 – 5 day) is comparatively higher than the 7-day average volumes (please see following table).

Peak hour traffic volume	AM Peak (8:00 – 9:00)		PM Peak (15:00 – 16:00)	
	1-7 Day Average	1-5 Day Average	1-7 Day Average	1-5 Day Average
Northbound	386.5	459.4	395.9	446.4
Southbound	405.1	469.1	368.7	396.3
Total	<b>791.6</b>	<b>928.5</b>	<b>764.6</b>	<b>842.7</b>

It is evident that Dean Street is very busy and congested in the weekday peak hour scenario due to nearby school traffic. Hence, it is Council's belief the proposed BAL treatment at the access point may not be adequate to service the development during the weekday peak hour and a AUL treatment may be required. The Applicant is requested to reconsider the proposed access treatment to satisfy this requirement.

- 2.2 Provide information as how to prevent vehicles turning right onto Dean Street from the site, crossing two southbound lanes. Further, provide details as how to prevent vehicles turning right onto the development site from Dean Street crossing the above-mentioned southbound lanes.
- 2.3 Council is reluctant to approve the proposed U-turn facility at the Dean Street/Elphinstone Street traffic signals due to safety concerns and insufficient room to accommodate the U-turn movement satisfactorily.

Council recommends the Applicant consider a secondary access from Stamford Street to facilitate northbound vehicles from the site. This access may also be used as an emergency access point for the proposal

- 2.4 Provide an updated Stormwater Management Plan that identifies and includes all external catchments and demonstrates how the proposal will accommodate overland flows. The amended Stormwater Management Plan must provide solutions to mitigate any impacts external to the site.

**Note:** Minor overland flows occur within the site from some of the northern adjoining properties to Lot 24 on RP607814.

2.5 It is noted that a 600-millimetre (mm) diameter stormwater pipe structure is located on the western side of Dean Street and a 375mm diameter stormwater pipe structure is located on eastern side approximately 30 metres south of the site. Council believe Stormwater Quality Improvement Devices (SQIDs) can be used to achieve the *State Planning Policy July 2017* (SPP) design objectives. SQIDs can be used to achieve SPP water quality targets in full. Please amend the water quality treatment system to satisfy this requirement

2.6 Provide an electronic copy of the MUSIC model to Council for review

Under section 13 of the Development Assessment Rules, the Applicant has three (3) options available in response to this information request. The Applicant must give the Assessment Manager:

1. all of the information requested; or
2. part of the information requested, together with a notice requiring the Assessment Manager and each referral agency to proceed with the assessment of the application; or
3. a notice:
  - i. stating the Applicant does not intend to supply any of the information requested; and
  - ii. requiring the Assessment Manager and each referral agency to proceed with the assessment of the application.

Response to this further information request should be forwarded to:

[General.Enquiries@rrc.qld.gov.au](mailto:General.Enquiries@rrc.qld.gov.au) or;  
Development Assessment Section  
Rockhampton Regional Council  
PO Box 1860  
ROCKHAMPTON QLD 4700

A response needs to be received within a period of three (3) months from the date of this letter, In accordance with section 68 (1) of the *Planning Act 2016* and sections 12 and 13 of the Development Assessment Rules. Please forward your response to this information request to Council at your earliest convenience, in order for the assessment of your application to progress further.

Should you have any queries regarding the above information request, please contact the undersigned on 07 4936 8099.

Yours faithfully



Brendan Standen  
Principal Planning Officer  
Planning and Regulatory Services



**Information Request Response Form**  
**(to be returned to the Assessment Manager with the response)**

I \_\_\_\_\_ choose to respond to the Assessment Manager's  
Information Request:

☐ in full;

OR

☐ in part, with this notice requiring the Assessment Manager and each referral  
agency to proceed with the assessment of the application;

OR

☐ stating that I do not intend to supply any of the information requested; and  
requiring the Assessment Manager and each referral agency to proceed with the  
assessment of the application.

A copy of the response to the Assessment Manager's information request has been provided  
to all Referral Agencies nominated on the Confirmation Notice.

I understand the requirements of this Information Request as listed above.

