



SARA reference: 2301-32776 SRA
Council reference: D/25-2020
Applicant reference: GTP2237

12 April 2023

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

Dear Sir/Madam

SARA referral agency response—1018 - 1038 Yaamba Road, Parkhurst

(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

Outcome:	Referral agency response – with conditions
Date of response:	12 April 2023
Conditions:	The conditions in Attachment 1 must be attached to any development approval
Advice:	Advice to the applicant is in Attachment 2
Reasons:	The reasons for the referral agency response are in Attachment 3

Development details

Description:	Development permit	Material change of use for a service station
		Reconfiguring a lot (one lot into two lots)
		Operational work for advertising

SARA role:	Referral agency
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 (Planning Regulation 2017)
	Development application for a material change of use impacting on state transport infrastructure
	Schedule 10, Part 9, Division 4, Subdivision 2, Table 1, Item 1 (Planning Regulation 2017)
	Development application for a reconfiguring a lot within 25 metres of a state-controlled road
	Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 (Planning Regulation 2017)
	Development application for a material change of use within 25 metres of a state controlled road
SARA reference:	2301-32776 SRA
Assessment manager:	Rockhampton Regional Council
Street address:	1018 - 1038 Yaamba Road, Parkhurst
Real property description:	Lot 81 on SP300144
Applicant name:	Pearl Energy Pty Ltd
Applicant contact details:	c/- Gideon Town Planning PO Box 450 Rockhampton QLD 4700 gg@gideontownplanning.com.au
State-controlled road access permit:	This referral included an application for a road access location, under section 62A(2) of <i>Transport Infrastructure Act 1994</i> . Below are the details of the decision: <ul style="list-style-type: none"> • Approved • Reference: TMR23-038364 • Date: 11 April 2023 <p>If you are seeking further information on the road access permit, please contact the Department of Transport and Main Roads at corridormanagement@tmr.qld.gov.au</p>
<i>Human Rights Act 2019</i> considerations:	A consideration of the 23 fundamental human rights protected under the <i>Human Right Act 2019</i> has been undertaken as part of this decision. It has been determined that this decision does not limit human rights.

Representations

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

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

For further information please contact Thomas Gardiner, Principal Planning Officer, on 0749242916 or via email RockhamptonSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Brett Nancarrow', written in a cursive style.

Brett Nancarrow
Manager (Planning)

cc Pearl Energy Pty Ltd, gg@gideontownplanning.com.au

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

Attachment 1—Referral agency conditions

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

No.	Conditions	Condition timing
Material change of use		
10.9.4.2.4.1 – Material change of use near a state transport corridor—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the 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 northern and southern road access locations are to be located generally in accordance with the DEVELOPMENT SITE PLAN, prepared by Verve Building Design Co, dated 14.03.2023, reference 22175, revision E, as amended in red by SARA.	At all times.
2.	<p>(a) Road access works (at the northern access location stated in Condition 1) comprising a short Auxiliary Left Turn (AUL(S)) lane on Yaamba Road must be provided generally in accordance with the PRELIMINARY ENTRY AND EXIT LAYOUTS, prepared by McMurtrie Consulting Engineers, dated 21 November 2022, reference 0071819-SK01, revision A.</p> <p>(b) Road access works at the northern access location must include the following:</p> <ul style="list-style-type: none"> (i) Provide left-in ingress movements only from Yaamba Road into the subject site. (ii) Angled between 90°-110° to the southbound carriageway of the state-controlled road (Yaamba Road). (iii) Maintain the 1.8 metre wide separated cycle lane along the length of the AUL(S). (i) Maintain the existing footpath on the verge of the southbound carriageway of Yaamba Road. (iv) Provide 'No Entry' (R2-4B) regulatory signs on both sides of the northern access. (v) Amend road lighting along the southbound carriageway of the state-controlled road (Yaamba Road) to ensure compliance is maintained upon the inclusion of the short Auxiliary Left-turn (AUL(S)) lane. <p>(c) The road access works at the northern access location must be designed and constructed in accordance with:</p> <ul style="list-style-type: none"> (i) Type A – Two Way Access Commercial Driveway Slab, prepared by Capricorn Municipal Development Guidelines (CMDG) dated December 2016, reference CMDG-R-042, revision F. 	<p>(a) and (b) Prior to the commencement of use.</p> <p>(c) At all times.</p>

	<ul style="list-style-type: none"> (ii) DTMR's Road Planning and Design Manual, 2nd edition and Austroads. (iii) Manual of Uniform Traffic Devices. (iv) DTMR's technical notes, policies and guidelines. (v) DTMR's Road Drainage Manual. 	
3.	<p>(a) Road access works (at the southern access location stated in Condition 1) must be provided generally in accordance with the PRELIMINARY ENTRY AND EXIT LAYOUTS, prepared by McMurtrie Consulting Engineers, dated 21 November 2022, reference 0071819-SK01, revision A.</p> <p>(b) Road access works at the southern access location must include the following:</p> <ul style="list-style-type: none"> (i) Provide left-out egress movements only from the subject site onto Yaamba Road. (ii) Angled between 70°-90° to the southbound carriageway of the state-controlled road (Yaamba Road). (iii) Maintain the 1.8 metre wide separated cycle lane on the southbound carriageway of Yaamba Road. (iv) Maintain the existing footpath on the verge of the southbound carriageway of Yaamba Road. (v) Provide 'All Traffic Turn Left' (R2-14(L)B) regulatory signs on both side of the southern access. (vi) Provide a 'No Left Turn' (R2-6(L)B) regulatory sign on the verge of the southbound carriageway on Yaamba Road. <p>(c) The road access works at the southern access location must be designed and constructed in accordance with:</p> <ul style="list-style-type: none"> (i) Type A – Two Way Access Commercial Driveway Slab, prepared by Capricorn Municipal Development Guidelines (CMDG) dated December 2016, reference CMDG-R-042, revision F. (ii) DTMR's Road Planning and Design Manual, 2nd edition and Austroads. (iii) Manual of Uniform Traffic Devices. (iv) DTMR's technical notes, policies and guidelines. (v) DTMR's Road Drainage Manual. 	<p>(a) and (b) Prior to the commencement of use.</p> <p>(c) At all times.</p>
4.	Direct access is not permitted between Yaamba Road (the state-controlled road) and the subject site at any location other than the permitted road access locations stated in Condition 1.	At all times.
5.	Road works on Yaamba Road comprising an unbroken yellow 'No Stopping' line and 'No Stopping' (R5-35N2) regulatory signs must be provided on the southbound carriageway of Yaamba Road between	Prior to the commencement of use.

	the permitted road access locations stated in Condition 1.	
6.	Carry out stormwater management of the development generally in accordance with sections 2.3, 3.1, 3.2, and Figure 6 of the Flood Impact Assessment & Stormwater Management Plan, prepared by McMurtrie Consulting Engineers, dated 6 March 2023, reference J200037, no revision, as amended in red by SARA.	At all times.
Reconfiguring a Lot		
10.9.4.2.1.1 – Reconfiguring a lot near a state transport corridor—The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of the 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):		
7.	The northern and southern road access locations are to be located generally in accordance with the DEVELOPMENT SITE PLAN, prepared by Verve Building Design Co, dated 14.03.2023, reference 22175, revision E, as amended in red by SARA.	At all times.
8.	<p>(a) Road access works (at the northern access location stated in Condition 7) must be constructed generally in accordance with Type A – Two Way Access Commercial Driveway Slab, prepared by Capricorn Municipal Development Guidelines (CMDG), dated December 2016, reference CMDG-R-042, revision F.</p> <p>(b) Road access works at the northern access location must include the following:</p> <ul style="list-style-type: none"> (i) Provide left-in ingress movements only from Yaamba Road into the subject site. (ii) Angled between 90°-110° to the southbound carriageway of the state-controlled road (Yaamba Road) to encourage ingress-only movements. (iii) Maintain the 1.8 metre wide separated cycle lane on the southbound carriageway of Yaamba Road. (iv) Maintain the existing footpath on the verge of the southbound carriageway of Yaamba Road. (v) Provide 'No Entry' (R2-4B) regulatory signs on both sides of the northern access. <p>(c) The road access works at the northern access location must be designed and constructed in accordance with:</p> <ul style="list-style-type: none"> (i) DTMR's Road Planning and Design Manual, 2nd edition and Austroads. (ii) Manual of Uniform Traffic Devices. (iii) DTMR's technical notes, policies and guidelines. (iv) DTMR's Road Drainage Manual. 	<p>(a) and (b) Prior to the commencement of use.</p> <p>(c) At all times.</p>
9.	(a) Road access works (at the southern access location stated in Condition 7) must be constructed generally in accordance with	(a) and (b) Prior to the

