

From: Peter Mulcahy
To: NR @ipsptyltd.com.au
Cc: "Development Planning"
Subject: Request to stop current period - proposed MCU (Service Station) at Enterprise Circuit, Maryborough West (1803-4620 SRA / MCU18/0010)
Date: Monday, 10 December 2018 9:32:23 AM
Attachments: [image001.png](#)
[image003.png](#)
[GE79-S Stop the current period summary report 10122018.pdf](#)

Good Morning NR

Proposed MCU (Service Station)
Enterprise Circuit, MARYBOROUGH WEST (Lot 52 on SP220088 and Lot 53 on SP200102)
SARA Reference: 1803-4620 SRA
Council Reference: MCU18/0010

Please find attached details of the pause notice until 25 January 2019.

If you have any queries, please contact me on (07) 4331 5603.

Kind Regards,

Peter

Peter Mulcahy
Principal Planning Officer
Planning and Development Services
Department of State Development,
Manufacturing, Infrastructure and Planning
P 07 4331 5603 **E** Peter.Mulcahy@dilgp.qld.gov.au
Level 1, 7 Takalvan Street, Bundaberg QLD 4670
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From: Peter Mulcahy
To: Andrea K. McPherson
Cc: [Vicki Jones](#)
Subject: TMR18-024320 (SARA extension of referral agency response period)
Date: Wednesday, 13 February 2019 1:01:57 PM
Attachments: [extension.pdf](#)
[extension.pdf](#)
[Vicki Jones extension to application timeframe 1803-4620 SRA.pdf](#)

Good Afternoon Andrea,

TMR18-024320

Further to our discussion regarding the above application, the applicant has provided written agreement for an extension of the SARA referral agency response period until 26 February 2019.

In addition, the TMR technical agency response period has also been extended until **19 February 2019**.

You must accept this task before completing it

Provide assessment - DTMR Wide Bay/Burnett 1803-4620 SRA

Update request | Provide response | Provide response

Application details

Applicant: Retail Fuel Developments
Stage: Assessment
Case officer: Peter Mulcahy

Nature of development: MCU
Statutory due date: 26 February 2019
Application dashboard

Technical agency response

Response due date: 19 February 2019
* Response received date: 19 February 2019

A copy of the extension confirmation has also been forwarded to the applicant and Fraser Coast Regional Council.

If you wish to discuss this application in the interim, please contact me on (07) 4331 5603.

Kind Regards,

Peter

Peter Mulcahy
Principal Planning Officer
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From: [Peter Mulcahy](#)
To: [Bryan R Richters](#)
Cc: [WBB.IDAS](#)
Subject: TMR18-024320 - Response to SARA "further issues" letter
Date: Thursday, 22 November 2018 2:00:37 PM
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)
[image005.png](#)
[Fwd Fuel Station Enterprise circuit Maryborough.msg](#)
[Traffic Report responding to item 2 of further advice letter.pdf](#)
[DSDMIP Further advice letter 1803-4620 SRA.pdf](#)

Good Afternoon Bryan,

Proposed MCU (Travel Centre – Service Station) at 22 Enterprise Circuit, Maryborough West
TMR Reference: TMR18-024320

Please find attached a copy of the applicant response to the SARA 'further issues' letter dated 27 August 2018.

A copy of the attached/below correspondence has been uploaded into MyDAS2.

If you have any queries, please contact me on (07) 4331 5603.

Kind Regards,

Peter

Peter Mulcahy
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From: Not Relevant [<@ipsptyltd.com.au>](mailto:@ipsptyltd.com.au)
Sent: Wednesday, 21 November 2018 10:44 AM
To: WBB SARA <WBB SARA@dsdmip.qld.gov.au>
Cc: Shelley Jackson <Shelley.Jackson@dsdmip.qld.gov.au>
Subject: RE: 1803-4620 SRA - Attn: Shelley Jackson - Request to Stop Current Period

Hi Shelley,

We provide the following response to the Department's further advice letter dated 27 August 2018:

- **Item 1** – Fraser Coast have informally agreed to remove the covenant AN SP220088 on Lot 52 as per the **attached** email correspondence. I am advised by the client that Fraser Coast have executed a copy of the Form 33 and it has been submitted by the applicant's solicitor to the titles office for official removal, however I have requested that the client send through a copy of this correspondence for your information. In the meantime we would request that the Department finalise its assessment on the basis that this covenant will be removed and we will forward evidence of this occurring shortly.
- **Item 2** – We are in receipt of an amended traffic report that provides a response to Item 2 of

the further advice letter pertaining to traffic matters.

Could you please kindly circulate the traffic report to the necessary specialists for review and I will be in touch with further documentation in relation to Item 1.

Regards

NR

Town Planner
Innovative Planning Solutions
P: 07 5452 5207 M: [Not Relevant]
Email: [NR] @ipsptyltd.com.au
Mail: PO Box 1043 Maroochydore Q 4558
Office: 45 First Avenue, Mooloolaba Q 4557
Web: innovativeplanningsolutions.com.au



From: Shelley Jackson <Shelley.Jackson@dsdmip.qld.gov.au>
Sent: Thursday, 4 October 2018 9:38 AM
To: [Not Relevant] @ipsptyltd.com.au>
Subject: FW: 1803-4620 SRA - Attn: Shelley Jackson - Request to Stop Current Period

Dear [NR]

As per your request this application has now stopped the current period until the 13 December 2018, noting your response to WBBSARA@dsdmip.qld.gov.au will now be due by the 29 November 2018.

Please contact me if you need to discuss this further.

Kind regards

Shelley Jackson
Senior Planning Officer
Planning and Development Services
Department of State Development,
Manufacturing, Infrastructure and Planning

P 07 4122 0407
123 Wharf Street, Maryborough QLD 4650
PO Box 979, BUNDABERG QLD 4670
www.dsdmip.qld.gov.au

From: [Not Relevant] @ipsptyltd.com.au>
Sent: Wednesday, 3 October 2018 4:24 PM
To: WBBSARA <WBBSARA@dsdmip.qld.gov.au>
Subject: 1803-4620 SRA - Attn: Shelley Jackson - Request to Stop Current Period

Hi Shelley,

I write to request a stop to the current period for application 1803-4620 SRA. I request the application stop its current period for 40 business days.

I trust the above is relatively straightforward however should you have any questions or would like to

discuss any of the above please do not hesitate to contact me.

Regards,

Not Relevant

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Released under RTI

From: WBBSARA
To: [WBB.IDAS](#)
Cc: [Shelley Jackson](#)
Subject: FW: 1803-4620 SRA - Request to Stop Current Period and submission of revised site layout sketch for consideration - Service Station at Maryborough
Date: Tuesday, 15 January 2019 1:41:00 PM
Attachments: [image003.png](#)
[image001.png](#)
[image002.png](#)
[Amended sketch plan.pdf](#)

Hi Andrea,

Not Relevant has provided draft amended plans as per your conversation last week. Could you please review and advise if the draft plan will be suitable so NR can organise a final site plan to be submitted?

Please also note that NR has stopped the clock for a further 20 business days until 25 February 2019, which I will process in MyDAS2.

Regards,

Cavannah Deller

Planning Officer

Planning and Development Services | Southern Region

Department of State Development,

Manufacturing, Infrastructure and Planning

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From: Not Relevant <@ipsptyltd.com.au>

Sent: Tuesday, 15 January 2019 1:24 PM

To: WBBSARA <WBBSARA@dsdmip.qld.gov.au>

Subject: 1803-4620 SRA - Request to Stop Current Period and submission of revised site layout sketch for consideration - Service Station at Maryborough

Hi Cavannah,

As discussed, in order to allow time for officers to review our amended sketch for the site, I herein stop the current period on this application for an additional 20 business days. From my calculations this stop the clock will take us through until 25 February 2019.

Also, could you kindly send the attached sketch to Andrea for consideration as per our discussion regarding the requirement for the service vehicle turning to be wholly accommodated in the turning lane. The sketch shows a revised access and internal design that shows a 26m B-Double accessing the site from wholly within the AUL. To achieve this it was necessary to pull the start of the crossover back by approximately 6m and realign the kerbing and fill box location to suit the 26m B-Double Fuel Delivery Vehicle Swept Path however the turning movement can now be wholly accommodated in the AUL lane.

We would appreciate if it could be confirmed whether this revised solution is acceptable to Main Roads, then we will submit a final site plan to inform the Concurrence Agency Response.

In the meantime should you have any queries or wish to discuss any of the above please do not hesitate to contact me.

Regards,

Not Relevant

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From: [No Reply](#)
To: info@ipsptyltd.com.au
Cc: enquiry@frasercoast.qld.gov.au
Subject: 1803-4620 SRA application correspondence
Date: Thursday, 26 April 2018 2:05:19 PM
Attachments: [DSDMIP - Information request - 1803-4620 SRA.pdf](#)

Please find attached a notice regarding application [1803-4620 SRA](#).

If you require any further information in relation to the application, please contact the Department of State Development, Manufacturing, Infrastructure and Planning on the details provided in the notice.

This is a system-generated message. Do not respond to this email.

GE33-N

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Department of State Development,
Manufacturing, Infrastructure and Planning

Email Id: RFLG-0418-0001-8780

From: Peter Mulcahy
To: Andrea x McPherson
Cc: [Vide Link](#)
Subject: TMR18-024320 (SARA extension of referral agency response period)
Date: Wednesday, 13 February 2019 1:01:57 PM
Attachments: [response01.docx](#)
[response01.docx](#)
[SARA extension of extension to application timeframe 1803-4620 SRA.pdf](#)

Good Afternoon Andrea,

TMR18-024320

Further to our discussion regarding the above application, the applicant has provided written agreement for an extension of the SARA referral agency response period until 26 February 2019.

In addition, the TMR technical agency response period has also been extended until 19 February 2019.

The screenshot shows a web application interface with a top navigation bar containing 'MY TASKS', 'APPLICATIONS', 'ACTIONS', and 'REPORTS'. Below the navigation bar, there is a message: 'You must accept this task before completing it' with buttons for 'ACCEPT', 'NO BACK', and 'REASSIGN'. The main heading is 'Provide assessment - DTMR Wide Bay/Burnett 1803-4620 SRA'. Below this, there is a 'Provide response' button. The 'Application details' section includes: 'Applicant: Retail Fuel Developments', 'Stage: Assessment', 'Case officer: Peter Mulcahy', 'Nature of development: MCJ', and 'Statutory due date: 26 February 2019'. The 'Technical agency response' section includes: 'Response due date: 19 February 2019' (highlighted with a red box) and 'Response received date: 13/2/2019'. There is also a link for 'Application dashboard'.

A copy of the extension confirmation has also been forwarded to the applicant and Fraser Coast Regional Council.

If you wish to discuss this application in the interim, please contact me on (07) 4331 5603.

Kind Regards,

Peter

Peter Mulcahy
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From: WBBSARA
To: [WBB.IDAS](#)
Subject: Attn: Andrea - Amended Plans - 1803-4620 SRA
Date: Thursday, 20 December 2018 9:19:48 AM
Attachments: [image003.png](#)
[image001.png](#)
[image005.png](#)
[Full set of amended architectural plans.pdf](#)
[Sketch from traffic report with recommendations.pdf](#)

Hi Andrea,

Please see the attached amended plans for application 1803-4620 SRA.

As stated below, the applicant is still waiting further information from their client which will be sent through once received.

If you require anything else or there are any problems please let me know.

Regards,

Cavannah Deller

Planning Officer

Planning and Development Services | Southern Region

Department of State Development,

Manufacturing, Infrastructure and Planning

P 07 4331 5604 E WBBSARA@dsdmip.qld.gov.au

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From: Not Relevant <ipsptv@ipsptv.com.au>
Sent: Wednesday, 19 December 2018 5:05 PM
To: WBBSARA <WBBSARA@dsdmip.qld.gov.au>
Cc: Peter Mulcahy <Peter.Mulcahy@dsdmip.qld.gov.au>
Subject: 1803-4620 SRA - Provision of amended plans - Service Station at Maryborough

Hi Peter,

Please find **attached** a full set of amended architectural plans which have been revised to adopt the recommendations of the traffic report.

In particular the following amendments have been made:

- The driveway has been moved as far south as practicable
- The location of the underground fuel tanks has been adjusted and the internal landscaping beds adjusted to accommodate the amended vehicle turn path of a B-Double entering the site
- This has meant the centre median did not need to be amended and a 'truck only' and 'car

only' access point can be maintained

Could you kindly send off to the Main Roads officers for review. I note I am still pursuing the client for the paperwork showing that the landscape covenant has been extinguished and will forward through once received.

Thanks for your assistance and speak soon.

Regards

Not Relevant

Town Planner
Innovative Planning Solutions

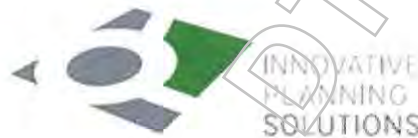
P: 07 5452 5207 M: Not Relevant

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Web: innovativeplanningsolutions.com.au



The IPS office will close at midday on Friday 21 December 2018 and reopen on Monday 7 January 2019. We wish everyone an enjoyable Christmas break and look forward to seeing you in the new year.

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From: No Reply
To: enquiry@frasercoast.qld.gov.au
Subject: 1803-4620 SRA application correspondence
Date: Wednesday, 13 February 2019 12:33:57 PM
Attachments: [RE 1803-4620 SRA - proposed MCU \(Service Station\) at 22 Enterprise Circuit Maryborough West .msg](#)
[GE35-N Notice of extension to application timeframe 1803-4620 SRA.pdf](#)

Please find attached a notice regarding application [1803-4620 SRA](#).

If you require any further information in relation to the application, please contact the Department of State Development, Manufacturing, Infrastructure and Planning on the details provided in the notice.

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GE35-N

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Department of State Development,
Manufacturing, Infrastructure and Planning

Email Id: RFLG-0219-0004-0506

Application Number	TMR18-024320		
SARA Application Number	1803-4620 SRA		
Subject Land	Enterprise Circuit, Maryborough West QLD 4650		
Development Description	Aspect Of Development	Type Of Approval	Description
	Material Change of Use	Development Permit	Travel Centre - Service Station
Application Trigger/s	Trigger Mode	Trigger Number	Trigger Description
	State-Controlled Roads	10.9.4.2.4.1	Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises— (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are— (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection
Assessing Officer	Bryan Richters		

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
PO1 The location of buildings, structures , infrastructure, services and utilities does not create a safety hazard in a state-controlled road , or cause damage to, or obstruct road transport infrastructure .	AO1.1 Buildings, structures , infrastructure, services and utilities are not located in a state-controlled road .	Complies – development is located on a deceleration ramp at approximately 210m from the SCR.
	AND AO1.2 Buildings, structures , infrastructure, services and utilities can be maintained without requiring access to a state-controlled road .	see response to AO1.1
PO2 The design and construction of buildings and structures does not create a safety hazard by distracting users of	AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials.	Complies – site review showed that only a car canopy and carparks face the road with the shop/fuel sales building located behind these areas. Given the distance of the proposed structures from the SCR, at

Performance outcomes	Acceptable outcomes	Response
a state-controlled road .	OR	approximately 103m from the crown of the highway, the risk of distraction is very low.
	AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road .	see response to AO2.1
	AND AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights.	see response to AO2.1
	AND AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising Guide, Department of Transport and Main Roads, 2013.	Advice note to be included re construction and maintenance of the sign in accordance with the Roadside Advertising Manual.
PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road .	AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2014.	N/A – no bridges proposed
Filling, excavation and retaining structures		
PO4 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road . Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service. Where development will impact on an existing or	No acceptable outcome is prescribed.	N/A – Construction work will be a significant distance from the road reserve; due to, separation of the SCR and the site by the exit ramp.

Performance outcomes	Acceptable outcomes	Response
<p>future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>		
<p>PO5 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	see response to PO4
<p>PO6 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ</p>	No acceptable outcome is prescribed.	see response to PO4

Performance outcomes	Acceptable outcomes	Response
<p>certified geotechnical assessment, prepared in accordance with the Road Planning and Design manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>		
<p>PO7 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Road Planning and Design Manual 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	see response to PO4
<p>PO8 Development involving the haulage of fill, extracted material or excavated spoil material</p>	<p>AO8.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	see response to PO4

Performance outcomes	Acceptable outcomes	Response
<p>exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided. Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, and the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a pavement impact assessment.</p>		
<p>PO9 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>No acceptable outcome is prescribed.</p>	<p>N/A – no drainage infrastructure, associated with the SCR, is proximate to the proposed access locations.</p>
<p>PO10 Fill material used on a development site does not result in contamination of a state-controlled road.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road</p>	<p>AO10.1 Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p>	<p>N/A – no fill identified for the development.</p>

Performance outcomes	Acceptable outcomes	Response
environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	see response to AO10.1
PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road . Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND	see response to AO10.1
	AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	see response to AO10.1
Stormwater and drainage		
PO12 Development does not result in an actionable nuisance , or worsening of, stormwater, flooding or drainage impacts in a state-controlled road . Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Condition – Standard condition IP03a to be recommended given the elevated nature of the site.
PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road . Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO13.1 Development does not create any new points of discharge to a state-controlled road . AND	Complies – stormwater to be discharged to Enterprise Cct via overland flow and piped connection. Standard condition IP03a to be imposed.
	AO13.2 Stormwater run-off is discharged to a lawful point of discharge . Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge . AND	Complies – see response to AO13.1

Performance outcomes	Acceptable outcomes	Response
	AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road .	
PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road . Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road .	N/A – Sediment and control has been addressed within the Stormwater management plan.
Vehicular access to a state-controlled road		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads . Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	AO15.1 Development does not require new or changed access to a limited access road. Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system . OR	N/A – no direct access to the SCR is proposed.
	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road. Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office. AND	see response to AO15.1

Performance outcomes	Acceptable outcomes	Response
	<p>AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road.</p> <p>Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.</p>	see response to AO15.1
<p>PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	<p>AO16.1 Vehicular access is provided from a local road.</p> <p>OR all of the following acceptable outcomes apply:</p>	Complies – access is via an access easement which is configured as an exit ramp.
	<p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p>	see discussion s4.2.3
	<p>AO16.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	new s62 decision required.

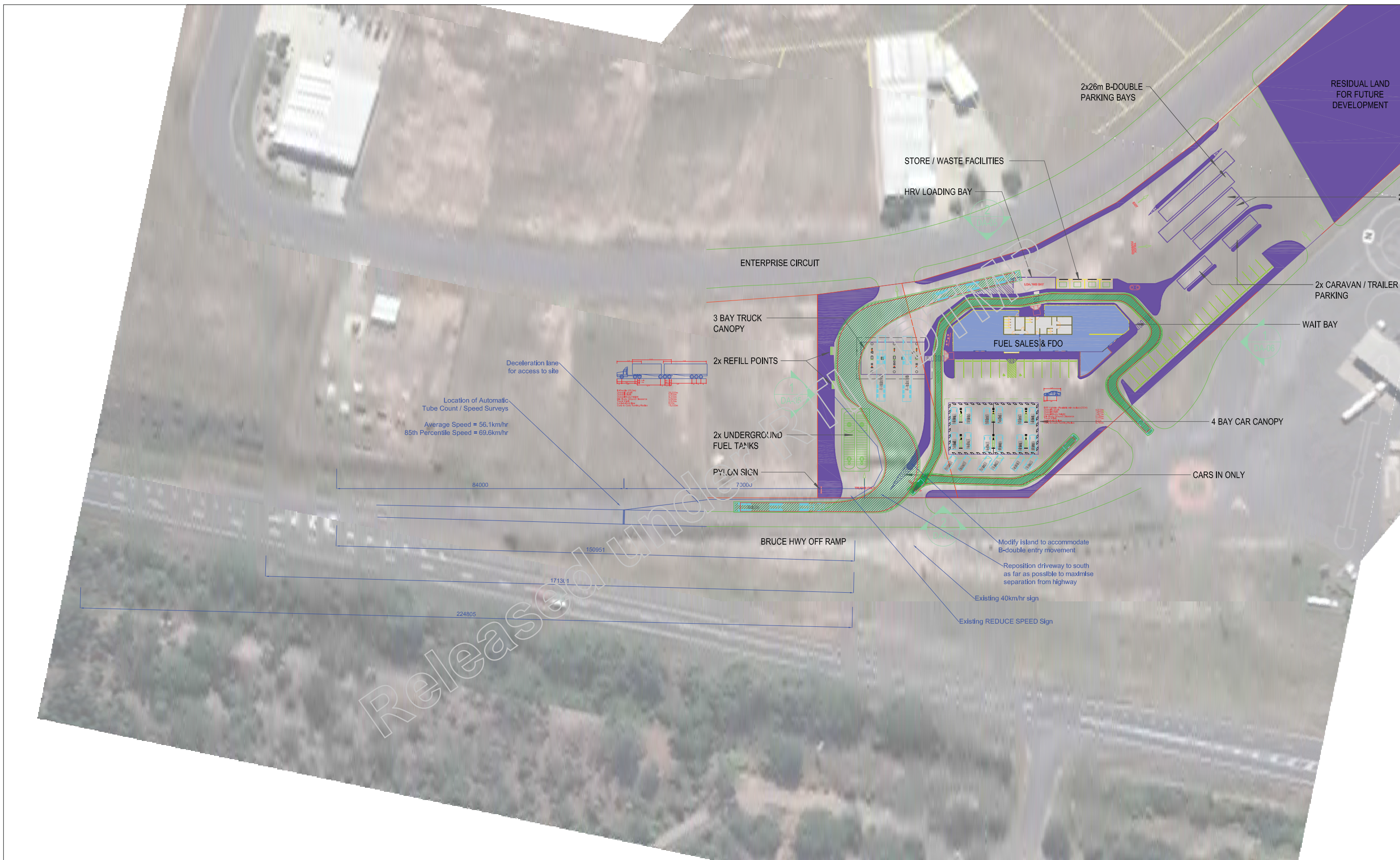
Performance outcomes	Acceptable outcomes	Response
<p>Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.</p> <p>AND</p>	see response to AO16.3
	<p>AO16.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.</p>	Complies – Development is serviced by an Auxiliary left turn lane which gives a distance of 157m+ to ensure access through the exit ramp is maintained.
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
<p>PO17 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.</p> <p>Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p>AO17.1 Vehicular access is located as far as possible from the state-controlled road intersection.</p> <p>AND</p>	N/A – access to Enterprise Cct is >100m from intersection with SCR.
	<p>AO17.2 Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016.</p> <p>AND</p>	see response to AO17.1
	<p>AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.</p>	see response to AO17.1
Public passenger transport infrastructure on state-controlled roads		
<p>PO18 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle</p>	<p>AO18.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.</p>	N/A – development will not impact on public passenger transport infrastructure.