Signed : \_\_\_\_\_ Date : \_\_\_\_\_

Position : \_\_\_\_\_

# Development Assessment Rules—Representations about a referral agency response

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

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

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### 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.<sup>2</sup>
- 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.

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<sup>1</sup> Pursuant to Section 68 of the *Planning Act 2016*

<sup>2</sup> 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.<sup>3</sup>

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<sup>3</sup> 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.



SARA reference: 2301-32769 SRA  
Council reference: D/170-2022  
Applicant reference: -

15 February 2023

Chief Executive Officer  
Rockhampton Regional Council  
PO Box 1860  
Rockhampton QLD 4700  
enquiries@rrc.qld.gov.au

Attention: Brendan Standen

Dear Sir/Madam

## SARA referral agency response—192 Dean Street, Berserker

(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 10 January 2023.

### Response

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Outcome:	Referral agency response - No requirements Under section 56(1)(a) of the <i>Planning Act 2016</i> , SARA advises it has no requirements relating to the application.
Date of response:	15 February 2023
Advice:	Advice to the applicant is in <b>Attachment 1</b>
Reasons:	The reasons for the referral agency response are in <b>Attachment 2</b>

### Development details

---

Description:	Development permit	Material change of use for Multiple Dwelling (64 Dwellings)
SARA role:	Referral agency	
SARA trigger:	Schedule 10, Part 9, division 4, subdivision 1, table 1 (Planning Regulation 2017)—State transport infrastructure generally Development application for a material change of use for an aspect of development stated in Schedule 20: Development impacting on State transport infrastructure and thresholds	



SARA reference: 2301-32769 SRA

Assessment manager: Rockhampton Regional Council

Street address: 192 Dean Street, Berserker; 192 Dean Street, Berserker

Real property description: 24RP607814; 8RP607712

Applicant name: Kele Property Group (Qld) Pty Ltd

Applicant contact details: PO Box 450  
Rockhampton QLD 4700  
gg@gideontownplanning.com.au

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

## Representations

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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 3**.

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

For further information please contact Carl Porter, Principal Planning Officer, on 07 4924 2918 or via email [RockhamptonSARA@dasilgp.qld.gov.au](mailto:RockhamptonSARA@dasilgp.qld.gov.au) who will be pleased to assist.

Yours sincerely



Anthony Walsh  
Manager Planning

cc Kele Property Group (Qld) Pty Ltd, [gg@gideontownplanning.com.au](mailto:gg@gideontownplanning.com.au)

enc Attachment 1 - Advice to the applicant  
Attachment 2 - Reasons for referral agency response  
Attachment 3 - Representations about a referral agency response provisions

## Attachment 1—Advice to the applicant

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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 2—Reasons for referral agency response**

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

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

- The proposed development is for multiple dwellings (64 dwellings)
- The assessment benchmark for the development application is State Code 6 of the State Development Assessment Provisions (v3.0).
- The proposed development complies with the relevant parts of State Code 6.

### **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 3— Representations about a referral agency response provisions**

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24 March 2023

Rockhampton Regional Council  
PO BOX 1860  
Rockhampton City 4700

Attention: Brendan Standen  
Via Email: [developmentadvice@rrc.qld.gov.au](mailto:developmentadvice@rrc.qld.gov.au)



Dear Brendan,

**RESPONSE TO INFORMATION REQUEST – DEVELOPMENT APPLICATION D/170-2022 FOR A MATERIAL CHANGE OF USE FOR MULTIPLE DWELLING (60 DWELLINGS) – SITUATED AT 192 DEAN STREET, BERSERKER – DESCRIBED AS LOT 8 ON RP607712 AND LOT 24 ON RP607814**

On behalf of our client **Kele Property Group (Qld) Pty Ltd**, and in accordance with part 3, section 13 of the Development Assessment Rules, we provide a response to all items included in the Information Request issued by Rockhampton Regional Council on 17 January 2023.

Should Council require any further discussion on this matter, please do not hesitate to contact me on 0402066532 or [gg@gideontownplanning.com.au](mailto:gg@gideontownplanning.com.au).