	<p>the PRELIMINARY ENTRY AND EXIT LAYOUTS, prepared by McMurtrie Consulting Engineers, dated 21 November 2022, reference 0071819-SK01, revision A.</p> <p>(b) Road access works at the southern access location must include the following:</p> <ul style="list-style-type: none"> (i) Provide left-out egress movements only from the subject site onto Yaamba Road. (ii) Angled between 70°-90° to the southbound carriageway of the state-controlled road (Yaamba Road). (iii) Maintain the 1.8 metre wide separated cycle lane on the southbound carriageway of Yaamba Road. (iv) Maintain the existing footpath on the verge of the southbound carriageway of Yaamba Road. (v) Provide 'All Traffic Turn Left' (R2-14(L)B) regulatory signs on both side of the southern access. (vi) Provide a 'No Left Turn' (R2-6(L)B) regulatory sign on the verge of the southbound carriageway on Yaamba Road. <p>(c) The road access works at the southern access location must be designed and constructed in accordance with:</p> <ul style="list-style-type: none"> (i) Type A – Two Way Access Commercial Driveway Slab, prepared by Capricorn Municipal Development Guidelines (CMDG) dated December 2016, reference CMDG-R-042, revision F. (ii) DTMR's Road Planning and Design Manual, 2nd edition and Austroads. (iii) Manual of Uniform Traffic Devices. (iv) DTMR's technical notes, policies and guidelines. (v) DTMR's Road Drainage Manual. 	<p>commencement of use.</p> <p>(c) At all times.</p>
10.	Direct access is not permitted between Yaamba Road (the state-controlled road) and the subject site at any location other than the permitted road access locations stated in Condition 7.	At all times.
11.	Road works on Yaamba Road comprising an unbroken yellow 'No Stopping' line and 'No Stopping' (R5-35N2) regulatory signs must be provided on the southbound carriageway of Yaamba Road between the permitted road access locations stated in Condition 7.	Prior to the commencement of use.
12.	<p>Stormwater management of the development must not cause worsening to the operating performance of the state-controlled road, such that any works on the land must not:</p> <ul style="list-style-type: none"> (a) Create any new discharge points for stormwater runoff onto the state-controlled road. (b) Concentrate or increase the velocity of flows to the state-controlled road. 	At all times.

	<ul style="list-style-type: none">(c) Interfere with and/or cause damage to the existing stormwater drainage on the state-controlled road.(d) Surcharge any existing culvert or drain on the state-controlled road.(e) Reduce the quality of stormwater discharge onto the state-controlled road.(f) Impede or interfere with any overland flow or hydraulic conveyance from the state-controlled road.(g) Reduce the floodplain immunity of the state-controlled road.	
--	---	--

Attachment 2—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the <i>Planning Act 2016</i> , its regulation or the State Development Assessment Provisions (SDAP) (version 3.0). If a word remains undefined it has its ordinary meaning.
2.	<p>Under section 33 of the Transport Infrastructure Act 1994, written approval is required from the Department of Transport and Main Roads to carry out road works on a state-controlled road. Please contact the Department of Transport and Main Roads' on CorridorManagement@tmr.qld.gov.au to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve.</p> <p>The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the Department of Transport and Main Roads' as soon as possible to ensure that gaining approval does not delay construction.</p>

Attachment 3—Reasons for referral agency response

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

The reasons for the SARA's decision are:

- The development, located at 1018-1038 Yaamba Road, Parkhurst, described as Lot 81 on SP300144, is for the following:
 - Material change of use for a service station.
 - Reconfiguring a lot (one lot into two lots).
 - Operational work for advertising devices.
- The assessment benchmarks which are relevant to SARA's assessment are the State Development Assessment Provisions (SDAP):
 - State code 1: Development in a state-controlled road environment.
 - State code 6: Protection of state transport networks.
- The development is considered to comply with the assessment benchmarks, subject to conditions which require road works and road access works to be undertaken to ensure that the northern and southern access locations do not:
 - Compromise the safety of users of the state-controlled road.
 - Adversely impact the functional requirements of the state-controlled road.
 - Adversely impact the operating performance of state-controlled road intersections in proximity to the subject site.

Material used in the assessment of the application:

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

Attachment 4—Representations about a referral agency response provisions

(page left intentionally blank)

Attachment 5—Documents referenced in conditions

(page left intentionally blank)

Our ref TMR23-038364
Your ref
Enquiries Anton DeKlerk



11 April 2023

Department of
Transport and Main Roads

Pearl Energy Pty Ltd
c/- Gideon Town Planning
PO Box 450
Rockhampton QLD 4700

Decision Notice – Permitted Road Access Location (s62(1) *Transport Infrastructure Act 1994*)

This is not an authorisation to commence work on a state-controlled road¹

Development application reference number D/25-2020, lodged with Rockhampton Regional Council involves constructing or changing a vehicular access between Lot 81SP300144, the land the subject of the application, and Road 10F Bruce Highway (also known as Yaamba Road) (the state-controlled road) at approximate Chainage 11.749km and 11.825km.

In accordance with section 62A(2) of the *Transport Infrastructure Act 1994* (TIA), this development application is also taken to be an application for a decision under section 62(1) of TIA.

Application Details

Address of Property	1018-1038 Yaamba Road, Parkhurst QLD 4702
Real Property Description	Lot 81 SP300144
Aspect/s of Development	Development Permit for a Material Change of Use for a Service Station (and ancillary shop); Development Permit for Reconfiguring a Lot (1 lot into 2 lots); Development Permit for Operational Works for Advertising Device.

Decision (given under section 67 of TIA)

It has been decided to approve the application, subject to the following conditions:

No.	Conditions of Approval	Condition Timing
Road Access Location		
1	The permitted road access locations, are to be located generally in accordance with the Development Site Plan, prepared by Verve Building Design Co dated 14 March 2023, reference 22175 DA01, and revision E.	At all times.

¹ Please refer to the further approvals required under the heading 'Further approvals'

No.	Conditions of Approval	Condition Timing
	<ul style="list-style-type: none"> Northern Access (Ingress) at approximate Chainage 11.825km (Lat: -23.285650; Long: 150.509843) Southern Access (Egress) at approximate Chainage 11.749km (Lat: -23.286328; Long: 150.509922). 	
2	<p>a) Road access works (at the permitted northern access location) comprising a short Auxiliary Left Turn (AUL(S)) lane on Yaamba Road must be provided generally in accordance with Preliminary Entry and Exit Layouts by McMurtrie Consulting Engineers, plot dated 21 November 2022, reference 0071819-SK01, and revision A. The road access (ingress) works must include the following:</p> <ul style="list-style-type: none"> i) The site access (ingress) is restricted to left-in movements only from Yaamba Road into the subject site. ii) The site access (ingress) must be constructed generally in accordance with the 'Type A – Two Way Access Commercial Driveway Slab', prepared by Capricorn Municipal Development Guidelines (CMDG) dated December 2016, drawing CMDG-R-042, and revision F. iii) The ingress must be angled between 90°-110° to the southbound carriageway of the state-controlled road (Yaamba Road) to encourage ingress-only movements. iv) A 1.8m wide separated cycle lane along the length of the AUL(S) must be maintained. v) 'No Entry' (R2-4B) regulatory signs must be provided on both sides of the ingress within the site to limit egress via this permitted road access location. vi) Road lighting along the southbound carriageway of the state-controlled road (Yaamba Road) must be amended to ensure compliance is maintained upon the inclusion of the short Auxiliary Left-turn (AUL(S)) lane. <p>b) The road access works must be designed and constructed in accordance with:</p> <ul style="list-style-type: none"> TMR's Road Planning and Design Manual, 2nd Edition and Austroads; Manual of Uniform Traffic Control Devices; TMR Technical Notes, Policies and Guidelines; and TMR's Road Drainage Manual. 	<p>a) Prior to the commencement of use.</p> <p>b) At all times</p>

No.	Conditions of Approval	Condition Timing
3	<p>a) Road access works (at the permitted southern access location) must be provided generally in accordance with Preliminary Entry and Exit Layouts by McMurtrie Consulting Engineers, plot dated 21 November 2022, reference 0071819-SK01, and revision A. The road access (egress) works must include the following:</p> <ul style="list-style-type: none"> i) The site access (egress) is restricted to left-out movements only from the subject site onto Yaamba Road. ii) The site access (egress) must be constructed generally in accordance with the 'Type A – Two Way Access Commercial Driveway Slab', prepared by Capricorn Municipal Development Guidelines (CMDG) dated December 2016, drawing CMDG-R-042, and revision F. iii) The egress must be angled between 70°-90° to the southbound carriageway of the state-controlled road (Yaamba Road) to encourage egress-only movements. iv) The existing 1.8m wide separated cycle lane along the southbound carriageway of Yaamba Road must be maintained. v) 'All Traffic Turn Left' (R2-14(L)B) regulatory signs must be provided on both sides of the egress within the site to enforce left-out movements only via this permitted road access location. vi) A 'No Left Turn' (R2-6(L)B) regulatory sign must be provided on the verge the southbound carriageway of the state-controlled road (Yaamba Road) to limit ingress movements via this permitted road access location. <p>b) The road works must be designed and constructed in accordance with:</p> <ul style="list-style-type: none"> • TMR's Road Planning and Design Manual, 2nd Edition and Austroads; • Manual of Uniform Traffic Control Devices; • TMR Technical Notes, Policies and Guidelines; and • TMR's Road Drainage Manual. 	<p>a) Prior to the commencement of use.</p> <p>b) At all times</p>
4	<p>Direct access is not permitted between Yaamba Road (the state-controlled road) and the subject site at any location other than the permitted access locations as per Condition 1.</p>	<p>At all times.</p>

No.	Conditions of Approval	Condition Timing
5	Road works on Yaamba Road comprising an unbroken yellow 'No Stopping' line, supplemented with 'No Stopping' (R5-35N2) regulatory signs, must be provided along the southbound carriageway of the state-controlled road (Yaamba Road) between the permitted road access locations.	Prior to the commencement of use.
6	The road access works must maintain and consider the existing footpath along the verge of the southbound carriageway of the state-controlled road (Yaamba Road).	Prior to the commencement of use.
7	<p>(a) The applicant must register reciprocal access easements on the titles of proposed Lot 1 (containing the service station) for the shared access in favour of proposed Lot 2.</p> <p>(b) The applicant must provide to the Manager of PPCM (Fitzroy District) at CorridorManagement@tmr.qld.gov.au of the Department of Transport and Main Roads a copy of Registration Confirmation Statement/s and easement registration dealing number/s as evidence of the registration of the easement/s referred to in part (a) of this condition.</p>	<p>(a) At the time of survey plan registration.</p> <p>(b) Within 20 business days of registration of the easements.</p>
8	The maximum permitted vehicle configuration to use the access is a 25m B-double.	At all times
9	All vehicles entering or exiting the property via the permitted access must travel in a forward direction only.	At all times
10	The road accesses are to be constructed and maintained at no cost to the department in accordance with section 64(1) of the <i>Transport Infrastructure Act 1994</i> .	At all times
11	The landowner is to take reasonable steps to ensure the permitted road access location is used by other in accordance with these conditions.	At all times

Reasons for the decision

The reasons for this decision are as follows:

- a) To maintain the safety and efficiency of the state-controlled road.