Performance outcomes	Acceptable outcomes	Response
<p>access to public passenger transport infrastructure and public passenger services.</p> <p>Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	AND	
	<p>AO18.2 Development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p>	see response to AO18.1
	<p>AO18.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p> <p>AND</p>	see response to AO18.1
	<p>AO18.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.</p>	see response to AO18.1
Planned upgrades		
<p>PO19 Development does not impede delivery of planned upgrades of state-controlled roads.</p>	<p>AO19.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.</p> <p>Note: Land required for the planned upgrade of a state-controlled road is identified in the <u>DA mapping system</u>.</p> <p>OR</p>	N/A – no planned upgrades identified on DSDMIP mapping.
	<p>AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not</p>	see response to AO19.1

Performance outcomes	Acceptable outcomes	Response
	located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road .	
	OR all of the following acceptable outcomes apply: AO19.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	see response to AO19.1
	AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road . AND	see response to AO19.1
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road . AND	see response to AO19.1
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	see response to AO19.1
Network impacts		
PO20 Development does not result in a worsening of operating conditions on the state-controlled road network . Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ	No acceptable outcome is prescribed.	Discretion can be provided as the department has proposed works to occur north of the site in April 2019.

Performance outcomes	Acceptable outcomes	Response
certified traffic impact assessment is provided. Refer to the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.		
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.	Complies – heavy vehicles exiting the development are directed to the local road network.
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the <i>Road Planning and Design Manual</i> , 2 nd edition, Department of Transport and Main Roads, 2016. Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	N/A – no works proposed on the SCR.

PO23-PO31 – Assessment against these performance outcomes has not been undertaken as the development does not include Childcare Centre/Hospital or Educational Establishment.



drawing title			
22 Enterprise Circuit, Maryborough West Deceleration Lane Treatment - CONCEPT ONLY			
drawn: RQ	Scale: 1:1000 @ A3	date: 08/11/18	
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only			
714_TRG07	SK.04	B	
project no.	drawing no.	rev	

From: [Shelley Jackson](#)
To: [Andrea K McPherson](#); [Stephanie Ellis](#)
Subject: FW: 1803-4620 SRA - Attn: Shelley Jackson - Request to Stop Current Period
Date: Thursday, 4 October 2018 9:47:04 AM
Attachments: [image001.png](#)
[image002.png](#)
[image004.png](#)
[image006.png](#)

Dear Andrea and Stephanie (for Paul Rice)

Please note as per below emails that the applicant for the above mentioned application Retail Fuels Developments 22 Enterprise Street Maryborough has requested to stop the current period for a longer period.

Please note therefore that current due SARA timeframes are now:

- 29 November 2018 further advice response due from applicant
- 7 December 2018 TMR response due to SARA
- 13 December final response due (last day of stop the clock).

Please don't hesitate to give me a call if you want to chat further about these dates.

Kind regards

Shelley Jackson
Senior Planning Officer
Planning and Development Services
[Department of State Development,](#)
[Manufacturing, Infrastructure and Planning](#)

P 07 4122 0407
123 Wharf Street, Maryborough QLD 4650
PO Box 979, BUNDABERG QLD 4670
www.dsdmip.qld.gov.au

From: Shelley Jackson
Sent: Thursday, 4 October 2018 9:38 AM
To: Not Relevant @ipsptyltd.com.au>
Subject: FW: 1803-4620 SRA - Attn: Shelley Jackson - Request to Stop Current Period

Dear NR

As per your request this application has now stopped the current period until the 13 December 2018, noting your response to WBBSARA@dsdmip.qld.gov.au will now be due by the 29 November 2018.

Please contact me if you need to discuss this further.

Kind regards

Shelley Jackson
Senior Planning Officer
Planning and Development Services
[Department of State Development,](#)
[Manufacturing, Infrastructure and Planning](#)

P 07 4122 0407
123 Wharf Street, Maryborough QLD 4650
PO Box 979, BUNDABERG QLD 4670
www.dsdmip.qld.gov.au

From: [Not Relevant] <[redacted]@ipsptyltd.com.au>
Sent: Wednesday, 3 October 2018 4:24 PM
To: WBBSARA <WBBSARA@dsdmip.qld.gov.au>
Subject: 1803-4620 SRA - Attn: Shelley Jackson - Request to Stop Current Period

Hi Shelley,

I write to request a stop to the current period for application 1803-4620 SRA. I request the application stop its current period for 40 business days.

I trust the above is relatively straightforward however should you have any questions or would like to discuss any of the above please do not hesitate to contact me.

Regards,

[Not Relevant]

Town Planner
Innovative Planning Solutions
P: 07 5452 5207 M: [Not Relevant]
Email: [NR] <[\[redacted\]@ipsptyltd.com.au](mailto:[redacted]@ipsptyltd.com.au)>
Mail: PO Box 1043 Maroochydore Q 4558
Office: 45 First Avenue, Mooloolaba Q 4557
Web: innovativeplanningsolutions.com.au



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From: [David E Lye](#)
To: [Andrea K McPherson](#)
Subject: 5yr Crash History Report - Bruce Highway (10C), Tdist 3.2 - 4.6km
Date: Monday, 17 December 2018 1:51:54 PM
Attachments: [getjobid696085.pdf](#)

Hi Andrea,

As discussed, please refer the attached report.

Kind Regards,

David Lye

Senior Advisor (Traffic & Road Safety) | Wide Bay/Burnett District

Program Delivery and Operations Branch | Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Floor 1 | 23 Quay Street | Bundaberg Qld 4670

Locked Bag 486 | Bundaberg Qld 4670

(07) 4181 1304 | M: Not Relevant

David.e.lye@tmr.qld.gov.au

www.tmr.qld.gov.au

From: [Paul Rice](#)
To: [WBB.IDAS](#)
Cc: [Andrea K McPherson](#)
Subject: FW: Service Station - Enterprise Cir Maryborough - Enquiry regarding access over landscape buffer covenant area - ANSP220088 - MCU18/0010
Date: Monday, 8 October 2018 9:43:27 AM

Good morning Andrea,

Thank you for your time on the phone this morning.

As discussed, Council has agreed to allow access to the development site over the Covenant, and has executed documentation to permanently release the Covenant from the title.

Regards,

Paul Rice

Principal Officer Major Developments
Planning and Growth

T 07 4197 4368 | E Paul.Rice@frasercoast.qld.gov.au

From: WBB.IDAS [mailto:Wide.Bay.Burnett.IDAS@tmr.qld.gov.au]
Sent: Tuesday 2 October 2018 9:37 AM
To: Jeff Brannan
Subject: Enquiry regarding access over landscape buffer covenant area - ANSP220088 - MCU18/0010

Good morning Jeff,

Thank you for your time regarding the Service Station application on Enterprise Cct in Maryborough.

As discussed we require some information that you may be able to assist with. The information we require relates to a covenant over Lot 52SP220088. The item within the Further Issues letter relevant to this issue is provided below:

Please provide further information demonstrating that the land subject to the development application has established lawful rights for access over Covenant AN SP220088 (in Lot 52 SP220088).

Reason for the request:

- The Department of Transport and Main Roads have advised that Covenant AN SP220088 was created as a covenant in favour of Fraser Coast Regional Council to ensure a suitable landscape buffer is provided between development on Lot 52 SP220088 and vehicle movements within Easement A RP903779.

Insufficient documentation has been provided to demonstrate that vehicular access over the Covenant area is permitted. This may require discussions with Fraser Coast Regional Council (the council) to determine whether the council is supportive of the impact and associated access arrangements over the covenant area reflected in Covenant ANSP220088.

If you could advise on whether the requirements of the landscape buffer are being upheld or whether access over this area would be permitted.

Your assistance would be greatly appreciated.

Kind regards

Andrea McPherson

A/ Senior Planner Wide Bay/Burnett District

Program Delivery and Operations Branch | Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Floor 1 | 23 Quay Street | Bundaberg Qld 4670

Locked Bag 486 | Bundaberg Qld 4670

(07) 4154 0208

andrea.k.mcpherson@tmr.qld.gov.au

www.tmr.qld.gov.au

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Released under RTI - DMR

From: [Wesley F Christensen](#)
To: [Andrea K McPherson](#)
Subject: RE: Traffic volume trends for 10c - traffic counter 120412 and 121016
Date: Monday, 17 December 2018 11:20:22 AM

Andrea, the assumption is that the traffic figures are lower for the 2012 to 2017 period due to construction of the Cooroy to Curra sections A through to C, as this ties in with the decrease in volumes along 10A, 10B and some sections of 10C (towards the start of the road).

The estimated ADT for the 2018 appears to put the volumes (and growth) back on track.

Wes

Wesley Christensen

Traffic Analysis Officer | Wide Bay Burnett District

Program Delivery and Operations Branch | Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Floor 1 | 23 Quay Street | Bundaberg Qld 4670

Locked Bag 486 | Bundaberg Qld 4670

(07) 41540241 | M: Not Relevant

wesley.f.christensen@tmr.qld.gov.au

www.tmr.qld.gov.au



From: Andrea K McPherson

Sent: Monday, 17 December 2018 10:47 AM

To: Wesley F Christensen <wesley.f.christensen@tmr.qld.gov.au>

Subject: Traffic volume trends for 10c - traffic counter 120412 and 121016

Hey Wes,

So I can include your comments re future traffic volume trends could you please outline your predictions and justification.

As per our ...most enlightening discussions.

Cheers,

Andrea McPherson

Senior Planner Wide Bay/Burnett District

Program Delivery and Operations Branch | Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Floor 1 | 23 Quay Street | Bundaberg Qld 4670

Locked Bag 486 | Bundaberg Qld 4670

(07) 4154 0208

wbb.idas@tmr.qld.gov.au

-

From: [Wesley F Christensen](#)
To: [Andrea K McPherson](#)
Subject: RE: Traffic counts - hourly
Date: Monday, 7 January 2019 11:56:36 AM
Attachments: [2017 Weekly Vol 10A 480 914.pdf](#)

Andrea, please find attached you requested traffic data.

Wes

Wesley Christensen

Traffic Analysis Officer | Wide Bay Burnett District

Program Delivery and Operations Branch | Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Floor 1 | 23 Quay Street | Bundaberg Qld 4670

Locked Bag 486 | Bundaberg Qld 4670

(07) 41540241 | M Not Relevant

wesley.f.christensen@tmr.qld.gov.au

www.tmr.qld.gov.au



From: Andrea K McPherson

Sent: Monday, 7 January 2019 10:31 AM

To: Wesley F Christensen <wesley.f.christensen@tmr.qld.gov.au>

Subject: Traffic counts - hourly

Good morning Wes,

Happy New Year

Could you please provide your most recent counts for the following roads:

480 – site 23920

10A- site 20521 (do you have any counts?)

914 – site 23904

Many thanks

Andrea McPherson

Senior Planner Wide Bay/Burnett District

Program Delivery and Operations Branch | Infrastructure Management and Delivery Division | Department of Transport and Main Roads

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Locked Bag 486 | Bundaberg Qld 4670

(07) 4154 0208

wbb.idas@tmr.qld.gov.au

-

From: WBB IDAS
To: NR @ipsptyltd.com.au
Cc: "WBB SARA"
Subject: 1803-4620 SRA - Amended plans - Service Station at Maryborough
Date: Wednesday, 9 January 2019 4:05:00 PM

Good afternoon NR

As discussed the amended drawings, provided on the 20/12/2018, do not correlate with those provided within the Traffic Impact Assessment (Drawing no 714_TRG07, SK.04 (rev B). Turnpaths on the Proposed Site Plan (DA-02 (rev E) showed that heavy vehicles could not complete the movement within the proposed Auxiliary Left turn (AUL) lane, with the through lane still being required to turn into the access.

The department supports the access at a distance of less than 180m from the exit nose of the exit ramp, so long as through traffic is not constrained by vehicles turning into the development. Please review and revise the drawings to provide an access location where all movements into the development can be achieved from the AUL.

Currently a resolution to this matter is required prior to the 25/01/2018. To enable the department's response and the subsequent SARA Referral Agency Response to be provided please respond at your earliest convenience.

Kind regards,

Released under RTI 1013628

From: Peter Mulcahy
To: [Andrea K McPherson](#)
Cc: [WBB IDAS](#)
Subject: TMR18-024320 (SARA extension of referral agency response period)
Date: Wednesday, 13 February 2019 1:01:57 PM
Attachments: [image001.png](#)
[image012.png](#)
[GE-35-N Notice of extension to application timeframe 1803-4620 SRA.pdf](#)

Good Afternoon Andrea,

TMR18-024320

Further to our discussion regarding the above application, the applicant has provided written agreement for an extension of the SARA referral agency response period until 26 February 2019.

In addition, the TMR technical agency response period has also been extended until 19 February 2019.

MY TASKS APPLICATIONS ACTIONS REPORTS

You must accept this task before completing it

Provide assessment - DTMR Wide Bay/Burnett 1803-4620 SRA

Initiate request Enter request details Provide response

Application details

Applicant: Retail Fuel Developments
Stage: Assessment
Case officer: Peter Mulcahy

Technical agency response

Response due date: 19 February 2019
* Response received date: 13/02/2019

ACCEPT GO BACK REASSIGN

A copy of the extension confirmation has also been forwarded to the applicant and Fraser Coast Regional Council.

If you wish to discuss this application in the interim, please contact me on (07) 4331 5603.

Kind Regards,

Peter

Peter Mulcahy
Principal Planning Officer
Planning and Development Services
Department of State Development,
Manufacturing, Infrastructure and Planning
P 07 4331 5603 E Peter.Mulcahy@ddmip.qld.gov.au
Level 1, 7 Takalvan Street, Bundaberg QLD 4670
PO Box 979 Bundaberg QLD 4670
www.ddmip.qld.gov.au

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From: [Redacted] NR
To: WBB.IDAS
Cc: [Redacted] Not Relevant
Subject: FW: Request for electronic SIDRA files for proposed development for Retail Fuel Developments at 22 Enterprise Circuit, Maryborough West (Your Ref: 714_TRG07 Revision B dated 6 August 2018)
Date: Monday, 20 August 2018 1:58:27 PM
Attachments: [Caltex Access Intersection.sip7](#)

Good afternoon,

Further to your email below, please find attached SIDRA files relating to this application.

Regards,

[Redacted] Not Relevant

Senior Associate
BE Civil, MIEAUST



t 07 3166 9216
m [Redacted] Not Relevant
e [Redacted] NR [@qtraffic.com.au](mailto:[Redacted]@qtraffic.com.au)
w www.qtraffic.com.au

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From: WBB.IDAS <Wide.Bay.Burnett.IDAS@tmr.qld.gov.au>
Sent: Monday, 20 August 2018 8:33 AM
To: [Redacted] Not Relevant [@qtraffic.com.au](mailto:[Redacted]@qtraffic.com.au)>
Cc: WBBSARA <WBBSARA@dsdip.qld.gov.au>
Subject: Request for electronic SIDRA files for proposed development for Retail Fuel Developments at 22 Enterprise Circuit, Maryborough West (Your Ref: 714_TRG07 Revision B dated 6 August 2018)

Hello [Redacted] NR

Reference is made to the above development application referred to the Department of State Development, Manufacturing Infrastructure and Planning (DSDMIP) on 11 April 2018.

Transport and Main Roads (TMR) have received a copy of a traffic report prepared by QTraffic Consultants (Ref: 714_TRG07 Revision B dated 6 August 2018) as it relates to the information request issued by DSDMIP dated 26 April 2018.

Appendix G of the traffic report includes SIDRA modelling results for the Caltex Access.

To assist TMR in the assessment of the development application, could you please forward the electronic SIDRA files for the intersection modelled to our Bundaberg office via WBB.IDAS@tmr.qld.gov.au

Please be aware that there is size limitations for incoming emails and due to system constraints, incoming emails in excess of 10Mb in size will be unable to be successfully received.

Should you wish to discuss further, please do not hesitate to call me on my direct number below.

Kind regards

Bryan Richters

Program Support Coordinator (Development Assessment) | Project Planning and Corridor Management
Program Delivery and Operations | Branch Infrastructure and Delivery | Department of Transport and Main Roads

Floor 1 | Bundaberg Main Roads Building | 23 Quay Street | Bundaberg Qld 4670
Locked Bag 486 | Bundaberg Qld 4670
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E: WBB.IDAS@tmr.qld.gov.au
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From: No Reply <mydas-notifications-prod2@qld.gov.au>
Sent: Wednesday, 15 August 2018 8:19 AM
To: WBB.IDAS
Subject: 1803-4620 SRA — TA assessment requested (information response received)

SARA role: referral agency

On 15 August 2018, the applicant provided a response to the Department of State Development, Manufacturing, Infrastructure and Planning's information request for [1803-4620 SRA](#).

The development application is for the following premises:

Lot and plan	Adjacent or adjoining	Address	Local government area
52SP220088	No	22 Enterprise Circuit, Maryborough West	Fraser Coast Regional Council
53SP200102	No	Enterprise Circuit, Maryborough West	Fraser Coast Regional Council

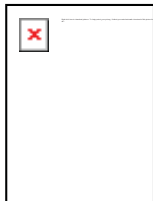
If the information request included matters within your agency's jurisdiction, please provide your technical assessment to the department by 10 September 2018.

If you have already provided your technical assessment, please review the information provided by the applicant and advise the department, as soon as possible, if an amendment to your response is required.

Please contact Shelley Jackson, Senior Planning Officer on 0741220407 or via email WBBSARA@dsdmip.qld.gov.au if you have any queries.

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GE17-E



Department of State Development,
Manufacturing, Infrastructure and Planning

Email Id: RFLG-0818-0002-6825

From: Peter Mulcahy
To: [Andrea K McPherson](#)
Cc: [WBB.IDAS](#)
Subject: FW: 1803-4620 SRA - proposed MCU (Service Station) at 22 Enterprise Circuit, Maryborough West
Date: Tuesday, 12 February 2019 12:09:54 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image006.png](#)
[Further amended DA set 12.02.19.pdf](#)
[Amended sketch plan.pdf](#)

Good Afternoon Andrea,

Proposed MCU (Service Station) at Maryborough West

TMR Reference: TMR18-024320

SARA Reference: 1803-4620 SRA

Further to our discussion yesterday, please find attached a full set of amended plans (incorporating the sketch plan).

I will upload these plans to MyDAS2.

Please note I have secured a ten (10) business day extension until 26 February 2019 (SARA to provide confirmation letter tomorrow).

If you have any queries or wish to discuss this application, please contact me on (07) 4331 5603.

Kind Regards,

Peter

Peter Mulcahy

Principal Planning Officer

Planning and Development Services

Department of State Development,
Manufacturing, Infrastructure and Planning

P 07 4331 5603 E Peter.Mulcahy@dsdmip.qld.gov.au

Level 1, 7 Takalvan Street, Bundaberg QLD 4670

PO Box 979 Bundaberg QLD 4670

www.dsdmip.qld.gov.au

LET'S CONNECT



From: Not Relevant @ipsptyltd.com.au>

Sent: Tuesday, 12 February 2019 11:34 AM

To: Peter Mulcahy <Peter.Mulcahy@dsdmip.qld.gov.au>

Subject: RE: 1803-4620 SRA - proposed MCU (Service Station) at 22 Enterprise Circuit, Maryborough West

Hi Peter,

Please find **attached** a full set of amended plans that reflect the 'in principle' agreed sketch plan **attached**.

If you could kindly confirm TMR's final acceptance and look to finalise a concurrence agency response on this basis it would be greatly appreciated.