Yours Faithfully,

A handwritten signature in dark ink, appearing to be 'GJ', with a long horizontal line extending to the right.

**Gideon Genade**  
Principal Town Planner

Encl.: Appendix A – Response to Information Request  
Appendix B – Proposal Plans  
Appendix C – Landscape Plans  
Appendix D – Waste Management Plan.  
Appendix E – Traffic Impact Assessment and Infrastructure Report.  
Appendix F – Stormwater Management Plan  
Appendix G – MUSIC Model

# APPENDIX A

## Response to Information Request

## 1.0 Planning

- 1.1 Provide updated proposal plans showing a reduced dwelling density over Lot 24 on RP607814, which is closer to one (1) unit per 400m<sup>2</sup> of site area for that lot, in accordance with AO19.1 of the Low Density Residential Zone Code.

Council acknowledges collectively dwelling density for the whole site is approximately one per 400m<sup>2</sup>; however, Lot 8 is constrained and contains only 9 of the proposed 64 dwellings with the concentration of dwellings over Lot 24.

Note: Council encourages where dwelling density is reduced that existing established trees be retained, or additional shade trees and communal and private open space be provided.

**RESPONSE:** Acceptable Outcome AO19.1 as contained in the states "*the number of dwellings does not exceed one (1) unit per 400 square metres total site area*".

The Rockhampton Region Planning Scheme 2015 (RRPS 2015) defines *Site Area* as "*that part of a lot or lots which are proposed to be used, is currently used, or is the subject of a development application*".

Both lots (Lot 8 on RP607712 and Lot 24 on RP607814) form part of the application and has a total site area of 25,250m<sup>2</sup>. Therefore a dwelling density of 63 units over the subject site would be consistent with the AO19.1.

An amended site layout has been prepared in response to the information request, proposing sixty (60) units consistent with the acceptable outcomes.

Refer to *Appendix B – Proposal Plans*.

*Appendix C – Landscape Plans*, includes extensive landscaping, including planting trees across the subject site.

- 1.2 Provide updated proposal plans that show a secondary vehicle access from either Stamford Street or Edington Street. A secondary vehicle access will assist in the integration of the proposed development with existing neighbourhoods in compliance with Overall Outcome (2)(i) of the Low Density Residential Zone Code.

Note: Updated technical reporting will need to be provided for any new or changed vehicle crossovers.

**RESPONSE:** Overall Outcome (2)(i) of the Low Density Residential Zone Code states: "*development maximises opportunities for surveillance, activation of street fronts, integration with surrounding streetscapes, and presents an attractive appearance to the street with variations in built form, shape and colour*".

The subject site has an active road frontage of 97m to Dean Street and secondary frontages of 17m and 19m, respectively, to Stamford and Edington Street.

The proposed development includes six (6) dwellings along the Dean Street road frontage. All six (6 units) are orientated toward Dean Street, with their primary indoor and outdoor living spaces addressing the road frontage. Given the relatively small road frontage to Stamford and Edington Street, combined with site constraints (flooding etc.) location of access driveways or orientation dwelling toward the frontages are not achievable. Refer to the additional response to secondary access under item 2.3 (below).

The established street trees along the Dean Street frontage will be maintained. This, combined with the design and orientation of the dwellings, ensure the development presents attractive to the primary street frontage.

- 1.3 Provide updated proposal plans that show a minimum of (1) covered parking space for each dwelling (units 'E1' and 'E2') in accordance with AO5.1 of the Access, Parking and Transport Code.

Note: Council may accept shade trees in lieu of a carport or similar.

**RESPONSE:** The development plans have been updated to include fully enclosed garages instead of carports for most units and carports for the double-storey units located at the rear of the site. Additional shade trees are also included in the landscape plans.

- 1.4 Provide an updated site plan that shows the setbacks from the outer most projection of the proposed units to the northern, southern and western site boundaries, including units 'E1' (if retained). To the extent any setbacks do not comply with AO13.1 of the Low Density Residential Zone Code the proposal plans should either be amended to comply, or further justification provided against PO13.

**RESPONSE:** The plans have been updated to include all relevant setbacks, all of which comply with AO13.1. Refer to *Appendix B – Proposal Plans*.