Please refer to **Attachment A** for the findings on material questions of fact and the evidence or other material on which those findings were based.

Information about the Decision required to be given under section 67(2) of TIA

1. There is no guarantee of the continuation of road access arrangements, as this depends on future traffic safety and efficiency circumstances.
2. In accordance with section 70 of the TIA, the applicant for the planning application is bound by this decision. A copy of section 70 is attached as **Attachment B**, as required, for information.

Further information about the decision

1. In accordance with section 67(7) of TIA, this decision notice:
 - a) starts to have effect when the development approval has effect; and
 - b) stops having effect if the development approval lapses or is cancelled; and
 - c) replaces any earlier decision made under section 62(1) in relation to the land.
2. In accordance with section 485 of the TIA and section 31 of the *Transport Planning and Coordination Act 1994* (TPCA), a person whose interests are affected by this decision may apply for a review of this decision only within 28 days after notice of the decision was given under the TIA. A copy of the review provisions under TIA and TPCA are attached in **Attachment C** for information.
3. In accordance with section 485B of the TIA and section 35 of TPCA a person may appeal against a reviewed decision. The person must have applied to have the decision reviewed before an appeal about the decision can be lodged in the Planning and Environment Court. A copy of the Appeal Provisions under TIA and TPCA is attached in **Attachment C** for information.

Further approvals

The Department of Transport and Main Roads also provides the following information in relation to this approval:

1. Road Access Works Approval Required – Written approval is required from the department to carry out road works that are road access works (including driveways) on a state-controlled road in accordance with section 33 of the TIA. This approval must be obtained prior to commencing any works on the state-controlled road. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the department to make an application.

If further information about this approval or any other related query is required, Mr Anton DeKlerk, Principal Town Planner should be contacted by email at CorridorManagement@tmr.qld.gov.au or on (07) 4931 1500.

Yours sincerely



Anton DeKlerk
Principal Town Planner

Attachments: Attachment A – Decision evidence and findings
Attachment B - Section 70 of TIA
Attachment C - Appeal Provisions
Attachment D - Permitted Road Access Location Plan

Attachment A

Decision Evidence and Findings

Findings on material questions of fact:

- The proposal includes the following aspects:
 - Material Change of Use for a Service Station (with an ancillary shop);
 - Reconfiguration of a Lot (1 into 2 lots); and
 - Operational Works for Advertising Devices.
- The site is located at 1018 Bruce Highway, Parkhurst (on land described as Lot 81 SP300144) and fronts the Bruce Highway (also known as Yaamba Road) at approximate Chainage 11.749km to 11.825km.
 - The service station will be developed to include two refuelling areas, the first being covered by a 32m by 10.5m canopy, with a structure height of 5.65m, for refuelling standard vehicles, motorcycles, and the like will include four (4) bowzers to service a total of eight (8) vehicles. The second canopy measuring 10.5m by 15m, with a structure height of 6.05m, will provide a covered area for refuelling large vehicles, including trucks and other service vehicles. This area will allow two (2) large vehicles to refuel simultaneously.
 - Two access locations are proposed at the northern and southern portion of the developed area respectively. The northern access will operate as an ingress only (left-in) and the southern access will operate as an egress only (left-out).
 - The balance of this lot is to be accessed via the same access locations but be protected via access easements (i.e. Easement A will be registered over the ingress at the northern access and Easement B will be registered over the egress at the southern access).
 - It is anticipated that the proposed service station will generally operate twenty-four (24) hours a day, seven (7) days a week.
- The service station is proposed to be developed on the southwestern portion of the subject site. The intent of the proposed subdivision is also to cut the service station from the remainder of the site. portion of the site being developed as part of this service station is the southwestern portion of Lot 81SP300144.

Evidence or other material on which findings were based:

Title of Evidence / Material	Prepared by	Date	Reference no.	Version / Issue
Traffic Impact Assessment	McMurtrie Consulting Engineers	November 2022	007-18-19	C
Proposal Plans	Verve	14 March 2023	22175 DA00 22175 DA01 22175 DA03 22175 DA04 22175 DA05 22175 DA06 22175 DA07	D E D D D D C

Attachment B

Section 70 of TIA

Transport Infrastructure Act 1994

Chapter 6 Road transport infrastructure

Part 5 Management of State-controlled roads

70 Offences about road access locations and road access works, relating to decisions under s 62(1)

- (1) This section applies to a person who has been given notice under section 67 or 68 of a decision under section 62(1) about access between a State-controlled road and adjacent land.
- (2) A person to whom this section applies must not—
 - (a) obtain access between the land and the State-controlled road other than at a location at which access is permitted under the decision; or
 - (b) obtain access using road access works to which the decision applies, if the works do not comply with the decision and the noncompliance was within the person's control; or
 - (c) obtain any other access between the land and the road contrary to the decision; or
 - (d) use a road access location or road access works contrary to the decision; or
 - (e) contravene a condition stated in the decision; or
 - (f) permit another person to do a thing mentioned in paragraphs (a) to (e); or
 - (g) fail to remove road access works in accordance with the decision.

Maximum penalty—200 penalty units.

- (3) However, subsection (2)(g) does not apply to a person who is bound by the decision because of section 68.

Attachment C
Appeal Provisions

Transport Infrastructure Act 1994
Chapter 16 General provisions

485 Internal review of decisions

- (1) A person whose interests are affected by a decision described in schedule 3 (the **original decision**) may ask the chief executive to review the decision.
- (2) The person is entitled to receive a statement of reasons for the original decision whether or not the provision under which the decision is made requires that the person be given a statement of reasons for the decision.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 2—
 - (a) applies to the review; and
 - (b) provides—
 - (i) for the procedure for applying for the review and the way it is to be carried out; and
 - (ii) that the person may apply to QCAT to have the original decision stayed.

485B Appeals against decisions

- (1) This section applies in relation to an original decision if a court (the appeal court) is stated in schedule 3 for the decision.
- (2) If the reviewed decision is not the decision sought by the applicant for the review, the applicant may appeal against the reviewed decision to the appeal court.
- (3) The *Transport Planning and Coordination Act 1994*, part 5, division 3—
 - (a) applies to the appeal; and
 - (b) provides—
 - (i) for the procedure for the appeal and the way it is to be disposed of; and
 - (ii) that the person may apply to the appeal court to have the original decision stayed.
- (4) Subsection (5) applies if—
 - (a) a person appeals to the Planning and Environment Court against a decision under section 62(1) on a planning application that is taken, under section 62A(2), to also be an application for a decision under section 62(1); and
 - (b) a person appeals to the Planning and Environment Court against a decision under the Planning Act on the planning application.

(5) The court may order—

(a) the appeals to be heard together or 1 immediately after the other; or

(b) 1 appeal to be stayed until the other is decided.

(6) Subsection (5) applies even if all or any of the parties to the appeals are not the same.

(7) In this section—

original decision means a decision described in schedule 3.

reviewed decision means the chief executive's decision on a review under section 485.

31 Applying for review

- (1) A person may apply for a review of an original decision only within 28 days after notice of the original decision was given to the person under the transport Act.
- (2) However, if—
 - (a) the notice did not state the reasons for the original decision; and
 - (b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)the person may apply within 28 days after the person is given the statement of the reasons.
- (3) In addition, the chief executive may extend the period for applying.
- (4) An application must be written and state in detail the grounds on which the person wants the original decision to be reviewed.

32 Stay of operation of original decision

- (1) If a person applies for review of an original decision, the person may immediately apply for a stay of the decision to the relevant entity.
- (2) The relevant entity may stay the original decision to secure the effectiveness of the review and any later appeal to or review by the relevant entity.
- (3) In setting the time for hearing the application, the relevant entity must allow at least 3 business days between the day the application is filed with it and the hearing day.
- (4) The chief executive is a party to the application.
- (5) The person must serve a copy of the application showing the time and place of the hearing and any document filed in the relevant entity with it on the chief executive at least 2 business days before the hearing.
- (6) The stay—
 - (a) may be given on conditions the relevant entity considers appropriate; and
 - (b) operates for the period specified by the relevant entity; and
 - (c) may be revoked or amended by the relevant entity.
- (7) The period of a stay under this section must not extend past the time when the chief executive reviews the original decision and any later period the relevant entity allows the applicant to enable the applicant to appeal against the decision or apply for a review of the decision as provided under the QCAT Act.
- (8) The making of an application does not affect the original decision, or the carrying out of the original decision, unless it is stayed.