Regards

Not Relevant

Town Planner

Innovative Planning Solutions

P: 07 5452 5207 M: Not Relevant

Email: NR @ipsptyltd.com.au

Mail: PO Box 1043 Maroochydore Q 4558

Office: 45 First Avenue, Mooloolaba Q 4557

Web: innovativeplanningsolutions.com.au



INNOVATIVE
PLANNING
SOLUTIONS

From: Peter Mulcahy <Peter.Mulcahy@dsdmip.qld.gov.au>

Sent: Tuesday, 12 February 2019 8:40 AM

To: Not Relevant @ipsptyltd.com.au>

Subject: 1803-4620 SRA - proposed MCU (Service Station) at 22 Enterprise Circuit, Maryborough West

Good Morning NR

Proposed MCU (Service Station)

Enterprise Circuit, MARYBOROUGH WEST (Lot 52 on SP220088 and Lot 53 on SP200102)

SARA Reference: 1803-4620 SRA

Thanks for your time yesterday in discussing the above application.

As per our discussion, SARA are requesting an extension to the decision period and additionally a revised site plan which incorporates the attached sketch.

Would you please request an extension via e-mail and I can formalise this today. Happy for your to nominate a timeframe for the extension based on our discussion and the revision to the site plan.

If you wish to discuss, please contact me on (07) 4331 5603.

Kind Regards,

Peter

Peter Mulcahy

Principal Planning Officer

Planning and Development Services

Department of State Development,
Manufacturing, Infrastructure and Planning

P 07 4331 5603 E Peter.Mulcahy@dsdmip.qld.gov.au

Level 1, 7 Takalvan Street, Bundaberg QLD 4670

PO Box 979 Bundaberg QLD 4670

www.dsdmip.qld.gov.au

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Released under RTI - DT1002

From: Peter Mulcahy <Peter.Mulcahy@dsmip.qld.gov.au>
Sent: Thursday, 6 December 2018 10:57 AM
To: Andrea K McPherson
Cc: WBB.IDAS
Subject: TMR18-024320 - Request to Stop Current Period - Service Station at Maryborough

Categories: Filing eDAM

Good Morning Andrea,

**Proposed MCU (Service Station) at Enterprise Circuit, Maryborough West
TMR18-024320**

Thanks for your time earlier.

Please find below pause notice request for a further 25 business days, with the new date being 25 January 2019.

Notwithstanding the pause request, I will work with you to expedite the assessment if possible.

The new date will take effect in the MyDAS2 system from Monday.

Kind Regards,

Peter



Peter Mulcahy
Principal Planning Officer
Planning and Development Services
Department of State Development,
Manufacturing, Infrastructure and Planning

P 07 4331 5603 E Peter.Mulcahy@dsip.qld.gov.au
Level 1, 7 Takalvan Street, Bundaberg QLD 4670
PO Box 979, Bundaberg QLD 4670
www.dsmip.qld.gov.au

From: [Not Relevant]@ipsptyltd.com.au>
Sent: Thursday, 6 December 2018 9:51 AM
To: WBB.SARA <WBB.SARA@dsmip.qld.gov.au>
Cc: Peter Mulcahy <Peter.Mulcahy@dsmip.qld.gov.au>
Subject: 1803-4620 SRA - Request to Stop Current Period - Service Station at Maryborough

Hi Peter,

As discussed earlier this week, in order to allow time for us to provide an amended site plan back to the Department that aligns with the recommendations of the traffic report and to allow sufficient time for Main Roads and DSDMIP officers to review and finalise a response I herein stop the current period on this application for an additional 25 business days.

I trust the above is relatively straightforward however should you have any questions or would like to discuss any of the above please do not hesitate to contact me.

Regards,

NR

Not Relevant

Town Planner

Innovative Planning Solutions

P: 07 5452 5207 **M:** Not Relevant

Email: NR @ipsptyltd.com.au

Mail: PO Box 1043 Maroochydore Q 4558

Office: 45 First Avenue, Mooloolaba Q 4557

Web: innovativeplanningsolutions.com.au



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Released under RTI - 68461

From: No Reply
To: shelley.jackson@dsdmip.qld.gov.au; enquiry@frasercoast.qld.gov.au
Cc: info@ipsptyltd.com.au
Subject: 1803-4620 SRA application correspondence
Date: Friday, 22 February 2019 10:33:32 AM
Attachments: [Extent of the pavement upgrade.pdf](#)
[TMR LAYOUT PLAN TMR18 024320.pdf](#)
[TIA - Application decision - s62A \(PA\) - Approval 2.pdf](#)
[Plans.pdf](#)
[Statement of reasons 1803-4620 SRA.pdf](#)
[Response with conditions 1803-4620 SRA.pdf](#)

Please find attached a notice regarding application [1803-4620 SRA](#).

If you require any further information in relation to the application, please contact the Department of State Development, Manufacturing, Infrastructure and Planning on the details provided in the notice.

This is a system-generated message. Do not respond to this email.

RA6-N

alt=



Department of State Development,
Manufacturing, Infrastructure and Planning

Email Id: RFLG-0219-0004-1260

From: No Reply <mydas-notifications-prod2@qld.gov.au>
Sent: Wednesday, 11 April 2018 5:41 PM
To: WBB.IDAS
Subject: 1803-4620 SRA — Request TA assessment (confirmation)

SARA role: referral agency

Lot and plan	Adjacent or adjoining	Address	Local government area
52SP220088	No	22 Enterprise Circuit, Maryborough West	Fraser Coast Regional Council
53SP200102	No	Enterprise Circuit, Maryborough West	Fraser Coast Regional Council

The Department of State Development, Manufacturing, Infrastructure and Planning previously forwarded your agency a request for technical assessment of this application on 11 April 2018.

The department has now validated the application and confirms it is properly referred. Please provide a technical assessment of this application for relevant triggers listed below (noting that DSDMIP will assess triggers marked Y in the 'Fast track?' column):

Referral agency triggers for SARA role

Trigger	Description	Technical agency	Fast track?
10.9.4.2.4.1	Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises- (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are- (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection	DTMR	N

Please note that triggers may have changed during the validation process.

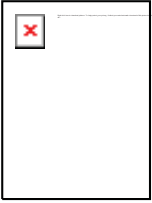
Due dates

If required, please provide your agency's request for further information by 20 April 2018. Alternatively please provide your agency's technical assessment response by 9 May 2018.

The technical agency assessment response template is now available for download from the *Manage Documents* section of the application dashboard (reference [1803-4620 SRA](#)) in MyDAS2.

The application has been assigned to the department's Wide Bay Burnett regional office. For more information, please contact Danica Clark, Senior Planner, on 43315619 or via email WBBSARA@dilgp.qld.gov.au.

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GE3-E



Department of State Development,
Manufacturing, Infrastructure and Planning

Email Id: RFLG-0418-0001-7739

Released under RTI - DTMR

From: No Reply <mydas-notifications-prod2@qld.gov.au>
Sent: Wednesday, 11 April 2018 11:33 AM
To: WBB.IDAS
Subject: 1803-4620 SRA - request for technical assessment (initial notification)

SARA role: referral agency

The Department of State Development, Manufacturing, Infrastructure and Planning received a development application on 11 April 2018 for the premises described below:

Lot and plan	Adjacent or adjoining	Address	Local government area
52SP220088	No	22 Enterprise Circuit, Maryborough West	Fraser Coast Regional Council
53SP200102	No	Enterprise Circuit, Maryborough West	Fraser Coast Regional Council

The applicant has identified the following triggers for the application:

Referral agency triggers for SARA role

Trigger	Description	Technical agency	Fast track?
10.9.4.2.4.1	Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises- (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are- (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection	DTMR	N

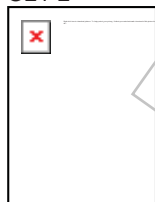
This application has been assigned to the department's Wide Bay Burnett regional office and is in the process of being validated to confirm all application requirements are met.

Once validated, we will send an email confirming the triggers for your agency to assess (marked as NO in the fast track column) and relevant due dates. You will then be able to access the technical agency assessment response template in the Manage documents section of MyDAS2 from the application dashboard (reference [1803-4620 SRA](#)).

For more information, please contact the Wide Bay Burnett regional office on 0743315614 or via email WBBSARA@dilgp.qld.gov.au.

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GE1-E



Department of State Development,
Manufacturing, Infrastructure and Planning

Released under RTI - DTMR

From: Peter Mulcahy
To: [Andrea K McPherson](#)
Cc: [Luke Lankowski](#); [WBB.IDAS](#)
Subject: FW: Proposed MCU (Service Station) - 22 Enterprise Circuit, Maryborough West
Date: Monday, 18 February 2019 11:32:49 AM
Attachments: [image001.png](#)
[image011.png](#)
[RE 1803-4620 SRA - proposed MCU \(Service Station\) at 22 Enterprise Circuit Maryborough West .msg](#)
[GE35-N Notice of extension to application timeframe 1803-4620 SRA.pdf](#)

Good Morning Andrea/Luke,

1803-4620 SRA

E-mail received from Not Relevant RE: status of proposed MCU (Service Station) at Enterprise Circuit, Maryborough West.

Kind Regards,

Peter

From: Not Relevant <[@ipsptyltd.com.au](mailto:ipsptyltd.com.au)>
Sent: Monday, 18 February 2019 11:30 AM
To: Peter Mulcahy <Peter.Mulcahy@dsdmip.qld.gov.au>
Subject: FW: Proposed MCU (Service Station) - 22 Enterprise Circuit, Maryborough West

Hi Peter,
Just a check in regarding this application, I know you guys have until 26 Feb but I just have the client anxiously checking in to make sure you have everything you need.
If you could provide an update as to how things are travelling that would be great.
Thanks

NR

From: Peter Mulcahy <Peter.Mulcahy@dsdmip.qld.gov.au>
Sent: Wednesday, 13 February 2019 1:06 PM
To: Not Relevant <[@ipsptyltd.com.au](mailto:ipsptyltd.com.au)>
Cc: 'Development Planning' <Development@frasercoast.qld.gov.au>
Subject: Proposed MCU (Service Station) - 22 Enterprise Circuit, Maryborough West

Good Afternoon NR

Proposed MCU (Service Station) at 22 Enterprise Circuit, MARYBOROUGH

I refer to your written consent for extension received by SARA on 12 February 2019 (attached).

Please find attached SARA correspondence which extends the referral agency response period until 26 February 2019.

The full set of updated proposal plans was forwarded to TMR yesterday for finalisation of their assessment.

If you have any queries in the interim, please contact me on (07) 4331 5603.

Kind Regards,

Peter

Peter Mulcahy

Principal Planning Officer

Planning and Development Services

Department of State Development,
Manufacturing, Infrastructure and Planning

P 07 4331 5603 E Peter.Mulcahy@dsdmip.qld.gov.au

Level 1, 7 Takalvan Street, Bundaberg QLD 4670

PO Box 979 Bundaberg QLD 4670

www.dsdmip.qld.gov.au

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From: [STANTON Scott](#)
To: [Bryan R Richters](#)
Cc: [FERGUSON Toni](#)
Subject: RE: Easement Documentation relevant to Lots 52 SP220088 and Lot 53 SP200102
Date: Wednesday, 22 August 2018 2:01:29 PM
Attachments: [image002.png](#)
[71251186.pdf](#)
[701383964.pdf](#)
[Title 50755498.pdf](#)

Hi Bryan

Copies of easement and covenant docs referred to on title attached

Regards



Scott Stanton
Senior Land Officer
Land Services | South Region
Department of Natural Resources and Mines

P: (07) 4190 3839 **M:** Not Relevant
E: scott.stanton@dnrm.qld.gov.au
A: Station Chambers 120 Lennox Street, Maryborough QLD 4650
W: www.dnrm.qld.gov.au



From: Bryan R Richters <Bryan.R.Richters@tmr.qld.gov.au>
Sent: Wednesday, 22 August 2018 1:56 PM
To: STANTON Scott
Subject: FW: Easement Documentation relevant to Lots 52 SP220088 and Lot 53 SP200102

Hi Scott,

Email as requested.

As discussed, I forgot to mention that covenant 71251186 is relevant to Easement AN SP220088 on Lot 52 SP220088. The purpose of this easement is sought as to whether it precludes vehicular access over EMT AN SP220088.

Any assistance you can provide would be greatly appreciated.

Kind regards

Bryan Richters

Program Support Coordinator (Development Assessment) | Project Planning and Corridor Management
Program Delivery and Operations | Branch Infrastructure and Delivery | Department of Transport and Main Roads

Floor 1 | Bundaberg Main Roads Building | 23 Quay Street | Bundaberg Qld 4670
Locked Bag 486 | Bundaberg Qld 4670
P: (07) 4154 0280 | F: (07) 4152 3878
E: bryan.r.richters@tmr.qld.gov.au
W: www.tmr.qld.gov.au



From: Bryan R Richters

Sent: Wednesday, 22 August 2018 1:49 PM

To: 'Toni.Ferguson@dnrme.qld.gov.au' <Toni.Ferguson@dnrme.qld.gov.au>

Subject: Easement Documentation relevant to Lots 52 SP220088 and Lot 53 SP200102

Hi Toni,

How are you. I hope this email finds you well and in good spirits.

I tried to call today but have been informed you are in bris vegas for work. Anyways, I was hoping I could garner some assistance with a particular matter involving access over land adjacent to the state-controlled road.

I am currently assessing a development application on Lots 52 SP220088 and Lot 53 SP200102. A title search shows that there are easements burdening/benefiting the land as follows:-

- Lot 52 SP220088 has easement number 701383964 and covenant 712151186; and
- Lot 53 SP200102 has easement 701383964.

For the purposes of the our jurisdiction under the *Transport Infrastructure Act 1994*, I am trying to ascertain whether these lots have lawful access over Lot 2 RP905100. The applicant for the development application provided two title searches and easement 701739320 documentation only.

Would it be possible to obtain a copy of the documentation for easement 701383964 and covenant 712151186 to see if they permit access over Lot 2 RP905100.

Any advice/information you can provide would be greatly appreciated.

If you need further information, please call me on the number below.

Kind regards

Bryan Richters

Program Support Coordinator (Development Assessment) | Project Planning and Corridor Management
Program Delivery and Operations | Branch Infrastructure and Delivery | Department of Transport and Main Roads

Floor 1 | Bundaberg Main Roads Building | 23 Quay Street | Bundaberg Qld 4670
Locked Bag 486 | Bundaberg Qld 4670
P: (07) 4154 0280 | F: (07) 4152 3878
E: bryan.r.richters@tmr.qld.gov.au
W: www.tmr.qld.gov.au



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From: [Adam S Fryer](#)
To: [Bryan R Richters](#)
Subject: FW: Exit ramp nose
Date: Friday, 20 April 2018 2:38:13 PM
Attachments: [Pt4C Interchanges AGRD04C-09.pdf](#)

Bryan,
Pls include this as a file note on the eDAM file

Kind regards,

Adam Fryer

A/Principal Advisor Corridor & Land Management | Wide Bay/ Burnett Region / Bundaberg Office
Program Delivery and Operations Branch | Department of Transport and Main Roads

Floor 1 | Bundaberg Main Roads Building | 23 Quay Street | Bundaberg Qld 4670
Locked Bag 486 | Bundaberg Qld 4670
P: (07) 41540238 | F: (07) 41523878
E: adam.s.fryer@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Mark G Morris
Sent: Friday, 20 April 2018 1:56 PM
To: Adam S Fryer <Adam.S.Fryer@tmr.qld.gov.au>
Subject: Exit ramp nose

Adam,

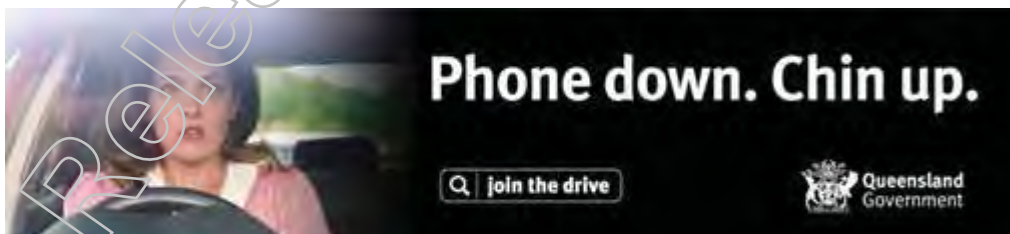
What defines the exit ramp nose is attached.
It is not the chevron area, otherwise known as the gore area.

Regards

Mark Morris

Principal Designer (Civil) | Wide Bay/Burnett District | Bundaberg Office
Program Delivery & Operations | Department of Transport and Main Roads

Floor 1 | Bundaberg Main Roads Building | 23 Quay Street | Bundaberg Qld 4670
Locked Bag 486 | Bundaberg Qld 4670
P: (07) 41540233 | F: (07) 41523878
M: Not Relevant
E: mark.g.morris@tmr.qld.gov.au
W: www.tmr.qld.gov.au



From: [Andrea K McPherson](#)
To: ["WBBSARA"](#)
Subject: 1803-4620 SRA Review of turnpaths for the amended access location
Date: Monday, 11 February 2019 2:23:00 PM
Attachments: [Amended sketch plan.pdf](#)

Hi Peter,

The department has reviewed the drawings submitted on the 15/01/2019 and can advise that turnpaths for B-Doubles, using the proposed deceleration lane have been demonstrated. Please request that the applicant provides an amended Proposed Site Plan replicating the access arrangement demonstrated on the attached drawing.

This information was provided to the applicant on the 9/01/2019 when we first advised them that their site layout did not correspond with the Traffic Impact Assessment (Drawing no 714_TRG07, SK0.4 (rev B)).

The department does not require any other drawing other than an amended Proposed Site Plan. As soon as this drawing can be provided the Technical Advice can be finalised.

Kind regards,

Andrea McPherson access location at
Senior Planner Wide Bay Burnett District
Program Delivery and Operations Branch | Infrastructure Management and Delivery Division
Department of Transport and Main Roads
Floor 1 | 23 Quay Street | Bundaberg Qld 4670
Locked Bag 486 | Bundaberg Qld 4670
(07) 4154 0208
andrea.k.mcpherson@tmr.qld.gov.au
www.tmr.qld.gov.au

-

From: eDAMdonotreply@tmr.qld.gov.au
Sent: Wednesday, 20 February 2019 1:46:14 PM
To: SARA Wide Bay Burnett <WBBSARA@dilgp.qld.gov.au>
Cc: Andrea McPherson <Andrea.K.McPherson@tmr.qld.gov.au>; Adam Fryer <Adam.S.Fryer@tmr.qld.gov.au>; WBB.IDAS@tmr.qld.gov.au <WBB.IDAS@tmr.qld.gov.au>
Subject: TMR18-024320 - TMR response for Enterprise Circuit, Maryborough West QLD 4650 (Reference Numbers: TMR18-024320; 1803-4620 SRA; MCU18/0010)

Attachments:

- [PA - Application supported - Conditions 1.pdf](#)
- [PA - Application supported - Conditions 1.docx](#)
- [Assessment against SDAP v2.2 - State Assessment Code 1 \(SCR\) 1.docx](#)
- [TMR LAYOUT PLAN TMR18 024320.pdf](#)
- [Extent of the pavement upgrade.pdf](#)
- [TIA - Application decision - s62A \(PA\) - Approval 2.pdf](#)

Our Reference: TMR18-024320
Application street address: Enterprise Circuit, Maryborough West QLD 4650

Please see the attached [PA - Application supported - Conditions_1] from the Department of Transport and Main Roads.

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If you require any further information or clarification, please contact TMR Bundaberg Region on (07) 4154 0200, or via email WBB.IDAS@tmr.qld.gov.au who will be able to assist.

Regards,
eDAM System | Department of Transport and Main Roads

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From: eDAMdonotreply@tmr.qld.gov.au
Sent: Monday, 27 August 2018 1:39:19 PM
To: SARA Wide Bay Burnett <WBBSARA@dilgp.qld.gov.au>
Cc: Bryan Richters <Bryan.R.Richters@tmr.qld.gov.au>; Adam Fryer <Adam.S.Fryer@tmr.qld.gov.au>; WBB.IDAS@tmr.qld.gov.au <WBB.IDAS@tmr.qld.gov.au>
Subject: TMR18-024320 - TMR response for Enterprise Circuit, Maryborough West QLD 4650
(Reference Numbers: TMR18-024320; 1803-4620 SRA; MCU18/0010)

Attachments:

- [PA - Further advice 1.pdf](#)
- [PA - Further advice 1.docx](#)

Our Reference: TMR18-024320
Application street address: Enterprise Circuit, Maryborough West QLD 4650

Please see the attached [PA - Further advice_1] from the Department of Transport and Main Roads.

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If you require any further information or clarification, please contact TMR Bundaberg Region on (07) 4154 0200, or via email WBB.IDAS@tmr.qld.gov.au who will be able to assist.