- 1.5 Provide an updated Landscape Plan that shows proposed landscaping for the whole development, rather than only part of the development. Landscaping must be provided in accordance with the provisions of the Low Density Residential Zone Code and Landscape Code. The Landscape Plan should be amended to include (but not limited to):

- Landscaping along the Dean Street frontage to comply with AO6.5 of the Landscape Code
- Shade trees adjoining uncovered car parking spaces (for units with any covered car parking spaces) to comply with AO11.1-11.6).

**RESPONSE:** The landscape plans have been updated. Refer to *Appendix C – Landscape Plans*.

- 1.6 Provide a Waste Management Plan for the proposed development, prepared in accordance with the requirements in the Waste Management Code of the Rockhampton Region Planning Scheme 2015 (v2.2). The Plan should consider waste collection, storage, disposal and cleaning facilities.

**RESPONSE:** A Waste Management Plan has been prepared for the proposed development. Refer to *Appendix D – Waste Management Plan*.

- 1.7 Provide updated site plan demonstrating provision for bicycle parking and end of trip facilities in accordance with AO18.1

**RESPONSE:** Each unit is provided with sufficient onsite space to accommodate bicycle parking. End-of-trip facilities are not deemed necessary.

## 2.0 Engineering

- 2.1 Traffic count information provided by Council was conducted in 2020 and the peak hour traffic volumes are provided in 1 – 7 day average below. However, it is noted the peak hour traffic volumes for the weekday average (1 – 5 day) is comparatively higher than the 7-day



average volumes. It is evident that Dean Street is very busy and congested in the weekday peak hour scenario due to nearby school traffic. Hence, it is Council's belief the proposed BAL treatment at the access point may not be adequate to service the development during the weekday peak hour and a AUL treatment may be required. The Applicant is requested to reconsider the proposed access treatment to satisfy this requirement.

**RESPONSE:** The traffic section in the TIA and infrastructure report has been revised to use the 1-5 day average for the peak hour traffic volumes as requested by Council. This still results in the BAL treatment being appropriate. Figure 6 has been added to the report showing the proposed treatment and how parking is still available on the frontage of 208 Dean Street. Refer to *Appendix E – Traffic Impact Assessment and Infrastructure Report*. As noted in the report, the expected peak traffic generation is estimated to be less than that of the previous use as a commercial site.

- 2.2 Provide information as how to prevent vehicles turning right onto Dean Street from the site, crossing two southbound lanes. Further, provide details as how to prevent vehicles turning right onto the development site from Dean Street crossing the above-mentioned southbound lanes.

**RESPONSE:** Double barrier lines will be installed in the centre of Dean Street to make the right turn movement into the site an illegal manoeuvre in accordance with the Queensland Road Rules. To prevent right turns out of the development, a traffic island with a "No Right Turn" R2-6 sign will be installed in the access road/driveway to make the right turn an illegal manoeuvre. The *Traffic Impact Assessment and Infrastructure Report (Appendix - E)* has been updated to include this.

- 2.3 Council is reluctant to approve the proposed U-turn facility at the Dean Street/Elphinstone Street traffic signals due to safety concerns and insufficient room to accommodate the U-turn movement satisfactorily.

Council recommends the Applicant consider a secondary access from Stamford Street to facilitate northbound vehicles from the site. This access may also be used as an emergency access point for the proposal.

**RESPONSE:** The *Traffic Impact Assessment and Infrastructure Report (Appendix - E)* has been updated to remove reference to the U-turn on Elphinstone Street. Traffic wishing to enter the development site from the south or exit and travel north is able to use local streets such as Stamford Street and Mostyn Street. The traffic increases in the surrounding local streets will be negligible and will be dispersed between a number of different streets.