(9) In this section—

relevant entity means—

- (a) if the reviewed decision may be reviewed by QCAT—QCAT; or
- (b) if the reviewed decision may be appealed to the appeal court—the appeal court.

35 Time for making appeals

(1) A person may appeal against a reviewed decision only within—

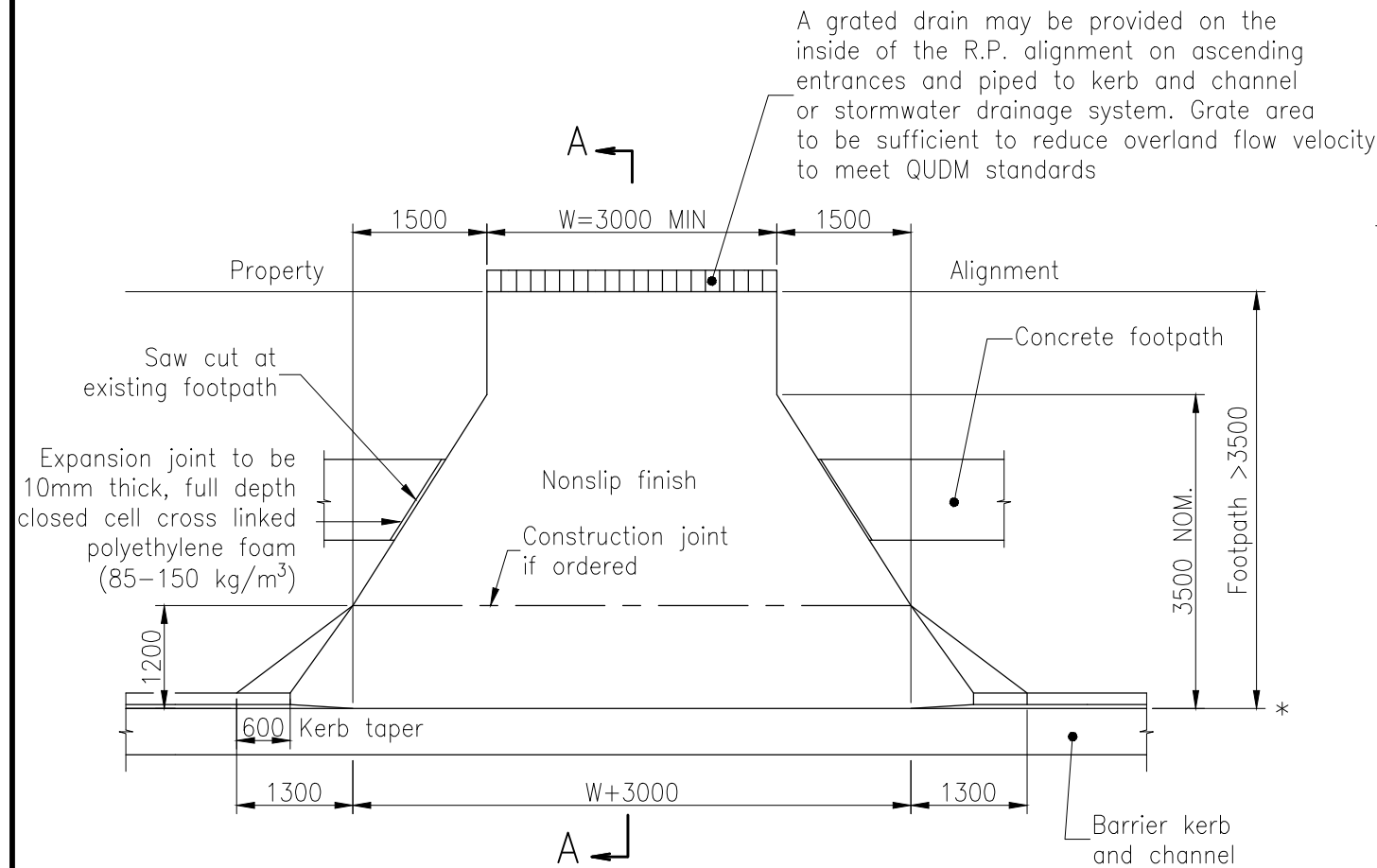
- (a) if a decision notice is given to the person—28 days after the notice was given to the person; or
- (b) if the chief executive is taken to have confirmed the decision under section 34(5)—56 days after the application was made.

(2) However, if—

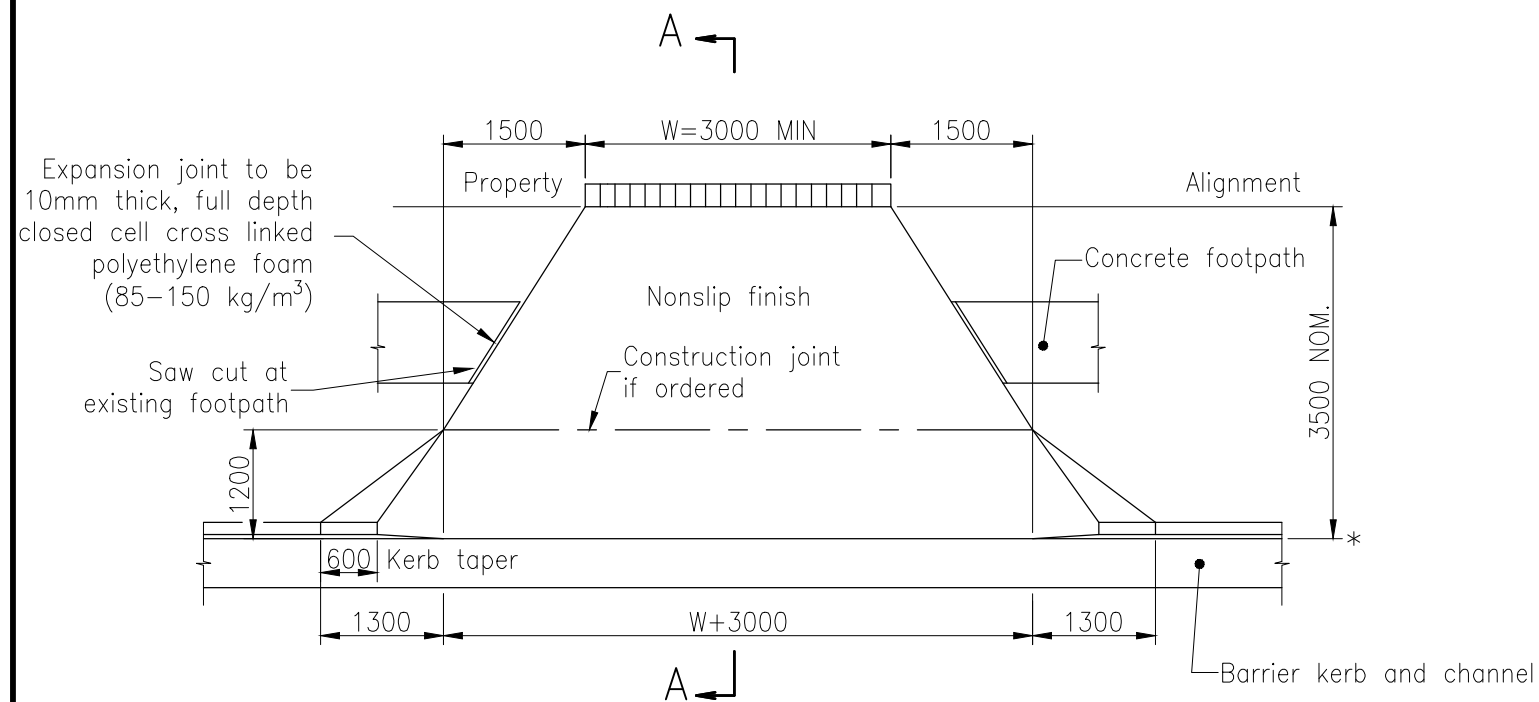
- (a) the decision notice did not state the reasons for the decision; and
- (b) the person asked for a statement of the reasons within the 28 days mentioned in subsection (1)(a);

the person may apply within 28 days after the person is given a statement of the reasons.

(3) Also, the appeal court may extend the period for appealing.