Regards,
eDAM System | Department of Transport and Main Roads

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From: eDAMdonotreply@tmr.qld.gov.au

Sent: Friday, 20 April 2018 4:05:14 PM

To: SARA Wide Bay Burnett <WBBSARA@dilgp.qld.gov.au>

Cc: Bryan Richters <Bryan.R.Richters@tmr.qld.gov.au>; Adam Fryer

<Adam.S.Fryer@tmr.qld.gov.au>; WBB.IDAS@tmr.qld.gov.au <WBB.IDAS@tmr.qld.gov.au>

Subject: TMR18-024320 - TMR response for Enterprise Circuit, Maryborough West QLD 4650
(Reference Numbers: TMR18-024320; 1803-4620 SRA; MCU18/0010)

Attachments:

- http://tmr.edam.qld.gov.au/sites/eDAM11/DevApp/1803/2f0039cb-26e7-4f4c-9e05-da37b4248f6a/ApplicationRecords/PA - Information request and further advice_1.pdf
- http://tmr.edam.qld.gov.au/sites/eDAM11/DevApp/1803/2f0039cb-26e7-4f4c-9e05-da37b4248f6a/ResponseDocuments/PA - Information request and further advice_1.docx

Our Reference: TMR18-024320

Application street address: Enterprise Circuit, Maryborough West QLD 4650

Please see the attached [PA - Information request and further advice_1] from the Department of Transport and Main Roads.

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If you require any further information or clarification, please contact TMR Bundaberg Region on (07) 4154 0200, or via email WBB.IDAS@tmr.qld.gov.au who will be able to assist.

Regards,

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From: WBB.IDAS
To: Not Relevant qtraffic.com.au
Cc: WBB.SARA
Subject: Request for electronic SIDRA files for proposed development for Retail Fuel Developments at 22 Enterprise Circuit, Maryborough West (Your Ref: 714_TRG07 Revision B dated 6 August 2018)
Date: Monday, 20 August 2018 8:33:00 AM

Hello NR

Reference is made to the above development application referred to the Department of State Development, Manufacturing Infrastructure and Planning (DSDMIP) on 11 April 2018.

Transport and Main Roads (TMR) have received a copy of a traffic report prepared by QTraffic Consultants (Ref: 714_TRG07 Revision B dated 6 August 2018) as it relates to the information request issued by DSDMIP dated 26 April 2018.

Appendix G of the traffic report includes SIDRA modelling results for the Caltex Access.

To assist TMR in the assessment of the development application, could you please forward the electronic SIDRA files for the intersection modelled to our Bundaberg office via WBB.IDAS@tmr.qld.gov.au

Please be aware that there is size limitations for incoming emails and due to system constraints, incoming emails in excess of 10Mb in size will be unable to be successfully received.

Should you wish to discuss further, please do not hesitate to call me on my direct number below.

Kind regards

Bryan Richters

Program Support Coordinator (Development Assessment) | Project Planning and Corridor Management
Program Delivery and Operations | Branch Infrastructure and Delivery | Department of Transport and Main Roads

Floor 1 | Bundaberg Main Roads Building | 23 Quay Street | Bundaberg Qld 4670

Locked Bag 486 | Bundaberg Qld 4670

P: (07) 4154 0280 | F: (07) 4152 3878

E: WBB.IDAS@tmr.qld.gov.au

W: www.tmr.qld.gov.au

From: Paul Rice <Paul.Rice@frasercoast.qld.gov.au>
Sent: Monday, 8 October 2018 9:43 AM
To: WBB.IDAS
Cc: Andrea K McPherson
Subject: FW: Service Station - Enterprise Cir Maryborough - Enquiry regarding access over landscape buffer covenant area - ANSP220088 - MCU18/0010

Categories: Filing eDAM

Good morning Andrea,

Thank you for your time on the phone this morning.

As discussed, Council has agreed to allow access to the development site over the Covenant, and has executed documentation to permanently release the Covenant from the title.

Regards,

Paul Rice

Principal Officer Major Developments
Planning and Growth

T 07 4197 4368 | E Paul.Rice@frasercoast.qld.gov.au

From: WBB.IDAS [mailto:Wide.Bay.Burnett.IDAS@tmr.qld.gov.au]
Sent: Tuesday 2 October 2018 9:37 AM
To: Jeff Brannan
Subject: Enquiry regarding access over landscape buffer covenant area - ANSP220088 - MCU18/0010

Good morning Jeff,

Thank you for your time regarding the Service Station application on Enterprise Cct in Maryborough.

As discussed we require some information that you may be able to assist with. The information we require relates to a covenant over Lot 52SP220088. The item within the Further Issues letter relevant to this issue is provided below:

Please provide further information demonstrating that the land subject to the development application has established lawful rights for access over Covenant AN SP220088 (in Lot 52 SP220088).

Reason for the request:

- The Department of Transport and Main Roads have advised that Covenant AN SP220088 was created as a covenant in favour of Fraser Coast Regional Council to ensure a suitable landscape buffer is provided between development on Lot 52 SP220088 and vehicle movements within Easement A RP903779. Insufficient documentation has been provided to demonstrate that vehicular access over the Covenant area is permitted. This may require discussions with Fraser Coast Regional Council (the council) to determine whether the council is supportive of the impact and associated access arrangements over the covenant area reflected in Covenant ANSP220088.

If you could advise on whether the requirements of the landscape buffer are being upheld or whether access over this area would be permitted.

Your assistance would be greatly appreciated.

Kind regards

Andrea McPherson

A/ Senior Planner Wide Bay/Burnett District

Program Delivery and Operations Branch | Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Floor 1 | 23 Quay Street | Bundaberg Qld 4670

Locked Bag 486 | Bundaberg Qld 4670

(07) 4154 0208

andrea.k.mcpherson@tmr.qld.gov.au

www.tmr.qld.gov.au

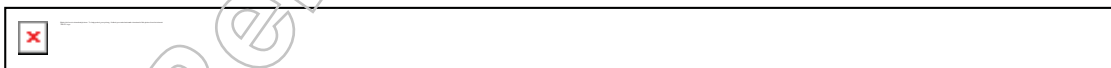
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Application

Assessment

Key Dates

Planning Law

Administration

Title Contact with Innovative planning solutions

Date 4/12/2018

Note Type Telephone call

Comments Contact made with Innovative planning regarding the amended access location identified within the Traffic Report (Q Traffic, 714_TRG07). Requested that the drawing be amended and submitted as identified within drawing no. 714_TRG07, SK.04 rev.B)

I advised her of the timeframe that we were currently working under, response due on the 7/12 and she advised that they would be open to additional time if they could not prepare drawings by this date.

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Administration

Title Contact with Planning consultant

Date 5/12/2018

Note Type Telephone call

Comments confirmed with planning consultant that the amended layout plan would need to be provided prior to a response being issued. Requested that they contact SARA to provide additional time to take into consideration - drawing and provision of plans, additional assessment time. Requested the applicant contact SARA to provide the necessary confirmation of this action.

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Administration

Title Discussion re Saltwater Creek funded road works

Date 9/01/2019

Note Type Other

Comments

Revealed that the department had acquired funds for this bridge project. Review of drawings associated with the project showed that the exit ramp was identified for extension, with the likelihood that the extension would result in approximately 180m separation being available from the exit nose of the ramp to the access for the development.

Copy of proposed layout, detailed design phase has not yet commenced.

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Version: 1.0

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Key Dates

Planning Law

Administration

Title Discussion with Manager re amended architectural plans

Date 8/01/2019

Note Type Other

Comments

Showed Manager the architectural access design in comparison to the layout within the Traffic impact assessment. The developer had been requested to provide amended drawings to align with the Traffic impact assessment; however, amended plans showed that a HV could not complete a turn movement within the proposed AUL treatment.

Discussed the above with the Manager regarding the provision of an AUL treatment within the Bruce Highway for the off ramp. during the conversation it was revealed that TMR had funding to upgrade the Deadmans Gully Bridge within which realignment of the highway within this area was being proposed.

1. If a condition to provide an AUL by the developer is imposed there could be legal issues for TMR if this work becomes obsolete through future realignment.
2. There may be potential to have an AUL treatment included in TMR's works as opposed to requiring the developer to do the works, this would mitigate possible safety issues.
3. Need to discuss provision of the AUL to cater to all vehicles for the development or provide extra pavement for through traffic to move around turning trucks.

Discuss the current designs/plans for Deadmans Gully with Engineer in charge tomorrow and determine the way forward.

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Administration

Title Discussion with Principal Advisor

Date 5/12/2018

Note Type Other

Comments Discussion re the Traffic report submitted as a response to the Further issues letter. Tech Advice was sought and received stating that the provision of a 70m AUL for traffic turning into the development would be sufficient to provide discretion for the 180m stated within Austroads as being required. Applicant has already been requested to provide the drawing showing provision for turnpaths. SARA to be advised and readvise the applicant.

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Assessment

Key Dates

Planning Law

Administration

Title Discussion with SARA

Date 11/02/2019

Note Type Telephone call

Comments Spoke with SARA re Site Layout. SARA advised that i had stated that the sketch polan provided was suitable to use within a condition. i dont recall stating this, nor had any File Notes been created regarding this conversation. The stance of the department from the email of the 9/01/2019 was reiterated that an amended Site Layout Plan should be provided showing the access arrangement in accordance with the sketch from the 15/01/2019. SARA to advise the applicant, email confirming the telephone conversation sent to WBSARA.

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Infrastructure Agreement – Wide Bay Industrial Estate

Development Permit 7/R/BruceHighway4

First Edition Properties Pty Ltd A.C.N. 101169439

Developer

First Edition Properties Pty Ltd A.C.N. 101169439

Owner

FRASER COAST REGIONAL COUNCIL

Council

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Dated 4th day of June 2014

PARTIES

Developer **FIRST EDITION PROPERTIES PTY LTD** PO Box 270, Lennox Head in the State of New South Wales

Council **FRASER COAST REGIONAL COUNCIL** of 77 Tavistock Street, Torquay in the State of Queensland

BACKGROUND

- A The Developer, the registered owner of the Land, has constructed an Industrial Estate.
- B The Developer constructed all of the linear infrastructure and roads necessary to service the whole of the estate but sealed a survey plan only over part of the estate.
- C In addition, the parties have reached an agreement regarding current infrastructure credits for those lots previously created and discounted Infrastructure Charges for the final stages of the development.
- D The parties have decided to enter into this agreement to record the terms of their agreement about the payment of the discounted Infrastructure Charges and provision of credits for Trunk Infrastructure for the lots created and those yet to be created.
- E It is the intention of the Council and the Developer that the clauses of this document prevail over the conditions of the Development Approval where there is an inconsistency.

AGREED TERMS

1 Definitions and interpretation

1.1 Definitions

In this document:

Term	Definition
Act	means the <i>Sustainable Planning Act 2009</i> and if the context requires, the <i>Integrated Planning Act 1997</i> .

Term	Definition
Address for Notices	means, for each party to the Agreement: <ul style="list-style-type: none"> (a) its address or facsimile number shown in Schedule 1; (b) such other address or facsimile number as it has notified to the party giving it a notice as its address or facsimile number for notices under this Agreement; or (c) if it is not at the address or facsimile number the subject of paragraph (a) or paragraph (b) of this definition, its last principal place of business or facsimile number in Queensland known to the party giving it a notice.
Adjustment Note	has the meaning given to that term in the GST Act.
Business Day	means a day, other than a Saturday, Sunday or public holiday, in the locality to which a Notice is to be sent.
Chief Executive Officer	means Council's Chief Executive Officer, including any person to whom the chief executive officer lawfully delegates his authority.
Commencement Date	means the date stated in Item 1 of Schedule 1.
Confirmation Report	means, in relation to a facsimile transmission, a transmission confirmation report produced by the sender's facsimile machine, which: <ul style="list-style-type: none"> (a) contains the identification code of the intended recipient's facsimile machine; and (b) indicates that the transmission was received without error.
Consideration	means consideration as defined in the GST Act (being, without limiting the ambit of that definition, anything given or done, voluntarily or not, in return for a Taxable Supply).
Council	means the Fraser Coast Regional Council and its predecessors, successors, transferees and assigns and includes the former Hervey Bay City Council, a merging local government under the <i>Local Government Reform Implementation Act 2007</i> .

Term	Definition
Developer	means the person described in and having its address at the place described in Item 4 of Schedule 1 and includes: <ul style="list-style-type: none"> (a) successors and permitted assigns in the case of a corporation, association or other body; (b) executors, administrators and permitted assigns in the case of a natural person; and (c) any person who enters into a Deed of Novation with the Council in respect of this Agreement.
Development	has the meaning given in the Act but is, as the context requires, the development identified in the Development Permit.
Development Application	means the application made to Council under the Act, as described in Schedule 1.
Development Approval	has the meaning given in the Act.
Development Infrastructure	has the meaning given in the Act.
Development Permit	has the meaning given in the Act and also includes the Development Permit for reconfiguration of a lot (1 lot into 54 lots) - 7/R/BRUCEHWAY/4.
Development Site	when used in relation to any application seeking approval for any aspect of Development, means the land in respect of which the application is made.
Discounted Infrastructure Charges	means the Infrastructure Contributions identified in Schedule 2 as " <i>discounted Infrastructure Charges</i> ".
Dispute	means a dispute between Council and the Developer, arising from this document.
Dispute Notice	means Notice of a Dispute: <ul style="list-style-type: none"> (a) stating in reasonable detail the basis of the Dispute; (b) to which copies of all documents specified in those details are attached or bound; (c) identifying the provisions of this document applicable to the Dispute; and (d) specifying the facts upon which the party giving the Notice relies, and its position upon the issue/s in Dispute.

Term	Definition
Force Majeure	means an event of irresistible impact that: <ul style="list-style-type: none"> (a) occurs by chance; (b) is beyond the control of the party it impacts; and (c) cannot be avoided with the exercise of due care by that party.
GST	has the meaning given to that term in the GST Act.
GST Act	means <i>A New Tax System (Goods and Services Tax) Act 1999</i> (Cth).
Industrial Purpose	means a land use defined as an Industrial Activity as contained within Schedule 1.2 and Schedule 1.3 of the <i>Fraser Coast Planning Scheme 2014</i> .
Infrastructure Contribution	Has the term given to that item in the Act.
Input Credit	has the meaning given to that term in the GST Act.
Land	means the land described in Item 5 of Schedule 1 and includes: <ul style="list-style-type: none"> (a) any interest in, on, over or under the land; and (b) the airspace above the surface of the land and any interest in the airspace above the surface of the land; and (c) the subsoil of the land and any interest in the subsoil; and (d) any part or parts of the land; and (e) any interest created in respect of any of the above matters.
Notice	means a certificate, demand, or notice to be made, given or served by a party under this Agreement.
Owner	means the person described and having its address at the place described in Item 7 of Schedule 1 and includes: <ul style="list-style-type: none"> (a) successors and permitted assigns in the case of a corporation, association or other body; (b) executors, administrators and permitted assigns in the case of a natural person; and (c) any person who enters into a Deed of Novation with the Council in respect of this Agreement.

Term	Definition
Planning Instrument	means a planning instrument as defined in the Act.
Planning Scheme	means the Planning Scheme adopted by Council under the Sustainable Planning Act 2009, which commenced on 28 January 2014 entitled " <i>Fraser Coast Planning Scheme</i> " (as amended from time to time) and includes all planning scheme policies forming part of that Scheme.
Referee	means the person independent of Council and the Developer and appointed: <ul style="list-style-type: none"> (a) by Council and the Developer; or (b) the President of the Queensland Law Society pursuant to clause 7.5, and (c) to resolve a Dispute as an expert pursuant to clause 7.6.
Referral Notice	means a Notice of intention: <ul style="list-style-type: none"> (a) to refer a Dispute for determination by an independent person qualified to make the determination; and (b) to request the President of the Queensland Law Society to appoint the qualified person.
Representative Member	has the meaning given to that term in the GST Act.
Sell	includes transfer, dispose of, and alienate and Sale has the corresponding meaning.
Supplier	means the person who makes a Taxable Supply under this Agreement.
Supply	has the meaning given to that term in the GST Act.
Tax Invoice	has the meaning given to that term in the GST Act.
Taxable Supply	has the meaning given to that term in the GST Act.
Tax Invoice	means a tax invoice as defined in the GST Act; namely, but without limiting the ambit of that definition, an invoice: <ul style="list-style-type: none"> (a) in the approved form under the GST Act; and (b) specifying the price for a Taxable Supply under the Agreement.

1.2 Interpretation

In this document:

- (a) This Agreement may be referred to in accordance with Item 2 of Schedule 1.
- (b) This Agreement begins on the Commencement Date.
- (c) In this document, unless a contrary intention appears, reference to:
 - (i) a section, clause, or paragraph is to a section, clause, or paragraph in this Agreement; and
 - (ii) the singular includes the plural and vice versa; and
 - (iii) any gender includes all other genders; and
 - (iv) a person includes a firm, a corporation, an association and a body, whether incorporated or not and a government or statutory body or authority; and
 - (v) legislation (including subordinate legislation) includes:
 - (A) statutory instruments made under the legislation; and
 - (B) consolidations, amendments, re-enactments or replacements of the legislation; and
 - (vi) writing includes any mode of representing or reproducing words in tangible and permanently visible form and includes facsimile transmission; and
 - (vii) this or any other Agreement includes the Agreement as varied or replaced and is not affected by any change in the identity of the parties.
- (d) The clause headings appearing in this document are inserted for convenience of reference and do not affect the construction of this document.
- (e) If any words are italicised or otherwise printed differently, this has been done for convenience only and does not affect the construction of this Agreement.
- (f) Whenever more persons than one constitute a party all the covenants, agreements, conditions, restrictions and provisos on the part of that party contained or implied in this Agreement bind those persons jointly and each of them severally.
- (g) This Agreement is in all respects to be interpreted in accordance with the laws of the State of Queensland; and the parties irrevocably and unconditionally submit to the non-exclusive jurisdiction of the courts of that state and any courts that have jurisdiction to hear appeals from them, and waive any right to object to proceedings being brought in those courts.
- (h) An inclusive definition; or an example or particularisation of a provision, does not limit but may extend that definition or provision.
- (i) Where a word or expression is defined, other parts of speech and grammatical forms of that word or expression have a corresponding definition.

- (j) Reference to the period between two specified dates, times or periods includes each of those two dates, times or periods.
- (k) Reference to the numbers, provisions or items, in this or another document, between two numbers, numbered provisions or numbered items, includes each of those two numbers, numbered provisions or items.
- (l) All Schedules to this Agreement form part of the Agreement, and a reference to an item is a reference to an item in O.
- (m) Terms used but not defined in any Development Approval and not defined in clause 1 (Definitions), have the meanings assigned to them in the Planning Scheme.
- (n) This Agreement is a deed.
- (o) If a term is not defined in this Agreement (whether expressly or by reference under clause 1.2(m)) it shall, unless the context otherwise requires, have the meaning given to it by:
 - (i) the Act; or
 - (ii) the Macquarie Dictionary in the absence of a definition in the Act.

2 Infrastructure Agreement

2.1 Application of the Act

This Agreement is an infrastructure agreement under chapter 8, division 9, part 2 of the Act.

2.2 Agreement to bind successors in title

Council, the Developer and the Owner intend that the obligations of the Developer under this Agreement will attach to the Land and be binding on the Developer and Owner of the Land, and successive owners of the Land in accordance with section 663 (when infrastructure agreements bind successors in title) of the Act.

2.3 Developer Defaults

In the event the Developer defaults in any respect in the provisions of the Developer Obligations, the Council may require the Owner to perform all or any of the unperformed Development Obligation and the Owner will be mutatis mutandis taken to be the Developer for the purposes of this Agreement.

2.4 Development Obligations not affected by change of ownership

For the purposes of section 661 of the Act, the obligations under this Agreement, including the Development Obligations, will not be affected by a change in the ownership of the Land.

2.5 Agreement prevails if inconsistent with development approval

- (a) In accordance with section 665(1) of the Act, to the extent that any term of this Agreement is inconsistent with a development approval, this Agreement prevails.

- (b) In accordance with section 665(2) of the Act, to the extent that any term of this Agreement is inconsistent with an infrastructure charges notice or a regulated infrastructure charges notice under the Act, this Agreement prevails.

2.6 Further infrastructure requirements

Nothing in this Agreement precludes the Council from imposing future infrastructure requirements in the Development Approval or on any future development application in respect of the Land where new development exceeds the credit as detailed in Schedule 2 or alternative land uses are approved which may trigger higher Infrastructure Charges.

3 Entitlement to pay Discounted Infrastructure Charges

The Council will accept the payment of the Discounted Infrastructure Charges in full satisfaction of the obligation to pay the Infrastructure Contributions for the remaining Stages of the Development Permit.

4 GST

4.1 Character of payments

- (a) Except under this clause, the consideration for a Supply made under or in connection with this document does not include GST.
- (b) Irrespective of clause 4.1(a), the Developer and Council acknowledge that to the extent Division 82 of the GST Act applies to supplies made in return for a right to develop that such supplies do not attract GST.

4.2 Responsibility for payment

If a Supply made under or in connection with this document is a Taxable Supply, then at or before the time the consideration for the Supply is payable:

- (a) the Recipient must pay the Supplier an amount equal to the GST for the Supply (in addition to the consideration otherwise payable under this document for that Supply); and
- (b) the Supplier must give the Recipient a Tax Invoice for the Supply.

