

Our reference: 1807-6367 SRA
Your reference: D/71-2018

7 August 2018

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

Attention: Jonathon Trevett-Lyall

Dear Sir/Madam,

Referral agency response—with conditions

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

The development application described below was properly referred to the Department of State Development, Manufacturing, Infrastructure and Planning on 17 July 2018.

Applicant details

Applicant name: Maroon Holdings Pty Ltd
Applicant contact details: PO Box 450
Rockhampton QLD 4700
gg@gideontownplanning.com.au

Location details

Street address: 2-8 Old Capricorn Highway & 2 Mclaughlin Street, Gracemere
Real property description: Lot 1 on RP604056 & Lot 1 on RP858373
Local government area: Rockhampton Regional Council

Application details

Development permit Material change of use for a Hotel (Ancillary Carpark)

Referral triggers

The development application was referred to the department under the following provisions of the Planning Regulation 2017:

- 10.9.4.2.4.1 State transport corridors and future State transport corridors

Conditions

Under section 56(1)(b)(i) of the *Planning Act 2016* (the Act), the conditions set out in Attachment 1 must be attached to any development approval.

Reasons for decision to impose conditions

The department must provide reasons for the decision to impose conditions. These reasons are set out in Attachment 2.

Approved plans and specifications

The department requires that the plans and specifications set out below and enclosed must be attached to any development approval.

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Aspect of development: Material change of use				
Site Plan	Tony Cook Building Design	22 June 2018	Drawing No: 03 of 25	B

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

For further information please contact Haidar Etemadi, Planning Officer, on 49242915 or via email RockhamptonSARA@dsgmp.qld.gov.au who will be pleased to assist.

Yours sincerely



Anthony Walsh
Manager Planning

cc Gideon Town Planning, gg@gideontownplanning.com.au

enc Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Approved plans and specifications

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Material change of use for a Hotel (Ancillary Carpark)		
State-controlled road—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
1.	The road access to the car park must be setback from the state-controlled road intersection (Lawrie Street / Gavial Gracemere Road and Old Capricorn Highway) generally in accordance with the following plan: <ul style="list-style-type: none"> • Site Plan prepared by Tony Cook Building Design dated 22 June 2018, reference Drawing No: 03 of 25 and revision B. 	Prior to the commencement of use and to be maintained at all times
2.	Direct access is not permitted between the state-controlled road (Lawrie Street / Gavial Gracemere Road) and the subject site.	At all times
3.	Stormwater management of the development must ensure no worsening or actionable nuisance to the state-controlled road (Lawrie Street / Gavial Gracemere Road).	At all times

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are to ensure:

- the development is carried out generally in accordance with the plans of development submitted with the application
- access to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road. Direct access to the state-controlled road is prohibited where not required.
- that the impacts of stormwater events associated with development are minimised and managed to avoid creating any adverse impacts on the state-transport corridor.