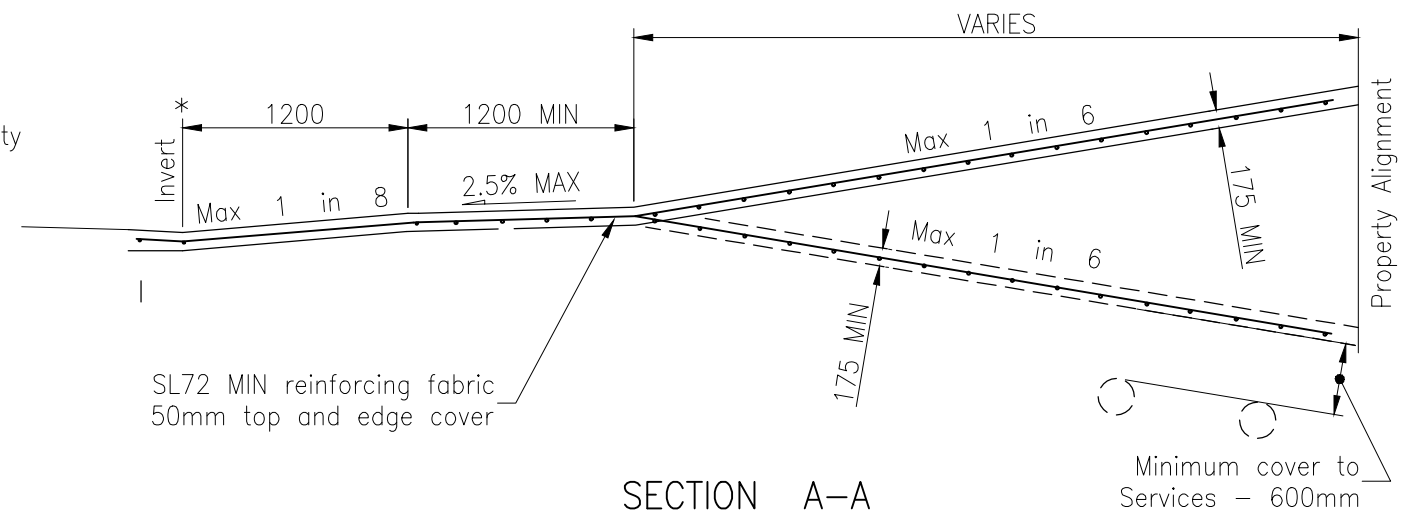


PLAN – WIDE FOOTPATHS
SCALE 1 : 40



PLAN – 3.5m FOOTPATH
SCALE 1 : 40

ADDED REGARDING
GRATED DRAIN GRATE
AREA



LEGEND:

* NOM. kerb line.

NOTES:

1. The owner of the property served by the driveway shall be responsible for all maintenance associated with the driveway.
2. Concrete N32 in accordance with AS 1379 and AS 3600.
3. Reinforcing fabric to AS 4671. Lap fabric 250mm.
4. Depths of concrete and reinforcing steel shown are the minimum requirements for good foundation conditions, and average traffic loading. Where this does not apply, depths of concrete and reinforcing shall be increased to suit specific conditions. Council accepts no responsibility for the structural adequacy of the design and it is recommended that engineering advice be sought where higher commercial vehicle loadings are expected.
5. Reprofile adjacent footpath to match driveway. Footpath earthworks adjoining concrete must be well compacted.
6. Existing footpath profile to be maintained where possible.
7. Compaction for subgrade 95% Standard to AS 1289.5.1.1.
8. Where subgrade is less than CBR 5 excavate and provide imported material to satisfaction of independent Engineering authority.
9. Driveways to be constructed from concrete only.
10. Approval of location, feature finishes and levels must be obtained from Local Authority prior to excavation.
11. Engineering advice should be sought where it is proposed to modify the footpath profile by excavation or filling to ensure drainage problems do not result and existing services are not affected.
12. Where new concrete work abuts existing concrete work, 12dia dowels (500mm length) at 300mm centres (500mm allowable at invert of kerb and channel) to be installed to prevent differential movement.
13. All dimensions in millimetres.

APPLICABILITY TABLE

	BSC	CHRC	GRC	IRC	LSC	MRC	RRC
Applicable	Yes	Yes	No	Yes	Yes	Yes	Yes
Applicable DWG	CMDG-R-042A						

REVISIONS	DATE
F IRC ADDED	12/2016
E APPLICABLE DRAWING ADDED	04/2016
D GRC AND LSC ADDED	09/2014
C MRC ADDED/AMENDMENT TO DRIVEWAY GRADE	07/2011
B NOTE ADDED REGARDING GRATED DRAIN GRATE AREA	12/2010
A POST AMALGAMATION REVISION	01/2010

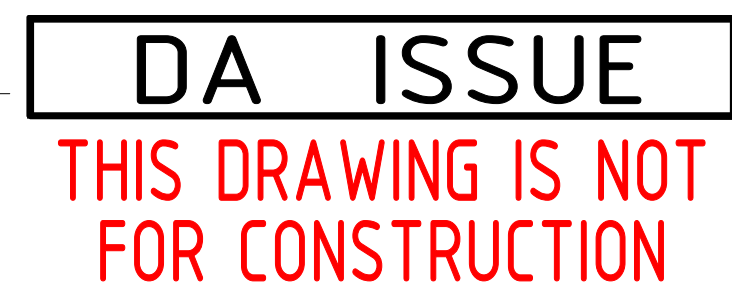
DISCLAIMER.
The authors and sponsoring organisations shall have no liability or responsibility to the user or any other person or entity with respect to any liability, loss or damage caused or alleged to be caused, directly or indirectly, by the adoption and use of these Standard Drawings including, but not limited to, any interruption of service, loss of business or anticipatory profits, of consequential damages resulting from the use of these Standard Drawings. Persons must not rely on these Standard Drawings as the equivalent of, or a substitute for, project-specific design and assessment by an appropriately qualified professional.

Capricorn Municipal Development Guidelines

Incorporating:
Banana Shire Council (BSC) Livingstone Shire Council (LSC)
Central Highlands Regional Council (CHRC) Maranoa Regional Council (MRC)
Gladstone Regional Council (GRC) Rockhampton Regional Council (RRC)
Isaac Regional Council (IRC)

**TYPE A – TWO WAY ACCESS
COMMERCIAL DRIVEWAY SLAB**

ROADS
STANDARD DRAWING CMDG–R–042
REV. A B C D E F



RPD: LOT 81 ON SP300144
COUNCIL: ROCKHAMPTON REGIONAL

TOTAL SITE AREA	- 10,000m ²
LANDSCAPED AREA	- 2,943m ²
BUILDING SITE COVER	- 9.66%
(INCLUDES ALL ROOFED AREAS)	

PRE-DEVELOPMENT	- 0m ²
POST-DEVELOPMENT	- 7.038m ²

T1 - SERVICE STATION - 350m²

CAR FUEL FORECOURT - 428m²
(UNENCLOSED BUILDING FOOTPRINT)

TRUCK FUEL FORECOURT - 158m²
(UNENCLOSED BUILDING FOOTPRINT)

T1 REFUSE ENCLOSURE - 30m²

PARKING REQUIRED	- 14
PARKING PROVIDED	- 14
CAR REFUELING POSITIONS	- 8
TRUCK REFUELING POSITIONS	- 2
(DOUBLE SIDED REFUELING)	

1. ALL EXTERNAL MATERIALS & FINISHES SHOWN INDICATIVE ONLY AND SUBJECT TO FINAL TENANT STANDARDS
2. ALL DIMENSIONS MEASURED FROM FINISHED GROUND FLOOR LEVEL UNLESS NOTED OTHERWISE
3. ALL SIGNAGE INCLUDING LOCATIONS AND HEIGHTS ARE SUBJECT TO A SEPARATE SIGNAGE APPLICATION AND APPROVAL BY LOCAL AUTHORITY
4. LANDSCAPING IS SHOWN FOR "ARTIST IMPRESSION" PURPOSES ONLY. REFERENCE SHOULD BE MADE TO THE LANDSCAPE DRAWINGS PREPARE BY THE RELEVANT CONSULTANT.

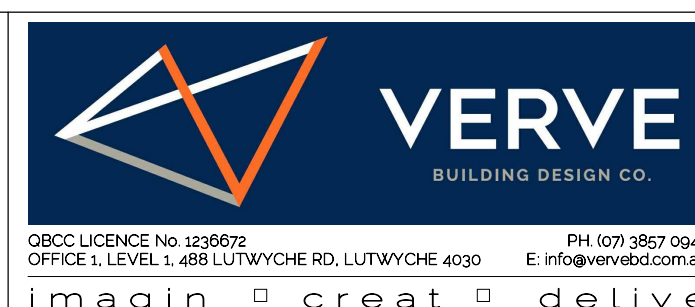
Southern Access (Egress) at
approximate Chainage 11.749km
(Lat: -23.286328; Long: 150.509922)

THIS DRAWING PACKAGE IS FOR D.A. PURPOSES ONLY AND IS NOT TO BE USED FOR TENDER PURPOSES.
ALL DESIGN COMPONENTS ARE SHOWN INDICATIVE ONLY AND ARE SUBJECT TO FINAL DESIGN DURING DETAILED DESIGN BY THE RESPECTIVE CONSULTANT.
 ANY PRICING BASED UPON THE DETAILS SHOWN IN THESE DRAWINGS ARE COMPLETELY AT THE RESPONSIBILITY OF THE TENDERER.
 VERVE BUILDING DESIGN CO. SHALL NOT BE HELD RESPONSIBLE FOR ANY REQUIRED CHANGES OR UPDATES TO THE DESIGN, POST D.A. THAT ARE PRICE IMPACTED.

VERVE SCHEDULES DISCLAIMER:

1. ALL SCHEDULES SHOULD BE CHECKED WITH THE REMAINDER OF THE DRAWING SET.
2. SCHEDULED RATES AND AREAS ARE INTENDED FOR ASSISTANCE ONLY. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF QUANTITIES.
3. ANY DISCREPANCIES IN SCHEDULES SHOULD BE IDENTIFIED TO THE AUTHOR NOTED.
4. ALL AREAS ARE GROSS AREAS, UNLESS NOTED OTHERWISE

CONSULTING ENGINEER



- commercial / industrial / retail
- fast food restaurant design
- travel centre / service station
- project concept to completion

i © 2011 copyright, all rights reserved

This drawing is the © copyright & property of VERVE BUILDING DESIGN and must not be used or duplicated without authorisation.