4.3 Adjustment for input tax credits (reimbursement of expenses)

If either party has the right under this document to be reimbursed or indemnified by another party for a cost incurred in connection with this document, that reimbursement or indemnity excludes any GST component of that cost for which an Input Tax Credit may be claimed by the party being reimbursed or indemnified, or by its Representative Member, Joint Venture Operator or other similar person entitled to the Input Tax Credit (if any).

4.4 Adjustments by taxation authority

If the GST paid by the Supplier differs from the amount of GST borne by the Recipient because the Commissioner of Taxation has lawfully adjusted the value of a Taxable Supply:

- (a) the Recipient must pay the shortfall to the Supplier; or

- (b) the Supplier must refund the overpayment to the Recipient, as the case requires.

4.5 Tax invoices and adjustment notes

- (a) The Supplier need not give the Recipient a Tax Invoice or Adjustment Note for a Taxable Supply under the Agreement if the Commissioner of Taxation has issued a written determination permitting the Recipient to issue its own Tax Invoice or Adjustment Note for the supply.
- (b) Otherwise, however, the Supplier must give the Recipient, in exchange for the Consideration, a Tax Invoice or Adjustment Note for the Taxable Supply.

4.6 Payment of prospective GST (performance securities)

The sum secured by a Bond must include the GST that would be payable were the money drawn and applied against the cost of discharging the relevant obligations.

5 Default by Developer

5.1 Events of default

The Developer defaults under this Agreement if it fails to discharge within the time specified (if any) an obligation by which it is bound under the Agreement.

5.2 Default notice

In this clause 5, a Default Notice is a notice from Council to the Developer:

- (a) specifying in reasonable detail a default by the Developer under this Agreement; and
- (b) requesting the Developer to rectify the default within the period specified in the notice, which period must be reasonable, having regard to the nature of the alleged default and in any event, no less than 21 days.

5.3 Entitlements upon default

- (a) For an Developer default that is rectifiable, if the Developer fails to comply with a Default Notice, Council may, as the case requires:
 - (i) rectify the default (if the default is a failure to perform work, properly or at all);
 - (ii) recover from the Developer as a liquidated debt the money it expends in giving the Default Notice, recovering the outstanding contributions, or undertaking the relevant work.
- (b) In addition, if the default is failure to perform or discharge the Developer Obligations (properly or at all):
 - (i) if the proceeds of the draw are insufficient to reimburse all of its expenditure, Council may recover the shortfall from the Developer, as a liquidated debt.
- (c) Council's entitlements under this clause 5.3 are additional to its entitlements under legislation (including, to prevent doubt, the Planning Scheme) and at general law.

5.4 Suspension of time – dispute

If a Default Notice precipitates a Dispute, the period between the date upon which the Developer gives Council the Dispute Notice and the date upon which the Dispute is resolved in accordance with clause 7 will not form part of the period limited for compliance with the Default Notice.

5.5 Council may act in public interest

- (a) Regardless of the existence of a Dispute, Council may undertake the work the subject of a Default Notice if it considers (acting reasonably) that delaying the work will compromise public safety or will inconvenience the public unreasonably.
- (b) If the Dispute is resolved by an agreement or a determination that the Developer is in default, the Developer must comply with the Default Notice:
 - (i) within the period limited in the notice, adjusted in accordance with clause 0; or
 - (ii) by the date otherwise agreed or determined upon resolution of the Dispute.
- (c) If it has undertaken the relevant work pursuant to clause 5.5(a), Council may exercise its entitlements under clause 5.3 subject to a contrary agreement or determination upon resolution of the Dispute.
- (d) To prevent doubt, if the Dispute is resolved by an agreement or a determination that the Developer is not in default:
 - (i) the Developer may ignore the Default Notice; and
 - (ii) Council must bear the cost of the work undertaken pursuant to clause 5.5(a) to the extent that the cost is not otherwise payable by the Developer, or recoverable from it, under this Agreement.

5.6 Council's right to enter land

Without limiting its entitlements under legislation or at general law, Council officers, agents, and contractors (including their sub-contractors) authorized by Council to do so may enter the Land, with all necessary vehicles, plant, and equipment, to exercise Council's rectification entitlements under this clause 5.

6 Force majeure

6.1 Notice of occurrence

A party unable to discharge an obligation under the Agreement because of Force Majeure must give the other prompt Notice of the occurrence.

6.2 Content of notice

The Notice must:

- (a) give full particulars of the Force Majeure event;
- (b) detail the likely impact of the event upon the discharge of its obligations under the Agreement; and

- (c) claim the benefit of this clause 6.

6.3 Mitigation of effect

The claimant must take all reasonable steps to stem or mitigate the impact of Force Majeure upon it.

6.4 Suspension of obligations

- (a) If the claimant has complied with clauses 6.1 to 6.3, the obligation impacted by the Force Majeure will be suspended until the impact ceases.
- (b) Clause 6.4(a) is not to be interpreted to prevent Force Majeure discharging the Agreement by frustration.

6.5 Absorption of losses

Subject to a contrary provision:

- (a) in the Agreement; or
- (b) in any relevant policy of insurance obtained pursuant to the Agreement,

the party that incurs or sustains them must bear the expenses or losses resulting from Force Majeure.

7 Disputes

7.1 Statement of intent

The intent of this clause 7 is to provide a mechanism for:

- (a) ensuring that there is no want of certainty in this Agreement having regard to the necessity to facilitate and expedite the recording of the agreement between the parties without being able to incorporate herein full engineering specifications of the acts and works agreed to be performed undertaken carried out executed provided or done by either party to satisfy the obligations of the Developer hereunder;
- (b) resolving, in a speedy and cost-effective manner, any dispute between the parties in relation to the meaning of any provision hereof or the scope, content or extent of their respective obligations hereunder, including disputes as to matters which of necessity cannot be agreed or specified at the present time and must be left to be agreed between the parties at a later time.

7.2 Exclusion of debt disputes

This clause 7:

- (a) does not apply to disputes over debts;
- (b) does not apply to prevent Council or the Developer applying to a court for urgent injunctive relief.

7.3 Notice of dispute

If a Dispute arises between Council and the Developer, either party may give a Dispute Notice to the other.

7.4 Negotiation

- (a) The parties must seek in good faith to resolve a Dispute first by negotiation.
- (b) Within 14 days after a Dispute Notice is given, the parties must meet, in person or by telephone, to conduct the negotiation.
- (c) If they cannot agree the time and place for a meeting, the following provisions apply:
 - (i) The venue for the meeting will be at 77 Tavistock street, Pialba; and
 - (ii) The meeting will begin at 10.00am on the next Pialba Business Day after the 14-day period expires.

7.5 Appointment of referee

- (a) If:
 - (i) a party fails to attend the meeting, or withdraws from it; or
 - (ii) the meeting otherwise fails to achieve resolution of the Dispute,
 either party may:
 - (iii) apply or appeal to the Court, if the issues in dispute are justiciable by that court under the *Sustainable Planning Act 2009*; or
 - (iv) (otherwise) give a Referral Notice to the other, to precipitate determination of the issue/s in the Dispute by an independent, appropriately qualified referee.
- (b) If, within seven days after a Referral Notice is given, the parties do not agree who is to be the referee, the party who gave the notice must:
 - (i) request the President of the Queensland Law Society to make the appointment; and
 - (ii) for that purpose, send the President a copy of the Dispute Notice.
- (c) The referring party must request the President:
 - (i) to appoint a referee who possesses the qualifications, experience and standing necessary and appropriate to ensure the Dispute is resolved justly and efficiently; and
 - (ii) to inform the parties of the appointee's estimated fee for acting upon the determination.
- (d) To prevent doubt, if the issues in dispute require the application of expertise in more than one discipline, the President may:
 - (i) appoint as Referee a person appropriately qualified in one of those disciplines; and

- (ii) appoint another person or other persons, appropriately qualified in the other discipline or disciplines, to give the Referee the expert assistance he/she might require to facilitate expeditious and effective resolution of all issues in dispute.

7.6 Determination by referee

- (a) In determining an issue in the Dispute, the Referee must:
 - (i) act as an expert, not an arbitrator;
 - (ii) act as quickly as the interests of a fair and proper resolution of the Dispute permit;
 - (iii) act bona fide, without bias and without reference to irrelevant considerations; and
 - (iv) endeavour to make the determination that serves best the nature and intent of this Agreement as an instrument that complements and effectuates the intent of the Decision Notice.
- (b) Though bound to observe the rules of procedural fairness in resolving the Dispute, the Referee will not be bound by the rules of evidence.
- (c) Generally, the Referee may investigate the Dispute in the manner he/she considers appropriate and consistent with his/her obligations under this clause 7.
- (d) In particular, the Referee may:
 - (i) receive submissions (verbal or written) from the parties;
 - (ii) interview persons he/she considers might assist in resolving the issue/s in the Dispute;
 - (iii) seek information and documents he/she considers are or might be relevant to an issue in the Dispute; and
 - (iv) inspect documents and consider information obtained.
- (e) The Referee must deliver his/her determination in writing, addressed to Council and the Developer jointly.
- (f) The determination must contain a full statement of the reasons for the Referee's decision, including:
 - (i) each fact considered relevant;
 - (ii) the weight given to each such fact;
 - (iii) the facts disregarded; and
 - (iv) the reasons for disregarding each such fact.
- (g) Unless, within 14 days after the Referee delivers his/her determination, a party applies to a court of competent jurisdiction to overturn or vary the determination, the determination will be final and binding on the parties.

7.7 Costs of resolving dispute

- (a) The parties must share equally:

- (i) the Referee's fee for acting to resolve a Dispute; and
 - (ii) the fee of each expert appointed to assist the Referee.
- (b) However, each party must bear its own costs in connection with resolving the Dispute, including the cost of:
 - (i) preparing and delivering the Dispute Notice;
 - (ii) seeking to resolve the Dispute by negotiation;
 - (iii) referring the Dispute for resolution by a Referee; and
 - (iv) participating in the resolution process before the Referee.

7.8 Ouster of jurisdiction

- (a) To prevent doubt, neither party may seek to invoke this clause 7 to oust the jurisdiction of a court competent to adjudicate a Dispute.
- (b) If either party applies to a court for the determination of an issue in a Dispute, after a Referral Notice has been given but before a Referee's determination is delivered, the proceeding for Referee determination must cease pending the decision of the court.

8 Service

8.1 Notices (general)

- (a) This clause 8 governs Notices unless a provision of the Agreement specifically provides otherwise.
- (b) A Notice must be in writing.
- (c) The party giving the Notice, or one of its officers, must sign the Notice.
- (d) The recipient need not seek to establish the authority of the or a signatory to the notice.
- (e) If a party is comprised of more than one person:
 - (i) a Notice by that party need not be signed by all of those persons if it expressly states that the signatory is, or signatories are, authorized by all of those persons to sign the Notice; and
 - (ii) the recipient need not enquire into the validity of the authorisation.

8.2 Service of notices

A Notice may be:

- (a) delivered;
- (b) posted; or
- (c) transmitted by facsimile,

to the intended recipient at its Address for Notices.

8.3 Receipt of notices

- (a) A Notice that is delivered personally or posted will be deemed received:
 - (i) if personally delivered, at the moment of delivery;
 - (ii) if posted to an address in Australia, two Business Days after posting;
 - (iii) if posted to an address outside Australia, five Business Days after posting.
- (b) A Notice sent by facsimile transmission will be deemed received at the time of receipt specified in a Confirmation Report, if the report discloses that the transmission was received at or before 5.00pm.
- (c) If the Confirmation Report discloses that the transmission was received after 5.00pm, the Notice will be deemed received at 8.30am on the Business Day following the date of receipt disclosed in the report.

9 Novation of document upon sale

9.1 Restriction on the right to Sell the Land

The Developer and Owner shall not Sell the Land prior to the performance and fulfilment of the Developer's obligations under this Agreement except where the purchaser enters into a deed of novation of this Agreement with the Council whereby the purchaser becomes contractually bound to the Council to perform and fulfil the provisions of this Agreement or such of them as remain unperformed or unfulfilled by the Developer at the time of such Sale.

9.2 The Developer and Owner remains liable until Purchaser signs

Until the proposed purchaser executes and delivers the required deed of novation or in the event of a Sale being made otherwise than in compliance with clause 9.1:

- (a) the Developer and Owner remains liable for the performance and fulfilment of this Agreement as though no Sale had taken place; and
- (b) the Developer and Owner shall perform and fulfil such of its obligations under this Agreement as have not been performed and fulfilled immediately or at such other time or times as the Council stipulates, even if the time or times otherwise appointed for such performance and fulfilment have not then arrived.

10 Release of liability

In the event that the purchaser enters into a deed of novation or agreement which contractually binds the purchaser to the Council to perform the obligations under this Agreement, the Developer and Owner shall be forever released from the obligations under this agreement or any further liability under this document or otherwise arising from its subject matter and the provisions of this clause may be pleaded as a bar to any proceedings brought by the Council or any other person.

11 General provisions

11.1 No merger

The covenants, conditions, provisions and warranties contained in this Agreement do not merge or terminate upon completion of the transactions contemplated in this Agreement but to the

extent that they have not been fulfilled and satisfied or are capable of having effect, remain in full force and effect.

11.2 Entire agreement

This Agreement constitutes the entire agreement of the parties as to its subject matter, and supersedes and cancels all prior arrangements, understandings, and negotiations in connection with it.

11.3 Further assurances

Each party must do all things and execute all further documents necessary to give full effect to this Agreement and refrain from doing anything that might hinder the performance of this Agreement.

11.4 Warranty of authority

Any person signing this Agreement:

- (a) as attorney of any party warrants to the other parties that at the date of execution that person has not received any notice or information of the revocation of the power of attorney appointing that person; and
- (b) as an authorised officer, agent or trustee of any party warrants to the other parties that at the date of execution that person has full authority to execute this Agreement in that capacity.

11.5 Amendment of agreement

- (a) Despite any provision of this Agreement, Council and the Developer may at any time vary the terms of this Agreement if:
 - (i) the Developer is the registered owner of the Land or part of the Land to which the variation relates; or
 - (ii) the registered owner has given written consent to the amendment.
- (b) No variation of this Agreement is of any force or effect unless:
 - (i) it is in the form of a variation agreement and has been signed by the parties (or their successors in title); and
 - (ii) where relevant, the variation agreement complies with the requirements of the Act.

11.6 No waiver

- (a) The failure of a party at any time to require full or partial performance of any provision of this Agreement does not affect in any way the full right of that party to require that performance subsequently.
- (b) The waiver by any party of a breach of a provision of this Agreement is not deemed a waiver of all or part of that provision or of any other provision or of the right of that party to avail itself of its rights subsequently.
- (c) Any waiver of a breach of this Agreement must be in writing signed by the party granting the waiver, and is effective only to the extent specifically set out in that waiver.

11.7 Payment of costs

- (a) The Developer agrees to pay the Council's legal costs of and incidental to the negotiation and preparation of the Agreement.
- (b) The Developer must pay all duty assessed on this Agreement, should there be any.

11.8 Place for payment of money

All money payable to a party under this Agreement is payable free from all deductions at the Party's Address for Notices.

Released under RTI - DTMR

SCHEDULE 1**AGREEMENT DETAILS**

ITEM 1	Commencement Date	The day the Infrastructure Agreement is signed.
ITEM 2	Name of Agreement	Infrastructure Agreement – Wide Bay Industrial Estate
ITEM 3	Council	
	Name of Council	Fraser Coast Regional Council
	Address of Public Office	77 Tavistock Street, Torquay
	Facsimile No.	(07) 4197 4555
ITEM 4	Developer	
	Name	First Edition Properties PTY LTD
	Address (or registered office if a corporation)	PO Box 270 Lennox Head, New South Wales
	Facsimile No.	
ITEM 5	Land	
		Land at Enterprise Court and Commercial Drive, Maryborough being Lots 5-7 SP203943, Lots 1-2 SP200102, Lots 27-33 SP200102, Lot 55 SP210388, Lot 53 SP200102, Lots 34-38 and 43-52 SP220088 and Lot 100 SP220088
ITEM 6	Development Application	
		Development Permit for reconfiguration of a lot (1 lot into 54 lots) (7/R/BRUCEHWAY/4).
ITEM 7	Owner	
	Name	First Edition Properties PTY LTD
	Address (or registered office if a corporation)	PO Box 270 Lennox Head, New South Wales
	Facsimile No.	

SCHEDULE 2

DISCOUNTED INFRASTRUCTURE CHARGES

Property Description	Credit	Outstanding (Discounted) Charges
Lots 5-7 SP203943	100% on all networks up to a Plot Ratio of 40% for Industrial Purposes	\$0.00
Lots 1-2 SP200102 Lots 27-33 SP200102 Lot 55 SP210388	100% on all networks up to a Plot Ratio of 40% for Industrial Purposes	\$0.00
Lot 53 SP200102	100% on all networks up to a Plot Ratio of 40% for Industrial Purposes	\$0.00 unless Commercial land use rights pursued. In this regard, infrastructure charges payable shall be the difference between the Industrial credit calculated at \$15,000 per 2000m ² for 40% site coverage and the Infrastructure Charges applicable pursuant to the Adopted Infrastructure charges Resolution in place at the time of payment.
Lots 34-38 and 43-52 SP220088	100% on all networks up to a Plot Ratio of 40% for Industrial Purposes	\$0.00
Lot 100 SP220088	\$0.00	Infrastructure charges to be paid at time of plan sealing for each subsequent stage at a rate of \$11.90 per square metre of site area. The payment of this charge will credit the subsequent lots for an Industrial Purpose plot ratio coverage of 40% for all infrastructure networks.

Released under RTI

Not Relevant

of

Not Relevant

Not Relevant

ure of / duly approved Attorney
for First Edition Properties Ltd
MARK LAY

cers:

Not Relevant

Sign

Not Relevant

Not Relevant

CURRENT TITLE SEARCH

NATURAL RESOURCES, MINES AND ENERGY, QUEENSLAND

Request No: 29128445

Search Date: 18/07/2018 19:13

Title Reference: 50755498

Date Created: 20/01/2009

Previous Title: 50727971

REGISTERED OWNER

Dealing No: 712151181 08/01/2009

FIRST EDITION PROPERTIES PTY LTD A.C.N. 101 169 439

ESTATE AND LAND

Estate in Fee Simple

LOT 52 SURVEY PLAN 220088
Local Government: FRASER COAST

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10239045 (POR 223)
2. EASEMENT No 701383964 27/06/1996 at 15:35
benefiting the land over
EASEMENT A ON RP903779
3. COVENANT No 712151186 08/01/2009 at 15:56
FRASER COAST REGIONAL COUNCIL
OVER COVENANT AN ON SP220088

ADMINISTRATIVE ADVICES - NIL

UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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Requested By: D-ENQ CITEC CONFIRM

CURRENT TITLE SEARCH

NATURAL RESOURCES, MINES AND ENERGY, QUEENSLAND

Request No: 29128424

Search Date: 18/07/2018 19:04

Title Reference: 50674479

Date Created: 24/07/2007

Previous Title: 50132841

REGISTERED OWNER

Dealing No: 710828724 20/07/2007

FIRST EDITION PROPERTIES PTY LTD A.C.N. 101 169 439

ESTATE AND LAND

Estate in Fee Simple

LOT 53 SURVEY PLAN 200102
Local Government: FRASER COAST

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 10239045 (POR 223)
2. EASEMENT No 701383964 27/06/1996 at 15:35
benefiting the land over
EASEMENT A ON RP903779
3. MORTGAGE No 714451245 08/05/2012 at 12:05
NIDEM PTY LTD A.C.N. 091 047 773

ADMINISTRATIVE ADVICES - NIL

UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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Requested By: D-ENQ CITEC CONFIRM

**Service Station and
Retail Development,
22 Enterprise Circuit,
Maryborough West**

Traffic Report

Revision B
6 August 2018

Our Ref: 714_TRG07

Prepared for: Retail Fuel Developments

Prepared by: Not Relevant
Director, Q Traffic
BE Civil, MIEAust, RPEQ

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Appendices

APPENDIX A

Traffic Count Data

APPENDIX B

Proposed Development Plan

APPENDIX C

Response to SDAP code (State code 1 – Development in a State-controlled road environment) – Relevant Sections

APPENDIX D

Queue Storage Diagram

APPENDIX E

Vehicle Tracking Diagram – 26m B-double Combination Vehicle

APPENDIX F

Vehicle Tracking Diagram – 19m Articulated Vehicle

APPENDIX G

Results of SIDRA Modelling

Q Traffic has prepared this report solely for the benefit and use of our Client for the sole purpose of lodging a development application. This report takes into account the particular instructions and requirements of the client. In preparing this report we assume that all information and documents provided to us by the client or their consultants were complete, accurate and current. Q Traffic will not be liable for any conclusion drawn resulting from omission or lack of full disclosure by the client or their consultants.

This report may not be relied upon by a third party. Q Traffic does not and shall not assume any responsibility or liability whatsoever to any third party arising from the use, reliance upon, or any decision made regarding the contents of this report.

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1.0 Introduction

Q Traffic was commissioned by Retail Fuel Developments to undertake a Traffic Impact Assessment of a proposed development comprising a service station and a food and drink outlet to be located at 22 Enterprise Circuit, Maryborough (Lot 52 on SP220088 and 53 on SP200102).