Additional access is not considered necessary, and the single access was agreed upon with Council at the pre-lodgement meeting. Additional reasons to support this decision are as follows:

- The access to the site is wide enough (7m) that it is unlikely to be fully blocked, preventing emergency vehicle access. Providing two accesses to this scale of development is not required, given that there is an internal road for circulation.
- We have reviewed the site layout to see if the units can be relocated into the space south of the basin, but the location of the existing sewer and basin means that it is impractical to fit units here.
- Connecting to Edington Street would require crossing the major overland flow path. This would require an additional 70m of road, a significant culvert structure, and detailed flood modelling to ensure no impact on the surrounding area. In addition, it would require the removal of a number of units to make space for the road.

- Connecting to Stamford Street would require 63m of the additional road. The drainage structure in Stamford Street is only 7.5m east of the property boundary (not including the inlet transitions). This does not allow adequate space to fit a standard 6m wide road (as per the rest of the development) with kerb returns or a typical driveway. It is not practical to move the drainage structure as it is online of one of the twin 600dia RCPs. The only option is to fit a substandard access or one-way road, which significantly reduces the benefit of providing the second access. There are a number of concerns with constructing this road within the flooding zone overlay, and it may be difficult to avoid impacts to both the adjacent properties and the development. Furthermore, the road would require the removal of two units.
- The loss of revenue from losing units combined with the cost of additional roads would likely make the development not viable if second access is required.

**2.4 Provide an updated Stormwater Management Plan that identifies and includes all external catchments and demonstrates how the proposal will accommodate overland flows. The amended Stormwater Management Plan must provide solutions to mitigate any impacts external to the site.**

**Note:** Minor overland flows occur within the site from some of the northern adjoining properties to Lot 24 on RP607814.

**RESPONSE:** The *Stormwater Management Plan (Appendix - F)* has been revised to address the external catchment entering the site from the properties north of Lot RP607814.

**2.5 It is noted that a 600-millimetre (mm) diameter stormwater pipe structure is located on the western side of Dean Street and a 375mm diameter stormwater pipe structure is located on eastern side approximately 30 metres south of the site. Council believe Stormwater Quality Improvement Devices (SQIDs) can be used to achieve the State Planning Policy July 2017 (SPP) design objectives. SQIDs can be used to achieve SPP water quality targets in full. Please amend the water quality treatment system to satisfy this requirement.**

**RESPONSE:** The MUSIC water quality model has been reviewed, and the treatment from the existing grass swale through the site has now been added to the model. This results in the development achieving the water quality objectives in accordance with the State Planning Policy.

**2.6 Provide an electronic copy of the MUSIC model to Council for review**

**RESPONSE:** Refer to *Appendix G – MUSIC Model*.

# APPENDIX B

## Proposal Plans

# APPENDIX C

## Landscape Plans



# APPENDIX D

## Waste Management Plan

# APPENDIX E

## Traffic Impact Assessment and Infrastructure Report

# APPENDIX F

## Stormwater Management Plan

# APPENDIX G

## MUSIC Model



24 March 2023



Rockhampton Regional Council  
PO Box 1830  
ROCKHAMPTON QLD 4700

**ATTENTION:** Brendan Standen

Via Email: [DevelopmentAdvice@rrc.qld.gov.au](mailto:DevelopmentAdvice@rrc.qld.gov.au)

**RE: NOTICE OF INTENTION TO COMMENCE PUBLIC NOTIFICATION – D/170-2022 FOR MATERIAL CHANGE OF USE FOR A MULTIPLE DWELLING (60 DWELLINGS) – SITUATED AT 192 DEAN STREET, BERSERKER – DESCRIBED AS LOT 8 RP607712 AND LOT 24 RP607814**

In accordance with section 17.2 of the Development Assessment Rules, I intend to start the public notification required under section 17.1 on Monday 27<sup>th</sup> of March 2023.

At this time, I can advise that I intend to:

☒ Publish a notice in: **CQ Today (hardcopy version) on Saturday 25<sup>th</sup> March 2023.**

**And**

☒ Place a notice on the premises in the way prescribed under the Development Assessment Rules on **Friday 24<sup>th</sup> March 2023.**

**And**

☒ Notify the owners of all lots adjoining the premises the subject of the application on **Friday 24<sup>th</sup> March 2023.**

If you wish to discuss this matter further, please contact me details below.

Yours faithfully,

**Gideon Genade**  
Principal Town Planner