Do not scale this

Check all dimensions on site prior to installation.

Revision and approvals				
Rev	Date	Drn	Description	Appr
P1	19.10.2022	TM	PRELIMINARY ISSUE	G
P2	16.11.2022	TM	PRELIMINARY ISSUE	G
A	01.12.2022	TM	DA ISSUE	G
B	05.12.2022	TM	DA ISSUE	G
C	06.12.2022	TM	DA ISSUE	G
D	09.12.2022	TM	DA ISSUE	G
E	16.03.2023	TM	RESPONSE TO INFORMATION REQUEST	G

Project Description	PROP. SERVICE STATION DEVELOPMENT
---------------------	-----------------------------------

1018 BRUCE HIGHWAY, PARKHURST

Scale @A1	Date
As indicated	SEPT 2022
Drawn	Approved By
TM	GN

Drawing Title	DEVELOPMENT SITE PLAN
---------------	-----------------------

Job Number - Drawing Number
22175

DA01

Revision	E
----------	---



EXISTING GREENFIELD SITE^{INT}

Development Assessment Rules—Representations about a referral agency response

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

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

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

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

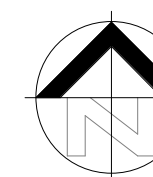
² In the instance an applicant has made representations to the concurrence agency under section 30, and the concurrence agency agrees to make the change included in the representations, section 28.2(c) is taken to have been satisfied.

Part 7: Miscellaneous

30 Representations about a referral agency response

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

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



DA ISSUE

THIS DRAWING IS NOT
FOR CONSTRUCTION

PROPERTY DESCRIPTION

RPD: LOT 81 ON SP300144
COUNCIL: ROCKHAMPTON REGIONAL

DEVELOPMENT ASSESSMENT

TOTAL SITE AREA - 10,000m²
LANDSCAPED AREA - 2,943m²
BUILDING SITE COVER - 9.66%
(INCLUDES ALL ROOFED AREAS)

IMPERVIOUS AREAS

PRE-DEVELOPMENT - 0m²
POST-DEVELOPMENT - 7,038m²

BUILDING AREAS

T1 - SERVICE STATION - 350m²

EXTERNAL STRUCTURES

CAR FUEL FORECOURT - 428m²
(UNENCLOSED BUILDING FOOTPRINT)

TRUCK FUEL FORECOURT - 158m²
(UNENCLOSED BUILDING FOOTPRINT)

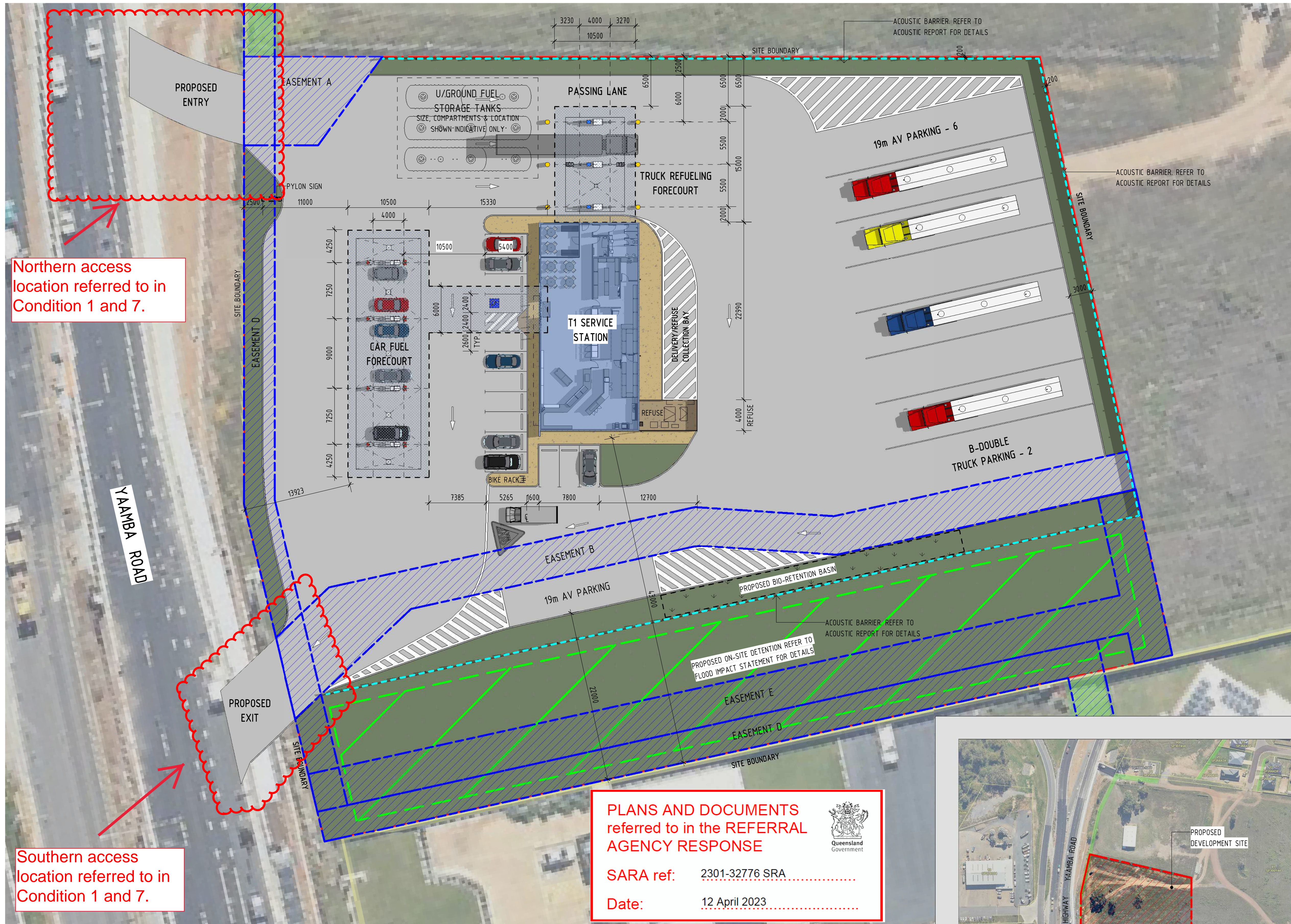
T1 REFUSE ENCLOSURE - 30m²

CAR PARKING

PARKING REQUIRED - 14
PARKING PROVIDED - 14
CAR REFUELING POSITIONS - 8
TRUCK REFUELING POSITIONS - 2
(DOUBLE SIDED REFUELING)

Northern access
location referred to in
Condition 1 and 7.

Southern access
location referred to in
Condition 1 and 7.



PLANS AND DOCUMENTS
referred to in the REFERRAL
AGENCY RESPONSE

SARA ref: 2301-32776 SRA

Date: 12 April 2023



Amended in red by SARA on
12 April 2023



EXISTING GREENFIELD SITE (NTS)

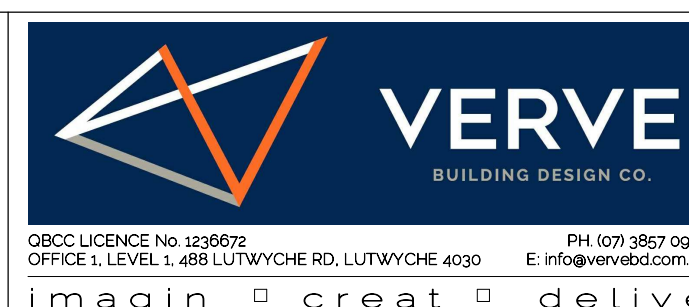
NOTE

- ALL EXTERNAL MATERIALS & FINISHES SHOWN INDICATIVE ONLY AND SUBJECT TO FINAL TENANT STANDARDS
- ALL DIMENSIONS MEASURED FROM FINISHED GROUND FLOOR LEVEL UNLESS NOTED OTHERWISE
- ALL SIGNAGE INCLUDING LOCATIONS AND HEIGHTS ARE SUBJECT TO A SEPARATE SIGNAGE APPLICATION AND APPROVAL BY LOCAL AUTHORITY
- LANDSCAPING IS SHOWN FOR "ARTIST IMPRESSION" PURPOSES ONLY. REFERENCE SHOULD BE MADE TO THE LANDSCAPE DRAWINGS PREPARED BY THE RELEVANT CONSULTANT.

THIS DRAWING PACKAGE IS FOR **D.A. PURPOSES ONLY** AND IS **NOT** TO BE USED FOR TENDER PURPOSES.
ALL DESIGN COMPONENTS ARE SHOWN INDICATIVE ONLY AND ARE SUBJECT TO FINAL DESIGN DURING DETAILED DESIGN BY THE RESPECTIVE CONSULTANT.
ANY PRICING BASED UPON THE DETAILS SHOWN IN THESE DRAWINGS ARE COMPLETELY AT THE **RESPONSIBILITY OF THE TENDERER**.
VERVE BUILDING DESIGN CO. SHALL NOT BE HELD RESPONSIBLE FOR ANY REQUIRED CHANGES OR UPDATES TO THE DESIGN, POST D.A. THAT ARE PRICE IMPACTED.