The subject site is located in the Fraser Coast Region Local Government Area, and the proposal has been assessed considering the relevant Council controls.

The site is accessed via a State-controlled road i.e. the Bruce Highway (Maryborough – Gin Gin). Accordingly, consideration has been given to the relevant state government codes and guidelines, including the Department of Transport and Main Roads' Guide to Traffic Impact Assessment (GTIA) September 2017.

This report provides relevant background information regarding the proposal, and addresses the following key traffic issues relevant to the interface between the proposed development and the adjacent road network:

- Road safety;
- Vehicular site access arrangements;
- Vehicle servicing arrangements; and
- The traffic impacts anticipated as a result of the proposed development.

It also responds to the traffic-related items in the Information Request issued by the Department of State Development, Manufacturing, Infrastructure and Planning dated 26 April 2018.

2.0 Background and Context

2.1 Subject Site

The subject site is located at 22 Enterprise Circuit, Maryborough and is formally described as Lot 52 on SP220088 and Lot 53 on SP200102. It has an area of approximately 11,703m² and is currently vacant.

Figure 2.1a and **Figure 2.1b** below show the location of the subject site, and the site itself.

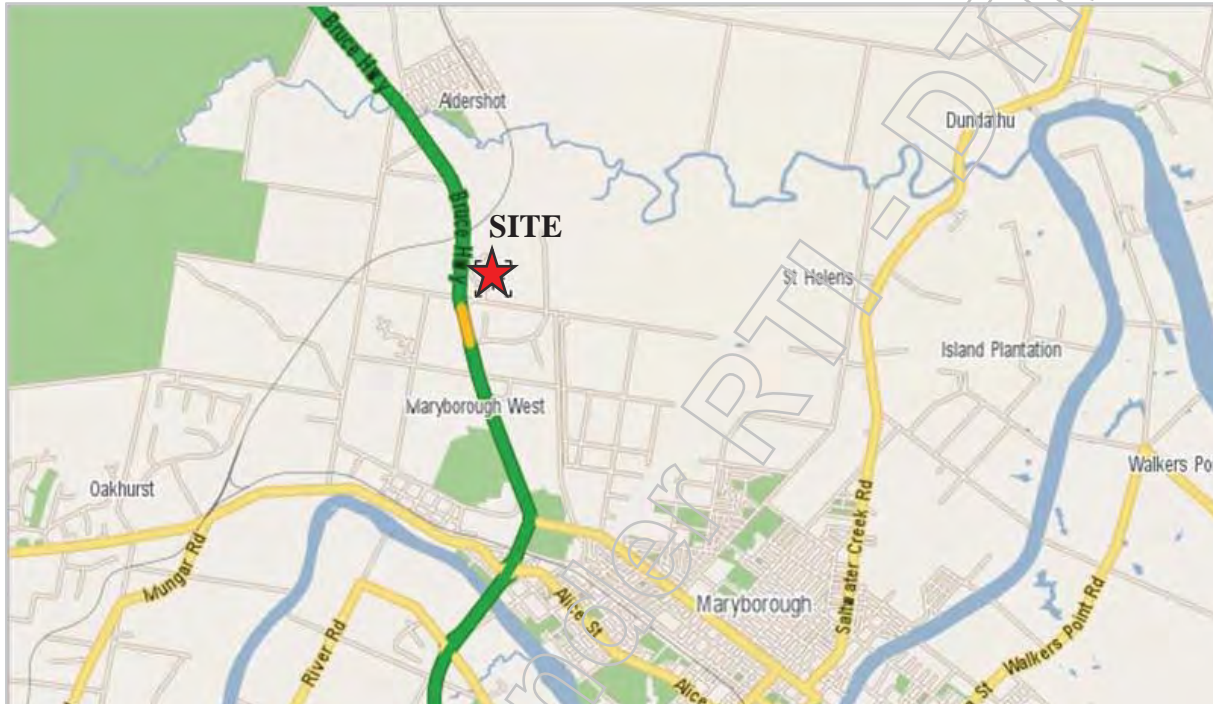


Figure 2.1a: Site Location



Figure 2.1b: Proposed Development Site

2.2 Local Road Network

The subject site is located to the east of the Bruce Highway (Maryborough - Gin Gin). It has frontage to the Bruce Highway southbound off-ramp to the west, Commercial Drive to the south and Enterprise Circuit to the east.

The Bruce Highway (Maryborough - Gin Gin) travels in a generally north-south direction in the vicinity of the site, connecting from Maryborough at its southern end, to Gin Gin which is approximately 100km to the north-west.

The Bruce Highway is a State-controlled road (TMR Road 10C) which has a two-lane, two-way undivided cross-section in the vicinity of the subject site, and auxiliary turn lanes provided at some intersections along its length. It is posted at 100km/hr in both directions past the subject site.

Historic traffic volumes (based upon TMR Census Data) recorded on Bruce Highway in proximity to the site are summarised below. This data reveals that the section of the Bruce Highway on which the subject site is located experienced negligible growth over the period from 2010 to 2017.

Table 2.2: Historic Traffic Volumes, Bruce Highway (Maryborough - Gin Gin) (TMR Census Data)

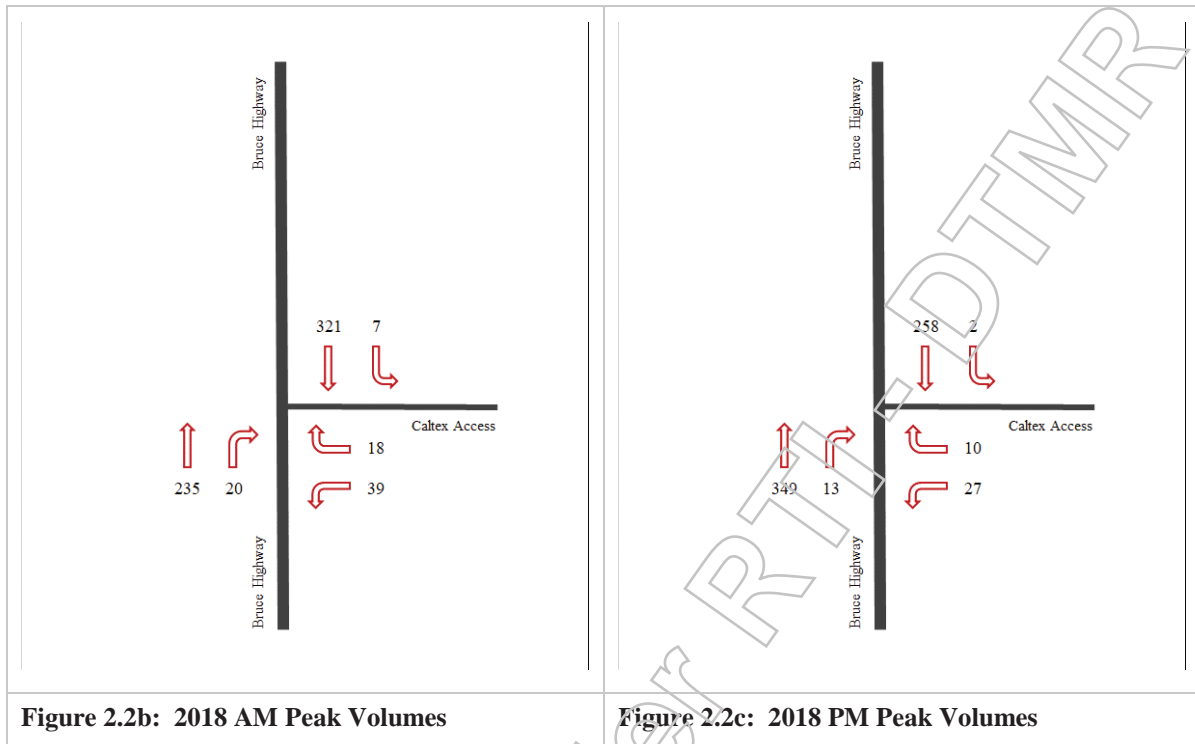
Year	Recorded AADT (vpd)	Percentage Heavy Vehicles
2010	8014	18.46%
2011	8064	19.68%
2012	8298	20.31%
2013	8318	20.40%
2014	7970	13.53%
2015	7971	10.09%
2016	8071	9.81%
2017	7911	9.67%

The Bruce Highway intersects with the Caltex Service Station access at a priority (give-way) controlled T-intersection with all turning movements permitted. It has auxiliary right and left turn lanes on the Bruce Highway, as well as an acceleration lane for the left turn movement onto the Bruce Highway as shown in **Figure 2.2a** below.

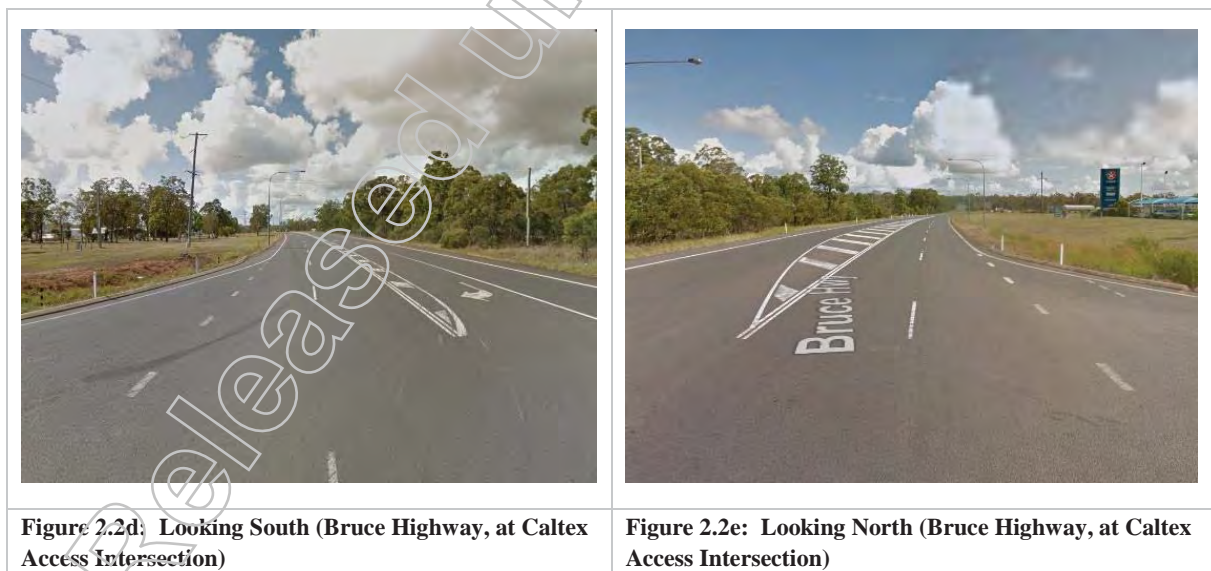


Figure 2.2a: Bruce Highway / Caltex Service Station Access Intersection

Traffic counts undertaken on Tuesday 19 June 2018 at the intersection of Bruce Highway (Maryborough - Gin Gin) and the Caltex Service Station Access reveal the turning movement volumes during the AM and PM peak hours as shown in **Figure 2.2b** and **Figure 2.2c** below. See also count data included as **Appendix A**.



Given the vertical and horizontal alignment of the Bruce Highway in the vicinity of the site (see **Figure 2.2d** and **Figure 2.2e** below), sightlines to/from the Caltex Access Intersection are generally unrestricted.



There are no planned upgrades identified on the Bruce Highway in proximity to the site in the SARA Development Assessment Mapping System (<https://dams.dsdip.esriaustraliaonline.com.au/damappingsystem>).

The Bruce Highway off-ramp caters for southbound vehicles exiting the Bruce Highway to access Commercial Drive and the Enterprise Circuit environs (i.e. Maryborough West Industrial Estate). It has a single lane cross-section and posted speed limit of 40km/hr on approach to the subject site, as shown in **Figure 2.2g** below. The Bruce Highway off-ramp intersects with the Service Centre Access and Enterprise Circuit roundabout.



Figure 2.2f: Looking south along the Bruce Highway, at the start of the Highway off-ramp



Figure 2.2g: Looking south along Bruce Highway off-ramp, approaching the roundabout with Commercial Drive

Commercial Drive adjoins the western property boundary of the subject site. It is a two-lane, two-way undivided road with a pavement width of approximately 11m, as shown in **Figure 2.2h** below. Commercial Drive is under the control of Fraser Coast Council and is designated as a local (i.e. minor) road in Council's Road Hierarchy.



Figure 2.2h: Looking north-west along Commercial Drive

Enterprise Circuit adjoins the eastern property boundary of the subject site. Enterprise Circuit is a two lane, two-way undivided road with a pavement width of approximately 13m, as shown in **Figure 2.2i** below. Enterprise Circuit is under the control of Fraser Coast Council and is designated as a local (i.e. minor) road in Council's Road Hierarchy.



Figure 2.2i: Looking north along Enterprise Circuit

2.3 Crash History

Reference has been made to Queensland Globe (<https://qldglobe.information.qld.gov.au/>), in order to review the crash history in proximity to the site.

As shown in the figure and table below, the data suggests that there have been only three (3) crashes on the Bruce Highway in proximity to the site over the data period (2001 – 2017 inclusive). Two (2) crashes occurred approximately 170m to the north of the existing Caltex Service Station intersection, in proximity to the access to the property on Lot 4 RP230443 on the western side of the highway, and one (1) crash occurred approximately 400m to the south of the intersection.



Figure 2.3a: Crashes in Proximity to Site

(Source: <https://qldglobe.information.qld.gov.au/>)

Table 2.3: Details of Crashes on Bruce Highway in Proximity to Site

Year	Crash DCA	Crash Type	Crash Nature	Group Description	Description	Severity
2003	704	Single Vehicle	Hit object	Off carriageway on straight hit object	Off Path-Straight: Right Off Cway Hit Obj	Property Damage Only
2008	701	Single Vehicle	Overtaken	Off carriageway on straight	Off Path-Straight: Left Off Cway	Property Damage Only
2011	703	Single Vehicle	Hit object	Off carriageway on straight hit object	Off Path-Straight: Left Off Cway Hit Obj	Hospitalisation

2.3.1 Risk Assessment (Without Development)

A risk assessment of the recorded crashes on the Bruce Highway in the vicinity of the site has been undertaken, in accordance with Section 9.3.2 in the GTIA. The results are outlined in **Table 2.3.1** below.

For the purpose of this assessment, one (1) crash over the 17-year data period is considered to represent a rare occurrence.

Table 2.3.1: Risk Assessment (Without Development)

Risk Number	Risk Item	Location	DCA Code	Number	Likelihood	Consequence	Risk Score
1	Off Path-Straight: Right Off Carriageway Hit Object	Bruce Highway, 170m north of Caltex Intersection	704	1	Rare (1)	Property only (1)	Low
2	Off Path-Straight: Left Off Carriageway	Bruce Highway, 170m north of Caltex Intersection	701	1	Rare (1)	Property only (1)	Low
3	Off Path-Straight: Left Off Carriageway Hit Object	Bruce Highway, 400m south of Caltex Intersection	703	1	Rare (1)	Hospitalisation (4)	Medium

Figure 9.3.2(a) – Safety risk score matrix

		Potential consequence				
		Property only (1)	Minor injury (2)	Medical treatment (3)	Hospitalisation (4)	Fatality (5)
Potential likelihood	Almost certain (5)	M	M	H	H	H
	Likely (4)	M	M	M	H	H
	Moderate (3)	L	M	M	M	H
	Unlikely (2)	L	L	M	M	M
	Rare (1)	L	L	L	M	M

L: Low risk
M: Medium risk
H: High risk

Source: GTIA

The results of the risk assessment outlined in **Table 2.3.1** above reveal low and medium risk scores for the crash risks in the vicinity of the proposed development site.

The crash data does not reveal any specific trend or high-risk movement, intersection or road feature, with no more than one (1) accident of any type recorded over the 17-year data period.

Importantly, given the nature of the crashes (i.e. all single vehicle crashes), it does not appear that the configuration of the existing intersection of the Bruce Highway / Caltex Access is a contributing factor towards the small number of crashes that have occurred over the past 17 years.

3.0 Proposal

The development application seeks approval for a service station and food /drink outlet on the subject site. A plan of the proposal is included as **Appendix B**, and an extract is provided as **Figure 3** below.

As shown in these plans, the proposed development comprises six (6) fuel dispensers for cars and three (3) 'truck only' fuel dispensers, and associated canopy / hardstand areas. A service station shop of approximately 190m² Gross Floor Area (GFA) is proposed, in addition to an adjoining food and drink outlet of 156m² GFA with a drive through facility.

Parking is proposed for 36 cars (including 2 caravan/trailer spaces) and four (4) heavy vehicles (including 26m B-double combination vehicles). In addition to the designated parking spaces, parking areas are provided at the fuel bowers and queuing areas at the food/drink outlet drive-through.

The following sections of this report address the key traffic elements of the proposal, with a response to the relevant sections of the State Development Assessment Provisions (SDAP) code (State code 1 – Development in a State-controlled road environment) included as **Appendix C**.

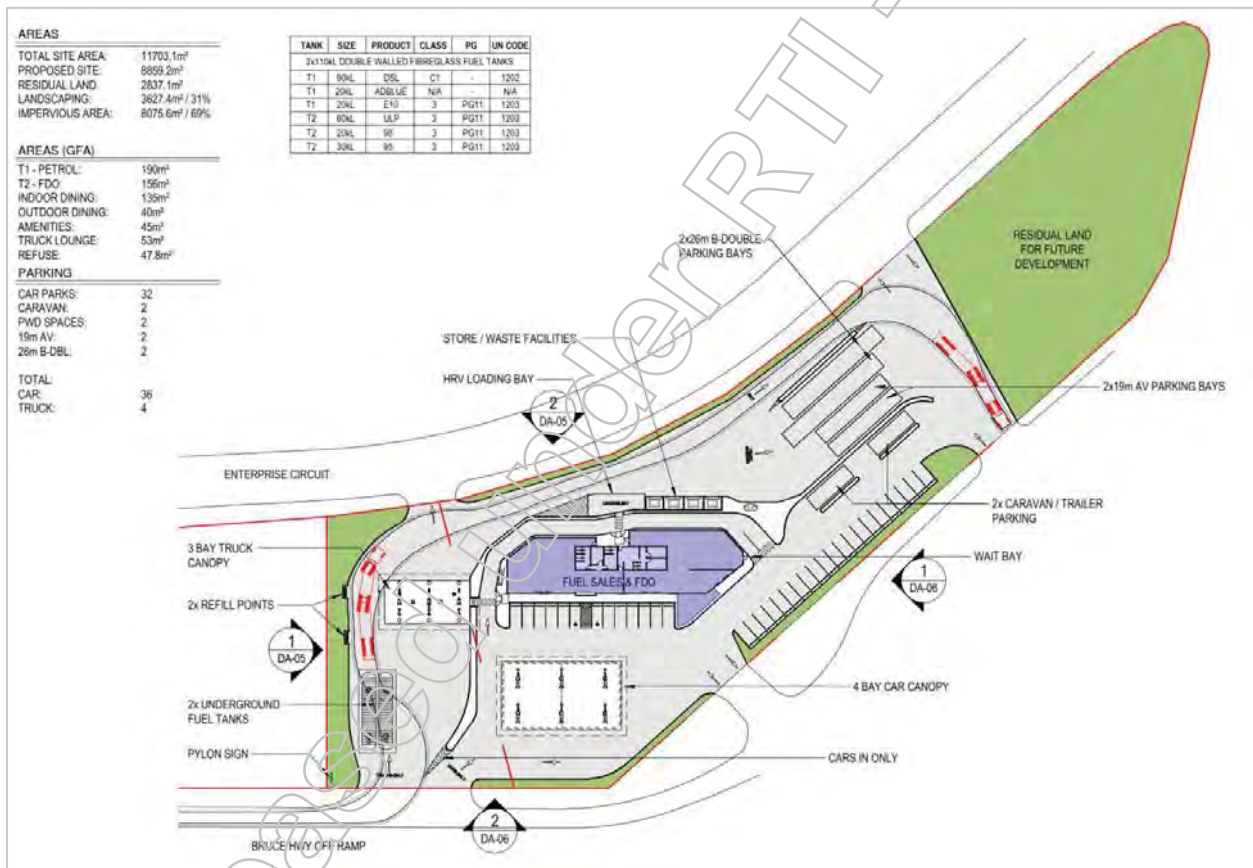


Figure 3: Extract from Site Plan

3.1 Vehicle Access

Under the recommendations of the Fraser Coast Planning Scheme 2014 Service Station Code, the development requires:

- *Separate entrances to and exits from the site, and these clearly marked for their intended use*
- *Vehicle crossovers that are a minimum of 8m wide*
- *No part of a vehicle crossover is closer than:*
 - a) *14m from any other vehicle crossover on the same site*
 - b) *12m from an intersection*
 - c) *3m from any property boundary*

As shown in the plan included as **Appendix B**, access to the site is proposed via the following:

- One (1) entry driveway from the Bruce Highway Off-Ramp (with separate truck and car entry lanes), which is approximately 25m wide at the property boundary and will be positioned approximately 160m downstream of the Bruce Highway main carriageway;
- Two (2) all-movements crossovers on Commercial Drive (with the northern driveway configured as the eastern leg of the existing roundabout and the southern driveway approximately 11m wide at the property boundary);
- One (1) all-movements crossover on Enterprise Circuit which is approximately 16m wide at the property boundary; and
- One (1) exit driveway (trucks only) onto Enterprise Circuit which is approximately 10.5m wide at the property boundary.