VERVE SCHEDULES DISCLAIMER:
1. ALL SCHEDULES SHOULD BE CHECKED WITH THE REMAINDER OF THE DRAWING SET.
2. SCHEDULED RATES AND AREAS ARE INTENDED FOR ASSISTANCE ONLY. NO RESPONSIBILITY IS TAKEN FOR THE ACCURACY OF QUANTITIES.
3. ANY DISCREPANCIES IN SCHEDULES SHOULD BE IDENTIFIED TO THE AUTHOR NOTED.
4. ALL AREAS ARE GROSS AREAS, UNLESS NOTED OTHERWISE.

CONSULTING ENGINEER



commercial / industrial / retail
fast food restaurant design
travel centre / service station
project concept to completion

© 2011 copyright, all rights reserved

This drawing is the property of Verve Building Design and must not be used or duplicated without authorisation.

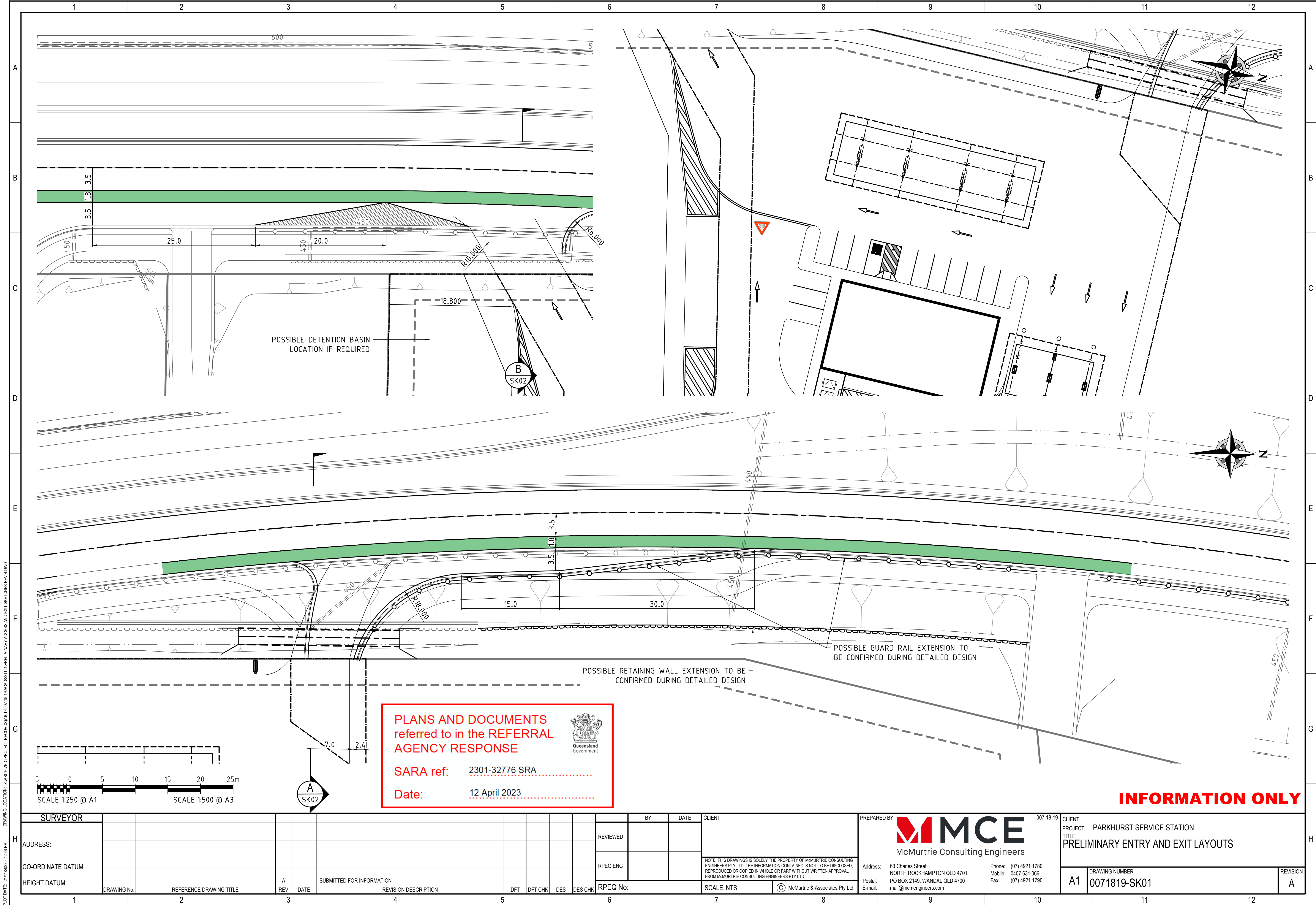
Do not scale this

Check all dimensions on site prior to commencement of works

Revision and approvals					Appr	Project Description
Rev	Date	Drn	Description	Appr		
P1	19.10.2022	TM	PRELIMINARY ISSUE	GN	GN	PROP. SERVICE STATION DEVELOPMENT
P2	16.11.2022	TM	PRELIMINARY ISSUE	GN		
A	01.12.2022	TM	DA ISSUE	GN		
B	05.12.2022	TM	DA ISSUE	GN		
C	06.12.2022	TM	DA ISSUE	GN		
D	09.12.2022	TM	DA ISSUE	GN	GN	1018 BRUCE HIGHWAY, PARKHURST
E	14.03.2023	TM	RESPONSE TO INFORMATION REQUEST	GN		

Scale @A1		Date	
As indicated	SEPT 2022	Approved By	GN
Drawn	TM		

Drawing Title		Job Number - Drawing Number		Revision
DEVELOPMENT SITE PLAN		22175	DA01	E



DRAWING LOCATION: Z:\ARCHIVED PROJECT RECORDS\18-19007-18-19A\CA2021\12\PRELIMINARY ACCESS AND EXIT SKETCHES REV B.DWG
PLOT DATE: 21/11/2023 3:42:48 PM

1018-1038 Bruce Highway, Parkhurst

Flood Impact Assessment & Stormwater Management Plan

PLANS AND DOCUMENTS
referred to in the REFERRAL
AGENCY RESPONSE



SARA ref: 2301-32776 SRA

Date: 12 April 2023

DATE
6 March 2023

REF
J20037

CLIENT
Pearl Energy Pty Ltd

COMMERCIAL IN CONFIDENCE

It is noted that the XP-RAFTS model was not provided. With the site situated downstream of the lumped inflow locations, flows from these external sources may have an influence on flood levels at the site. As such, the AEP and storm durations assessed in this FIA are limited to those with available inflow files, as noted above.

Whilst the direct rainfall inflows were recreated for the 63%, 39% and 18% AEP, external inflows for these AEP's were based on the provided 10% AEP. This conservative approach was conducted as the 10% AEP external inflows do not affect the water levels within the site. Furthermore, a sensitivity assessment of the 63%, 39% and 18% AEP's using no external inflows was undertaken, confirming that these external inflows have no influence on the predicted water levels within or surrounding the site.

2.2.2 Sub Model

A sub-model of the TUFLOW hydraulic model was created due to:

- Curtailing the downstream extent of the model, as shown on Figure 2, is sufficiently downstream as to have no influence on flood levels at the Site; and to
- Provide a faster hydraulic model in order to rapidly conduct multiple design iterations efficiently.

The sub-model included the following:

- The TUFLOW sub-model adopted the latest version (2020-10-AA) with the numerical scheme updated from 'Classic' to HPC including SGS;
- The sub-model maintained a 3 m computational grid resolution, however increased resolution was added using a 1 m SGS;
- The sub-model covers the entire local catchment upstream of the Site, and includes the external Ramsay Creek lumped inflows to ensure that all areas draining to the Site as overland and creek flow in the full model continues to do so in the same manner in the sub-model;
- Hydraulic roughness of the Site was updated to be reflective of the current existing site, based on current aerial imagery.
- Curtailed model simulation time such that flood levels peaked in all AEP and durations;
- Hydraulic results cut off depth removed;
- Hydraulic impact mapping blanking of results $\pm 10\text{mm}$;
- Revised model boundaries adopted HQ downstream boundaries, analogues with the full model; and
- The sub-model shares a common upstream boundary with the full model, north-east of the site.

It is noted that curtailing the downstream extent of the model, as shown on Figure 2, is sufficiently downstream as to have no influence on flood levels at the Site.

2.3 Flood Impact Assessment

2.3.1 Proposed Development

As part of the development, it is proposed to incorporate fill pads grading from Yaamba Road generally east towards the rear of the proposed development. This runoff will be directed to a bio-retention basin and drainage channels, as shown on Figure 6 and within Appendix B. The fill pads are currently assumed to have a minimum 1% longitudinal fall.

Table 1 details the proposed channel dimensions, as shown on Figure 6. Figure 4 shows the topographic difference between the existing scenario and the purposed development of the Site, with Figure 5 illustrating the hydraulic roughness.