The proposed access arrangements are in accordance with the recommendations made in the Fraser Coast Planning Scheme 2014 Service Station Code, and achieve the following desirable outcomes:

- Separation of light vehicle and heavy vehicle traffic; and
- Encouragement of efficient one-way (clockwise) circulation for the dominant traffic movement (i.e. the southbound drop-in movement from the Bruce Highway).

Reference should be made to the letter prepared by Innovative Planning Solutions which addresses the issue of access rights / easements over the adjacent land parcels, which provide lawful access to/from the subject site.

As shown in the diagram included as **Appendix D**, there is adequate queue storage for:

- Five 19m articulated vehicles in the truck refuelling area (i.e. three (3) at the dispensers and two (2) behind), without impeding access to this area by another 19m articulated vehicle; and
- At least 18 cars in the main service station hardstand area, without impeding access to this area, the food and drink drive through, or the car parking spaces.

In light of the above, the site access arrangements are considered to be acceptable from a traffic perspective, and consistent with the Fraser Coast Planning Scheme 2014 and relevant Australian Standards.

3.2 Servicing Arrangements

The site has been designed to accommodate the swept path of up to a 26m B-Double combination vehicle, as shown in the vehicle tracking diagram included as **Appendix E**. It would also accommodate a refuelling vehicle (19m articulated vehicle) which would enter the site from Bruce Highway off ramp, proceed to the appropriate area for refuelling, and then exit the site via the southern driveway on Commercial Drive, or via the northern driveway on Enterprise Circuit as shown in the vehicle tracking diagram included as **Appendix F**.

The spacing of the pumps, location of the fill points, and internal configuration of the site have been designed based on the manoeuvring requirements of this vehicle, and provision is made for a height clearance 4.5m under the canopy to accommodate the fuel tanker. A fuel tanker in the refuelling position would not unreasonably impede access to or egress from the site, nor would it prevent access to parking spaces on the site.

An additional service bay is proposed for up to a Heavy Rigid Vehicle (HRV), adjacent and in convenient proximity to the service station / food and drink outlet building. This bay would be used by service (delivery) vehicles as well as refuse collection vehicles, as required.

Overall, the servicing arrangements are considered to be efficient and legible, and appropriate given the scale and nature of the proposed development.

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4.0 Traffic Impact Assessment

4.1 Background Traffic

As discussed in Section 2.2, traffic counts undertaken on Tuesday 19 June 2018 at the intersection of Bruce Highway (Maryborough - Gin Gin) and the Caltex Service Station Access reveal the turning movement volumes during the AM and PM peak hours as shown in **Figure 4.1a** and **Figure 4.1b** below. See also count data included as **Appendix A**.

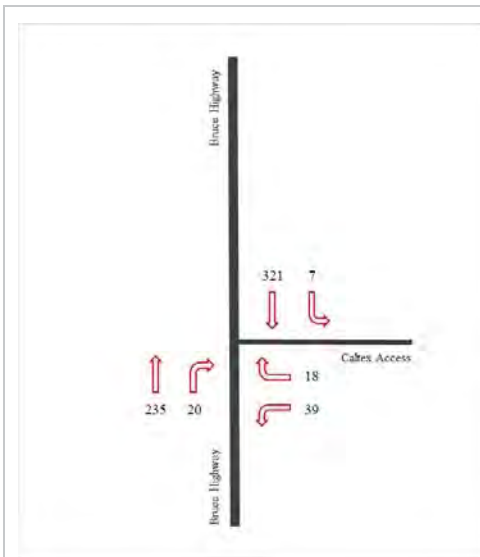


Figure 4.1a: 2018 AM Peak Volumes

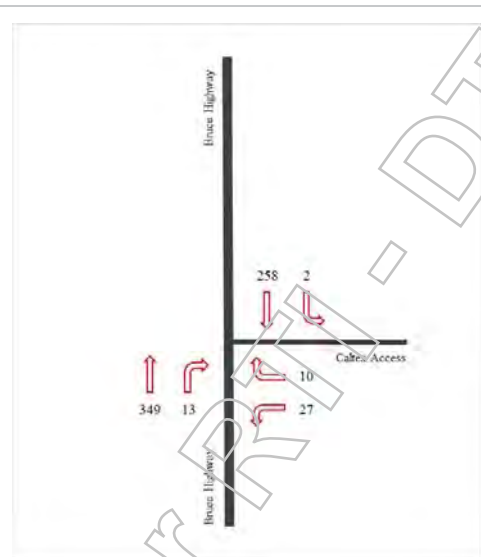


Figure 4.1b: 2018 PM Peak Volumes

As discussed in Section 2.2, historic traffic volumes (based upon TMR Census Data) recorded on Bruce Highway (Maryborough - Gin Gin) reveal that the section of the Bruce Highway on which the subject site is located experienced negligible growth over the period from 2010 to 2017. Notwithstanding this, with a view to maintaining a conservative approach, a 1% per annum linear growth rate has been applied to through traffic volumes on the Bruce Highway, in order to forecast future year traffic volumes. The resulting predicted year of opening (2020) and 10-year (2030) traffic volumes are as shown in the figures below and over page.

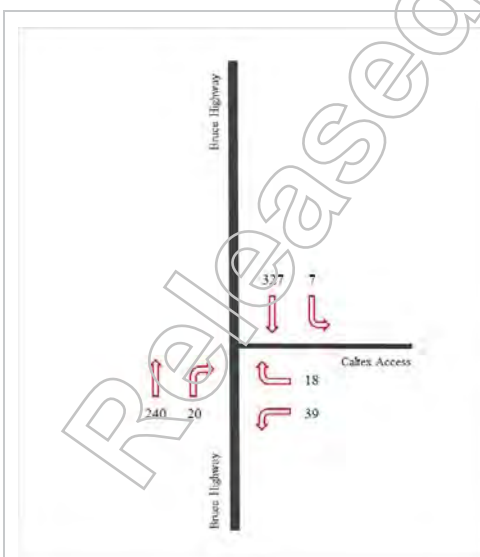


Figure 4.1c: 2020 AM Peak Volumes

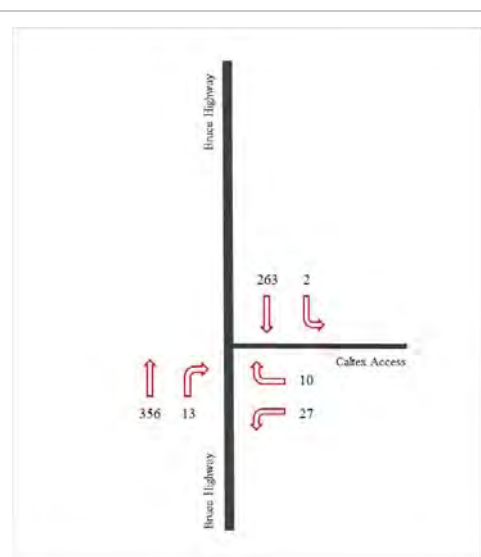
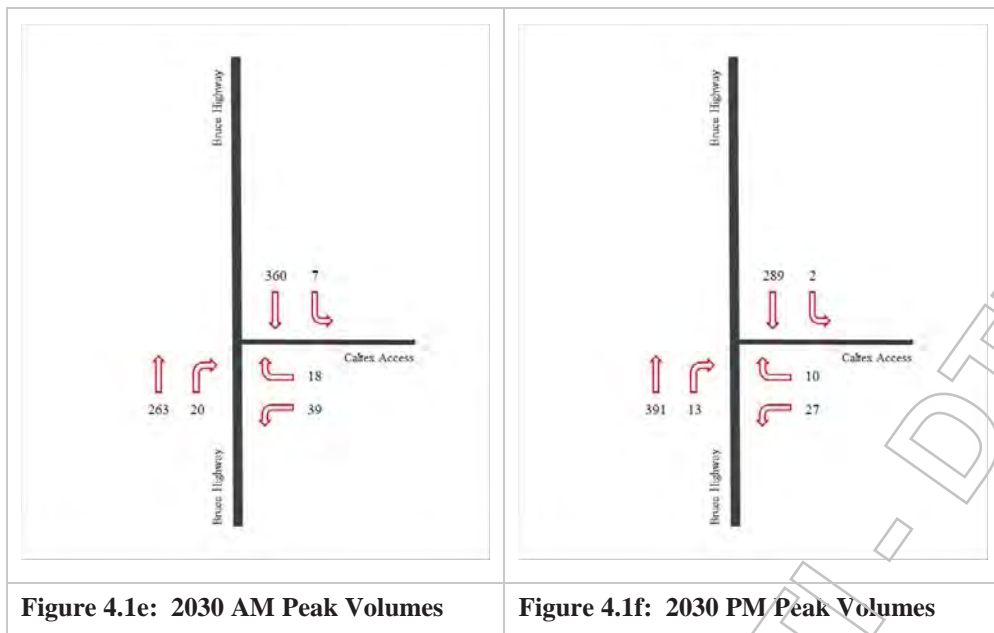


Figure 4.1d: 2020 PM Peak Volumes



4.2 Site Traffic Generation and Distribution

The trip generation for the development has been forecast based upon the following trip generation rates as recommended in TMR's Road Planning and Design Manual (RPDM) Chapter 3, Appendix 3A:

- **Service Station:** 66 trips per 100m² in the peak hours x 190m² GFA = ; and
- **Food and Drink Outlet:** 100 trips in the peak hours (assuming a 'second tier' food and drink outlet such as KFC or Red Rooster).

Given the proposed GFA of the service station is 190m², the resulting overall predicted trip generation is 225 trips in the peak hours.

However given the proposed development will be located on a highway with excellent exposure, and will comprise 'convenience' uses, a substantial proportion of trips generated by the development will be undiverted drop-in trips, i.e. a southbound through trip which will be converted to a left-in entry trip followed by a left-out exit trip at the existing Caltex Service Station Access intersection (e.g. a southbound motorist stopping for fuel).

Given the nature and location of the proposed development, undiverted drop in trips are expected to account for 75% of the traffic generated by the development (i.e. 169 trips), and only approximately 25% of trips are expected to be new trips. The proposed development is therefore predicted to generate in the order of 56 new trip ends coincident with the road network peak hours. To put this into perspective, this is equivalent to fewer than one new additional vehicle trip per minute, on average, during the peak hours. This level of traffic generation is low, and once distributed onto the surrounding road network, would be largely unnoticeable in the context of typical fluctuations in background traffic volumes.

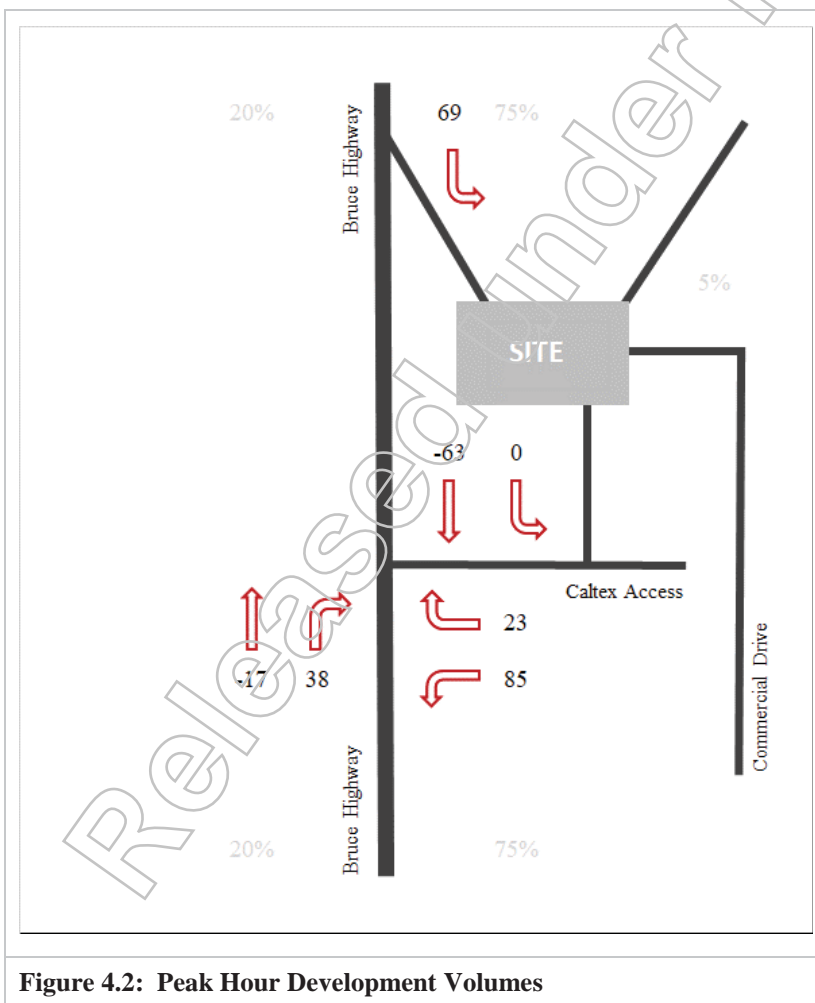
Furthermore, it is anticipated that there would be a proportion of trips made which are multi-purpose trips, whereby both uses within the complex are visited (i.e. the service station and the fast food outlet). This would have the effect of reducing the overall traffic generation of the development.

Notwithstanding the above, further consideration has been given to the performance of the Caltex Service Station Access intersection, in order to assess the adequacy of the existing intersection configuration to accommodate the additional traffic generated by the development.

Detailed intersection modelling of the access intersection has been undertaken, based upon the application of the following assumptions:

- The proposed development will generate a total of 225 vehicle trips in the peak hours, including 75% undiverted drop-in trips (169 trips) and 25% new trips (56 trips).
- During the peak periods, 50% of trips generated will be arrival trips, and 50% will be departure trips.
- For the drop-in trips:
 - 75% will be southbound traffic, accessing the development via the Bruce Highway southbound off-ramp, and egressing the development via a left turn at the Caltex Service Station Access intersection;
 - 20% will be northbound traffic, accessing and egressing the development via the Caltex Service Station Access intersection (right turns in and out); and
 - 5% will be associated with the industrial area in the vicinity of the site, accessing and egressing the development via the Enterprise Street / Enterprise Circuit / Commercial Drive;
- For the new trips:
 - 75% will have an origin / destination to/from the north;
 - 20% will have an origin / destination to/from the south; and
 - 5% will have a local origin / destination (within the area development in the vicinity of the site).

The resulting forecast peak hour volumes at the existing Caltex Service Station access, are as shown in **Figure 4.2** below.



4.3 Design Traffic Volumes

The forecast design traffic volumes (i.e. background traffic volumes plus the traffic expected to be generated by the proposed development) at the 2020 and 2030 design horizon are as shown in the figures below.

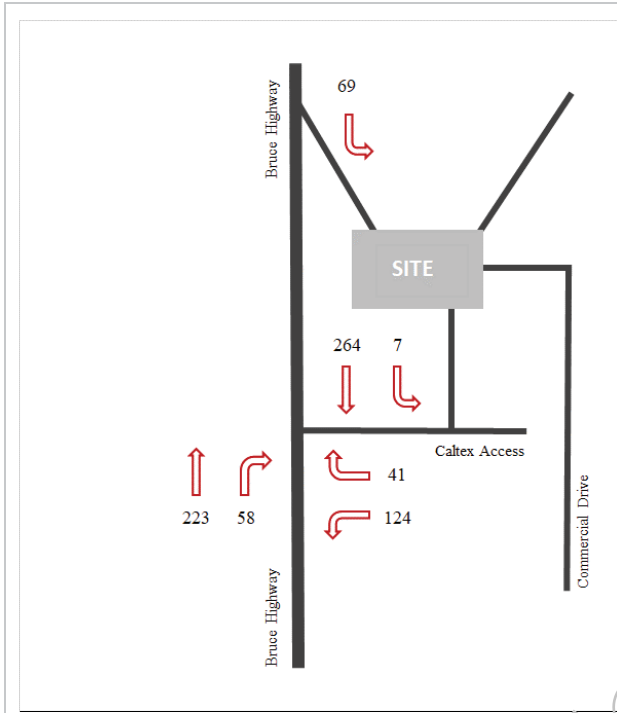


Figure 4.3a: 2020 AM Peak Design Volumes

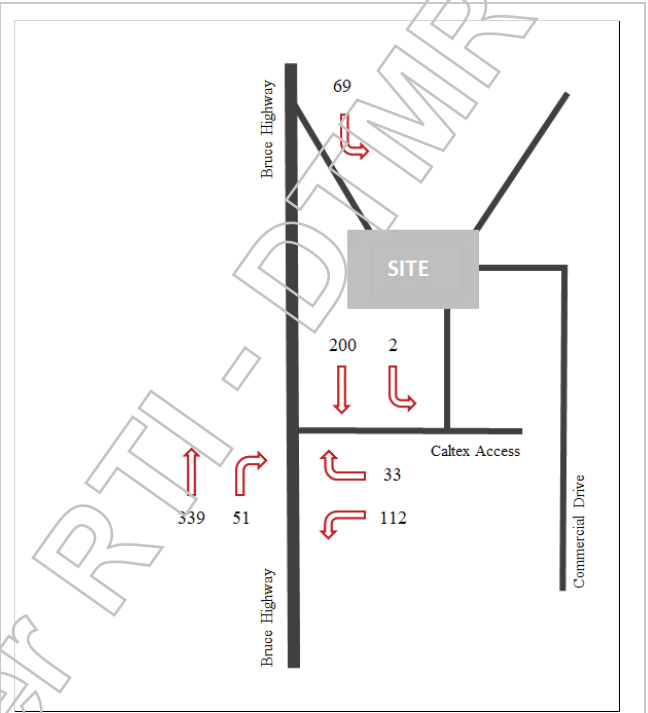


Figure 4.3b: 2020 PM Peak Design Volumes

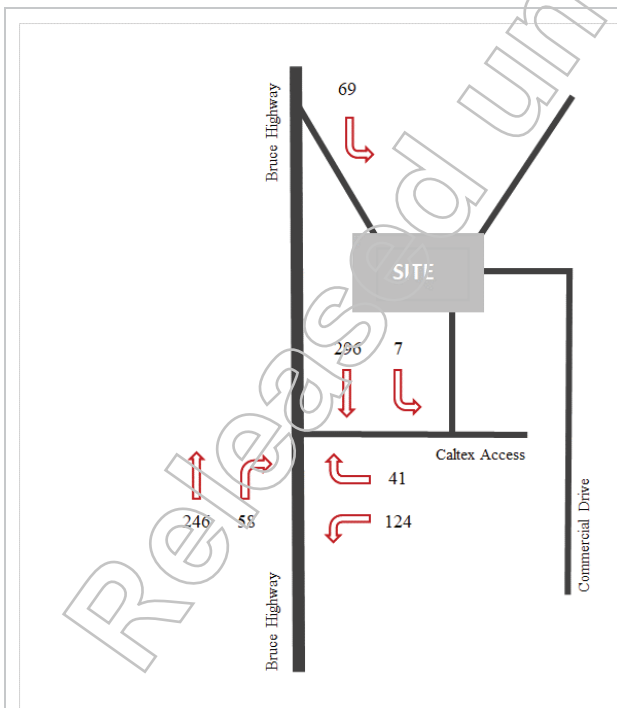


Figure 4.3c: 2030 AM Peak Design Volumes

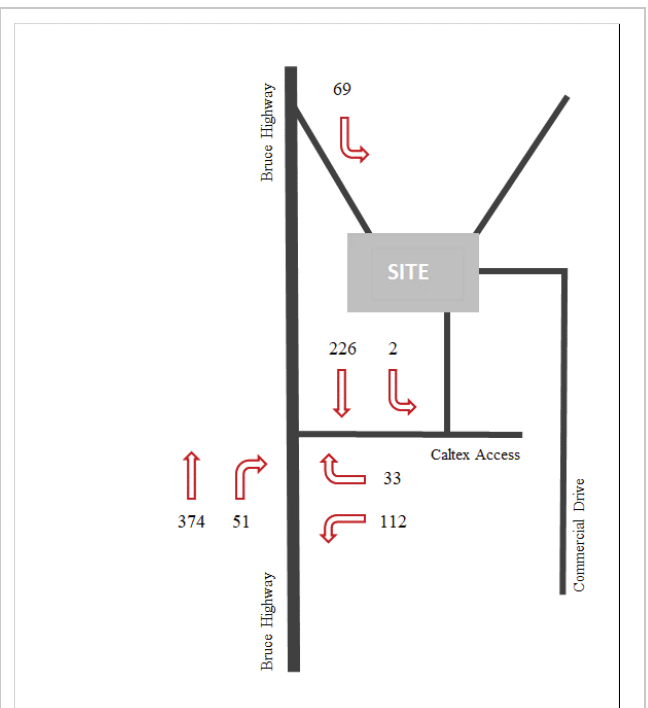


Figure 4.3d: 2030 PM Peak Design Volumes

4.4 Access Intersection Capacity Assessment

Intersection capacity analyses have been undertaken of the existing Caltex Service Station Access intersection onto the Bruce Highway, based upon the intersection configuration as shown in **Figure 4.4** below.