**PLANS AND DOCUMENTS
referred to in the REFERRAL
AGENCY RESPONSE**



SARA ref: 2301-32776 SRA

Date: 12 April 2023

**Amended in red by SARA on
12 April 2023**

TABLE 1: CHANNEL PROPERTIES

Channel ID	Longitudinal Grade (%)	Base Width (m)	Side Batter
East	0.5	3	1 in 4
South (Basin)	0.5	15	1 in 4
West (Table Drain)	0.5	4	1 in 4

The southern channel doubles as a detention basin providing attenuation of the increased runoff from the proposed development, with 4/0.6 m RCP culvert outlet directly to the table drain between the site and Yaamba Road. Hydraulic characteristics of the detention basin are included in Table 2 below.

The proposed site includes two driveways to access the site, each with a single 1.2 m x 0.9 m RCBC, as shown on Figure 6.

TABLE 2: BASIN HYDRAULIC CHARACTERISTICS

AEP (%)	Pipe Discharge (m ³ /s)	Weir Discharge (m ³ /s)	Depth (m)	Volume (m ³)
63	1.06	0.03	0.54	481
39	1.52	0.02	0.65	653
18	1.99	0.11	0.83	920
10	2.16	0.52	0.88	1009
5	2.26	1.27	0.96	1131
2	2.25	2.08	1.02	1244
1	2.25	2.50	1.07	1318

2.3.2 Results

It is noted that with direct rainfall and RoG hydraulic models all cells are wet, often with very low depths, making it difficult to properly convey hydraulic impacts within a FIA. For instance, if the topography of the underlying cell is changed (increased or decreased due to fill or cut), the flood depths may not necessarily change significantly, however the difference in flood level can appear to be significant even though the relative flood depth in both scenarios may be similar. It is for this reason that both flood level and depth impacts are used to demonstrate no adverse impacts.

Likewise, RoG hydraulic models, with all cells being wet often show disconnected 'pockets' of 'flooding', depending on the chosen cut off depth. This can sometimes also result in isolated hydraulic impacts that may or may not be correct, and may be considered numerical noise of no significance. For this reason, no cut-off depth was used in this FIA.

Appendix B contains consolidated flood level/depth difference figures along with velocity difference figures for all AEP's and generally show that the proposed site can occur without causing any actionable increase in flood levels external to the Site.

The proposed stormwater channels within the site are anticipated to be grass lined with vegetated batters.

PLANS AND DOCUMENTS
referred to in the REFERRAL
AGENCY RESPONSE



SARA ref: 2301-32776 SRA

Date: 12 April 2023

Amended in red by SARA on
12 April 2023

3 Pollutant Impact Assessment

The proposed development exceeds 2,500m², and as such, water quality assessment benchmarks set out in State Planning Policy (DILGP, July 2017) are applicable.

To ensure the development can comply with applicable WQO, a pollutant impact assessment was conducted using MUSIC (Version 6.3).

Lumped industrial pollutant generation parameters were implemented in accordance with the MUSIC Modelling Guidelines (WaterbyDesign, 2018) with sub-catchment properties listed in Table 3 below.

The Rockhampton AERO (Station Number 039083) meteorological data for the 10-year period from 1st January 1980 to 31st December 1989 with a 6-minute time step.

TABLE 3: MUSIC CATCHMENT PROPERTIES

Land Use	Area (ha)	Impervious (%)
Industrial	0.701	90
East Open Space	0.286	0
West Open Space	0.027	0

3.1 Proposed Treatment Train

In order to achieve the applicable WQO, a bio-retention system is proposed, as detailed in Table 4.

TABLE 4: PROPOSED TREATMENT TRAIN

Parameter	Bioretention
Filter and surface area (m ²)	100
Extended detention depth (m)	0.3
Filter depth (m)	0.5
Saturated hydraulic conductivity (mm/hour)	200
Total Nitrogen content of filter media (mg/kg)	400
Orthophosphate content of filter media (mg/kg)	40
Exfiltration rate (mm/hour)	0
Overflow weir (m)	2

It is noted that whilst this assessment only considered the sizing of an above ground bio-retention system. The proposed stormwater channels along the site's northern boundary and centrally located within the site will be vegetated and further contribute to the site's overall water quality treatment.

The bio retention basin location is indicatively shown on Figure 6. It is also noted that the lot layout shown is indicative and subject to change, however generally will not affect the outcomes of this assessment.

3.2 Results

Table 5 below presents the MUSIC results indicating compliance with applicable WQOs.

TABLE 5: MUSIC RESULTS

Parameter	Sources	Residual Load	% Reduction	WQO
Flow (ML/year)	4.5	4.3	5.3	-
Total Suspended Solids (kg/year)	831	117	85.9	85
Total Phosphorus (kg/year)	1.32	0.46	65.1	65
Total Nitrogen (kg/year)	9.72	4.64	52.2	45
Gross Pollutants (kg/year)	113	0	100	90

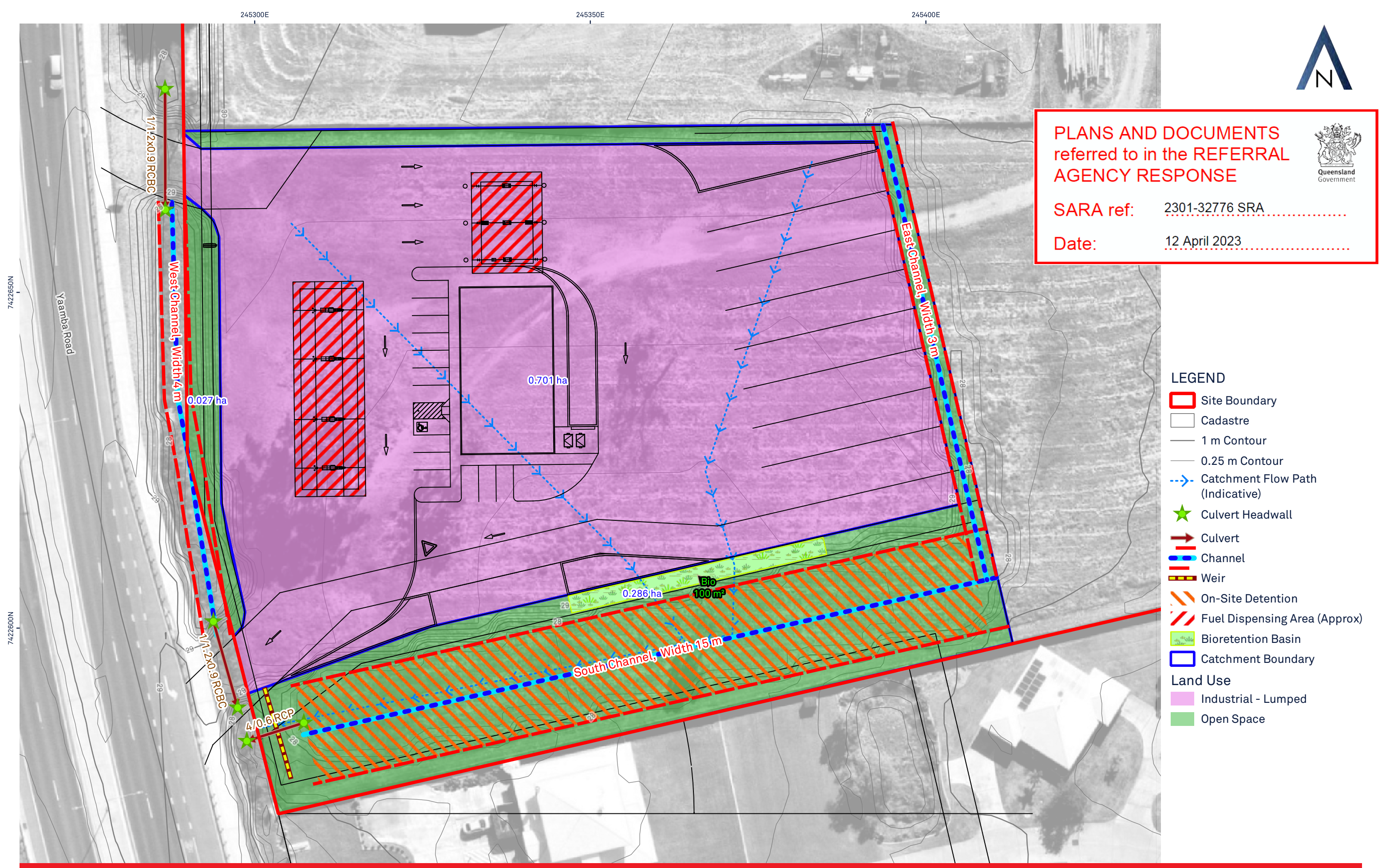
Whilst not explicitly sized or calculated in this SMP, the proposed Fuel and Service Station component of the site will incorporate a suitable oil/grease/petroleum separator and the Fuel Service area will be bunded to capture any spills and direct them to this underground device.

PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE



SARA ref: 2301-32776 SRA

Date: 12 April 2023



PLANS AND DOCUMENTS referred to in the REFERRAL AGENCY RESPONSE

SARA ref: 2301-32776 SRA

Date: 12 April 2023

- LEGEND
- Site Boundary
 - Cadastre
 - 1 m Contour
 - 0.25 m Contour
 - Catchment Flow Path (Indicative)
 - Culvert Headwall
 - Culvert
 - Channel
 - Weir
 - On-Site Detention
 - Fuel Dispensing Area (Approx)
 - Bioretention Basin
 - Catchment Boundary
 - Land Use
 - Industrial - Lumped
 - Open Space