The detailed results of these analyses are provided as **Appendix G**, with a summary of the results provided as **Table 4.4a** below.

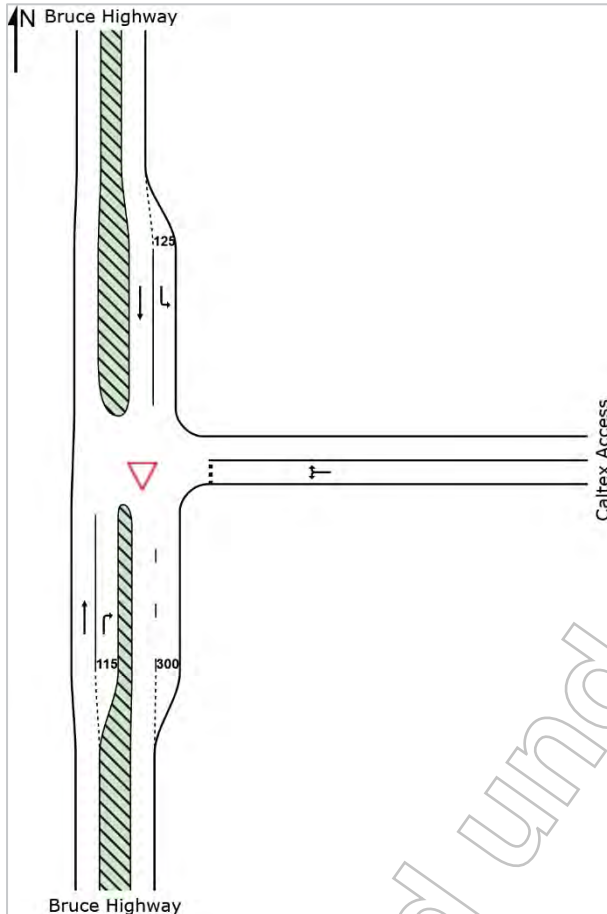


Figure 4.4: Modelled Intersection Geometry

Table 4.4a: Summary of Modelling Results

Year	Peak Period	Design Scenario	Intersection Degree of Saturation	Critical Movement Level of Service	Maximum 95 th Percentile Queue (m)
2020	AM Peak	Without Development	0.183	LOS A	2.6
		With Development	0.232	LOS A	7.3
	PM Peak	Without Development	0.199	LOS A	1.6
		With Development	0.198	LOS A	6.1
2030	AM Peak	Without Development	0.202	LOS A	2.8
		With Development	0.248	LOS A	7.7
	PM Peak	Without Development	0.219	LOS B	1.7
		With Development	0.212	LOS B	6.5

The results of the above analyses demonstrate that:

- the existing Caltex Service Station access intersection with the Bruce Highway is expected to perform well within acceptable capacity limits at both the year of opening (2020) and the 10-year design horizon (2030) at less than 25% degree of saturation under all development scenarios (noting that 80% is typically considered to represent acceptable operation for a priority-controlled intersection); and
- the proposed development will have a negligible impact upon the performance of the intersection, which will operate at the same level of service (LOS) under the 'with development' scenario as the 'without development' scenario, and with very limited queuing (less than two (2) vehicles) under all design scenarios.

Notwithstanding the above, in accordance with the process outlined in Section 11.3.1 of the Guide to Traffic Impact Assessment, Transport and Main Roads, September 2017, an assessment of the total vehicle-minutes during both design peak periods at the year of opening (2020) has been undertaken for the 'without development' and the 'with development' scenario.

The results of this assessment are provided in **Figure 4.4a** to **Figure 4.4d** over page, with a summary of the results provided in **Table 4.4b** below.

Table 4.4b: Summary of Average Delay (vehicle-seconds)

Scenario	AM Peak	PM Peak	TOTAL
Without Development	736.9	434.8	1171.7
With Development	719.3	427.5	1146.8
% Increase			-2.13%

The results of the assessment in the table above reveal that the proposed development is expected to result in a minor **reduction** in vehicle delay of approximately 2.13% at the intersection. This is due to the fact that the service station will attract drop-in trips, reducing the through traffic volumes which oppose the turning movement volumes at the intersection.

The requirements of the GTIA in regard to vehicle delay at the intersection are therefore satisfied.

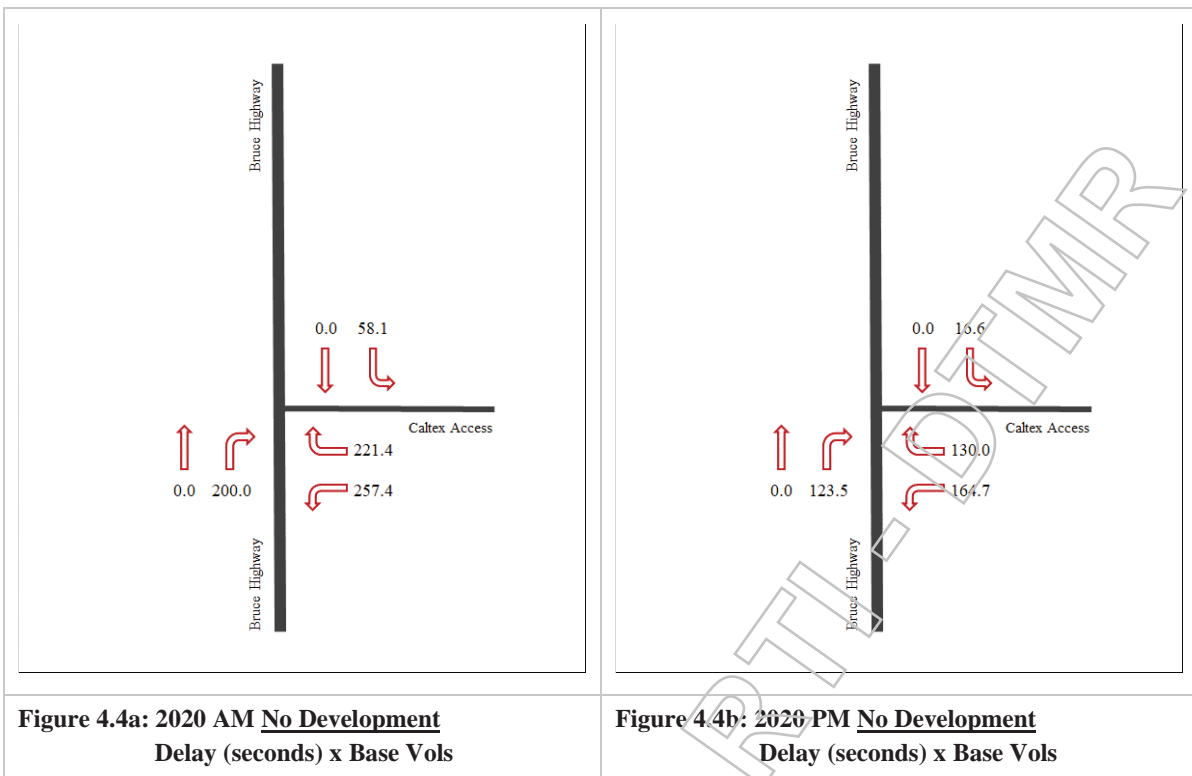


Figure 4.4b: 2020 PM No Development
Delay (seconds) x Base Vols

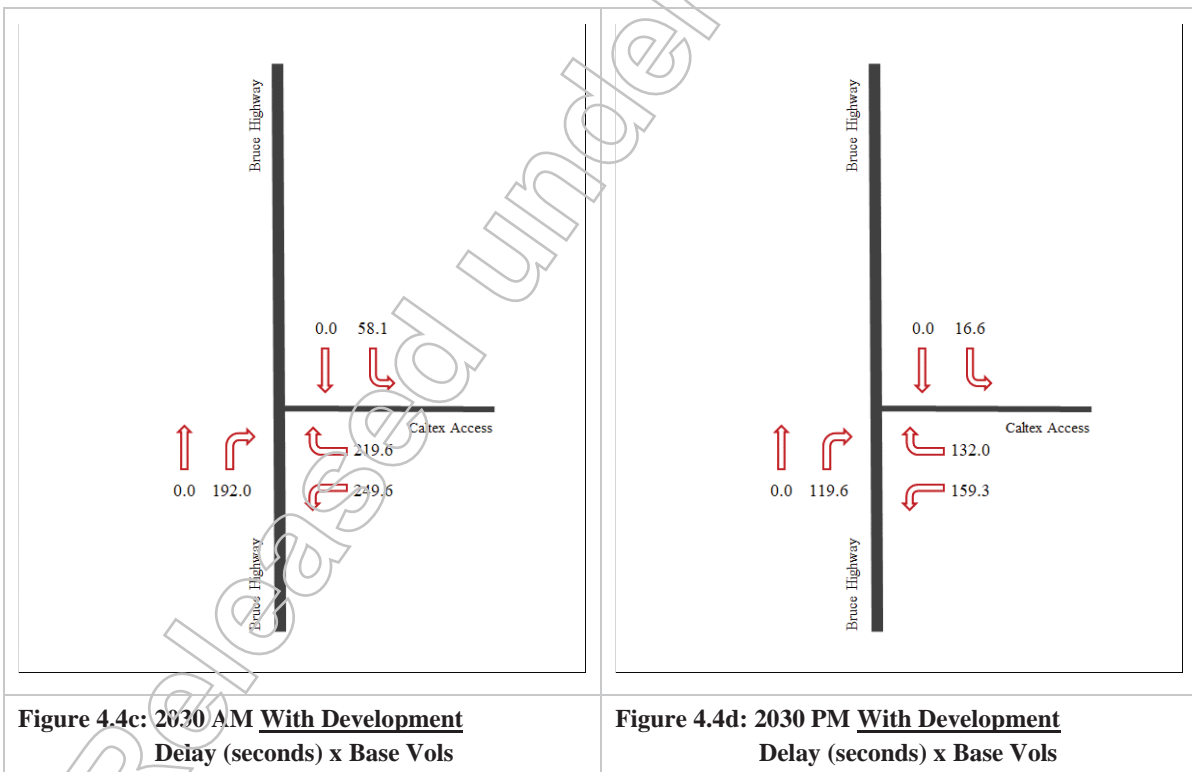


Figure 4.4d: 2030 PM With Development
Delay (seconds) x Base Vols

4.5 Road Safety Assessment

A risk assessment of the Bruce Highway in proximity to the site has been undertaken, both without, and with, the proposed development, in order to determine the impact of the proposal from a safety perspective.

This assessment considers the following scenarios:

- The existing risk score (based upon the crash history in proximity to the site as presented in the data available in Queensland Globe (<https://qldglobe.information.qld.gov.au/>); and
- The risk score with the proposed development, based upon the existing configuration of the Caltex Service Station access intersection.

The results of this assessment are summarised in **Table 4.5** below.

Table 4.5: Risk Assessment (Without and With Development)

Risk Number	Risk Item	Location	DCA Code	Risk Score	
				Existing	With Development
1	Off carriageway on straight hit object	Bruce Highway, 170m north of Caltex Intersection	704	Low (Rare, Property Damage)	Low (Rare, Property Damage)
2	Off carriageway on straight	Bruce Highway, 170m north of Caltex Intersection	701	Low (Rare, Property Damage)	Low (Rare, Property Damage)
3	Off carriageway on straight hit object	Bruce Highway, 400m south of Caltex Intersection	703	Medium (Rare, Hospitalisation)	Medium (Rare, Hospitalisation)

The results of this assessment as outlined above reveal that the proposal is not expected to increase the risk score rating for any existing risk item, given the following considerations:

- The proposed development will be accessed via existing intersections with the Bruce Highway (i.e. the Caltex Service Station access intersection and/or the existing southbound off-ramp), and will not introduce new access intersections with or turning movements to/from the Bruce Highway.
- The existing Caltex Service Station access intersection (which may be used to access the proposed development from the Bruce Highway) provides the following:
 - A 155m long auxiliary right turn lane on the Bruce Highway, which meets the requirement in Table 5.2 of Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections, based upon a 100km/hr design speed and assuming a comfortable rate of deceleration of 2.5m/s².
 - A 170m long auxiliary left turn lane on the Bruce Highway, which exceeds the requirement in Table 5.2 of Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections, based upon a 100km/hr design speed and assuming a comfortable rate of deceleration of 2.5m/s² and an exit curve speed of 20km/hr.
 - A 460m long acceleration lane for the left turn movement onto the Bruce Highway, which exceeds the requirement in Table 5.4 of Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections, based upon a 100km/hr design speed and assuming an entry curve speed of 0km/hr.
- Historic crash data does not reveal any specific trend or high-risk movement, intersection or road feature, with no more than one (1) accident of any type recorded over the 17-year data period. Importantly, given the nature of the crashes (i.e. all single vehicle crashes), it does not appear that the configuration of the existing

intersection of the Bruce Highway / Caltex Access is a contributing factor towards the small number of crashes that have occurred over the past 17 years.

- As shown in **Figure 4.5** below, the increases in turning movements volumes expected at the intersection as a result of the proposed development are expected to be low, i.e. fewer than 1 – 2 additional vehicle movements per minute, per movement.
- As previously discussed, the proposed development is expected to result in a minor **reduction** in vehicle delay of approximately 2.13% at the intersection. This is due to the fact that the service station will attract drop-in trips, reducing the through traffic volumes which oppose the turning movement volumes at the intersection.
- Given sightlines to/from the proposed access location are essentially unrestricted due to the horizontal and vertical alignment of the Bruce Highway in the vicinity of the site:
 - the likelihood of conflict occurring between a through vehicle and a vehicle turning into or out of the access intersection is considered to be 'rare'; and
 - it is anticipated that in the unlikely event that a conflict occurs, a through vehicle would have sufficient time to decelerate such that it would be travelling at a substantially lower speed than the posted speed limit of 100km/hr. As a result, it is considered unlikely that the severity of any such crash would be limited.
- Notwithstanding the above, it is important to note that the proposed development will provide a number of essential services for road users. Taking the opportunity to stop for a short break is proven to increase driver alertness and reduce fatigue, which would in turn increase road safety more generally.

In light of the above considerations, it is concluded that the proposed development will not have an unacceptable impact in terms of road safety, and the requirements of the GTIA are satisfied in this regard.

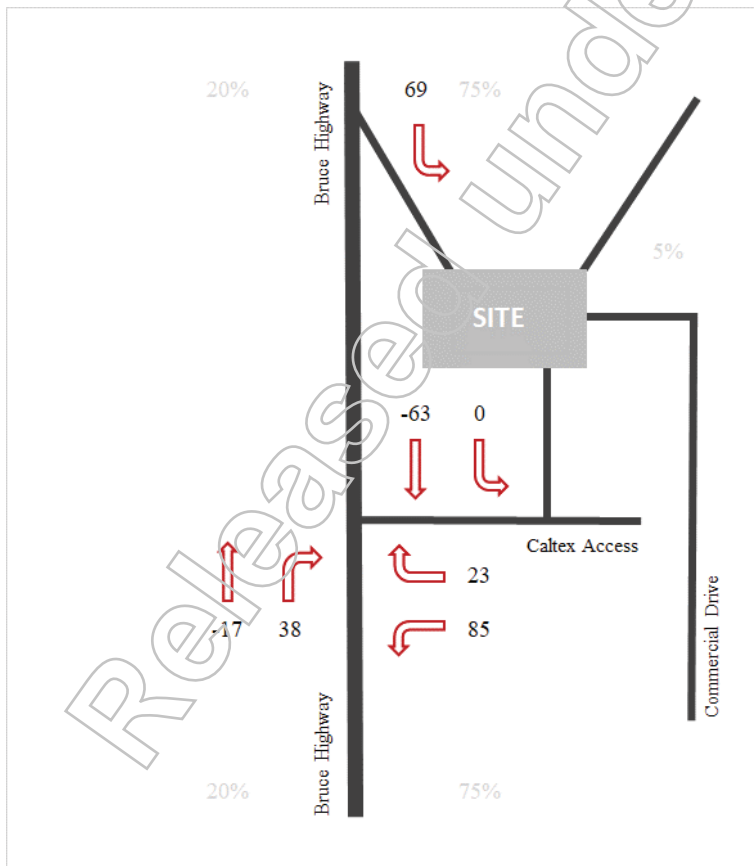


Figure 4.5: Peak Hour Development Volumes

5.0 Recommendation

In light of the information contained within this report, we consider that the proposal is satisfactory from a traffic operations perspective and recommend that the development application be approved.

5.1 Qualifications

This report has been approved by Richard Quinn | Director | RPEQ 08565

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APPENDIX A

Traffic Count Data

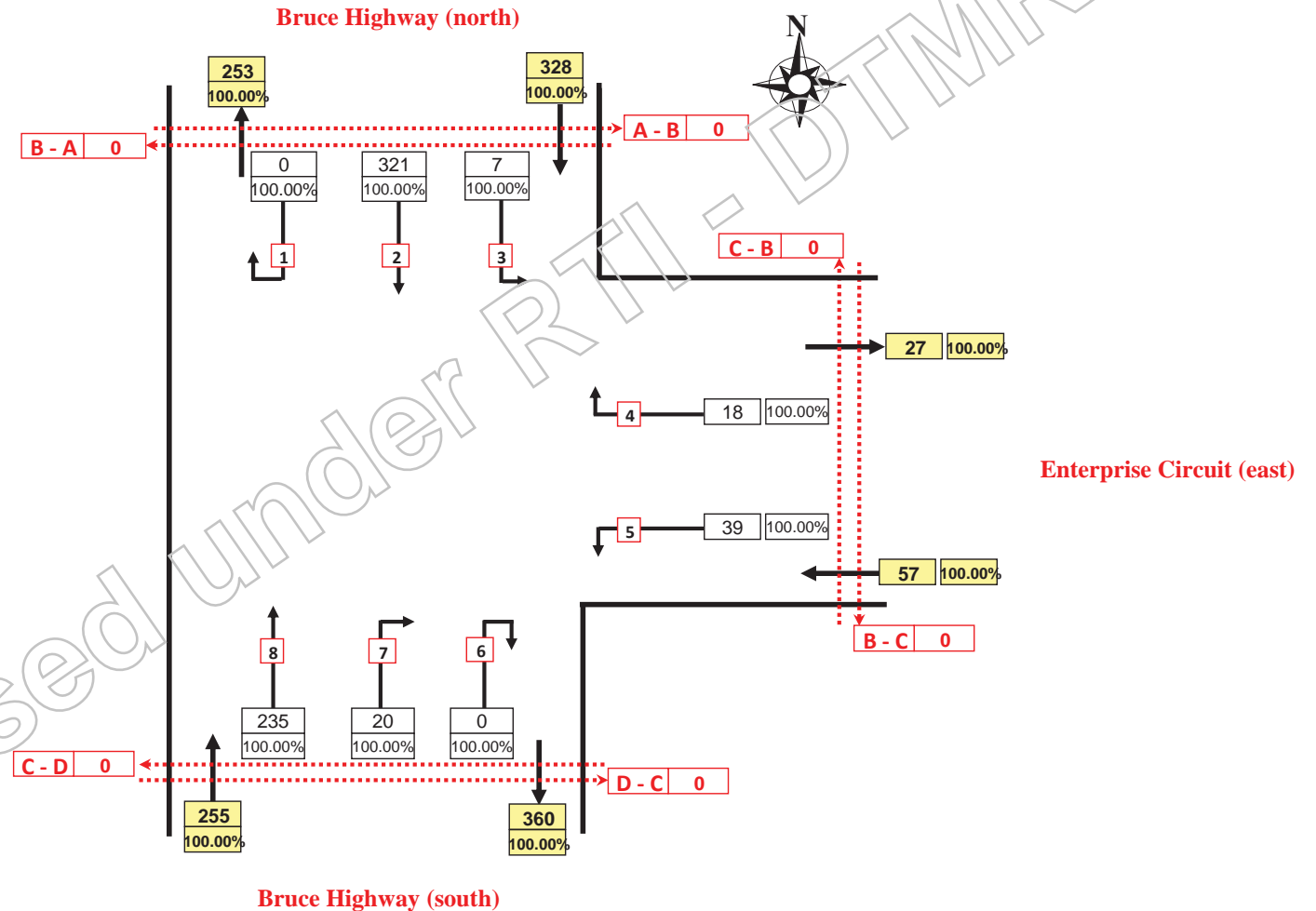
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AUSTRAFFIC VIDEO INTERSECTION COUNT



Site No.: 1 **Weather:** Fine
Location: Bruce Highway/Access to Caltex Service Station (3 Enterprise Circuit) Maryborough West
Day/Date: Tuesday, 19 June 2018
Summary: 24 Hour Volumes : 12:00 AM to 12:00 AM

Hour Ending: 9:00 AM
Classification: Total Vehicles



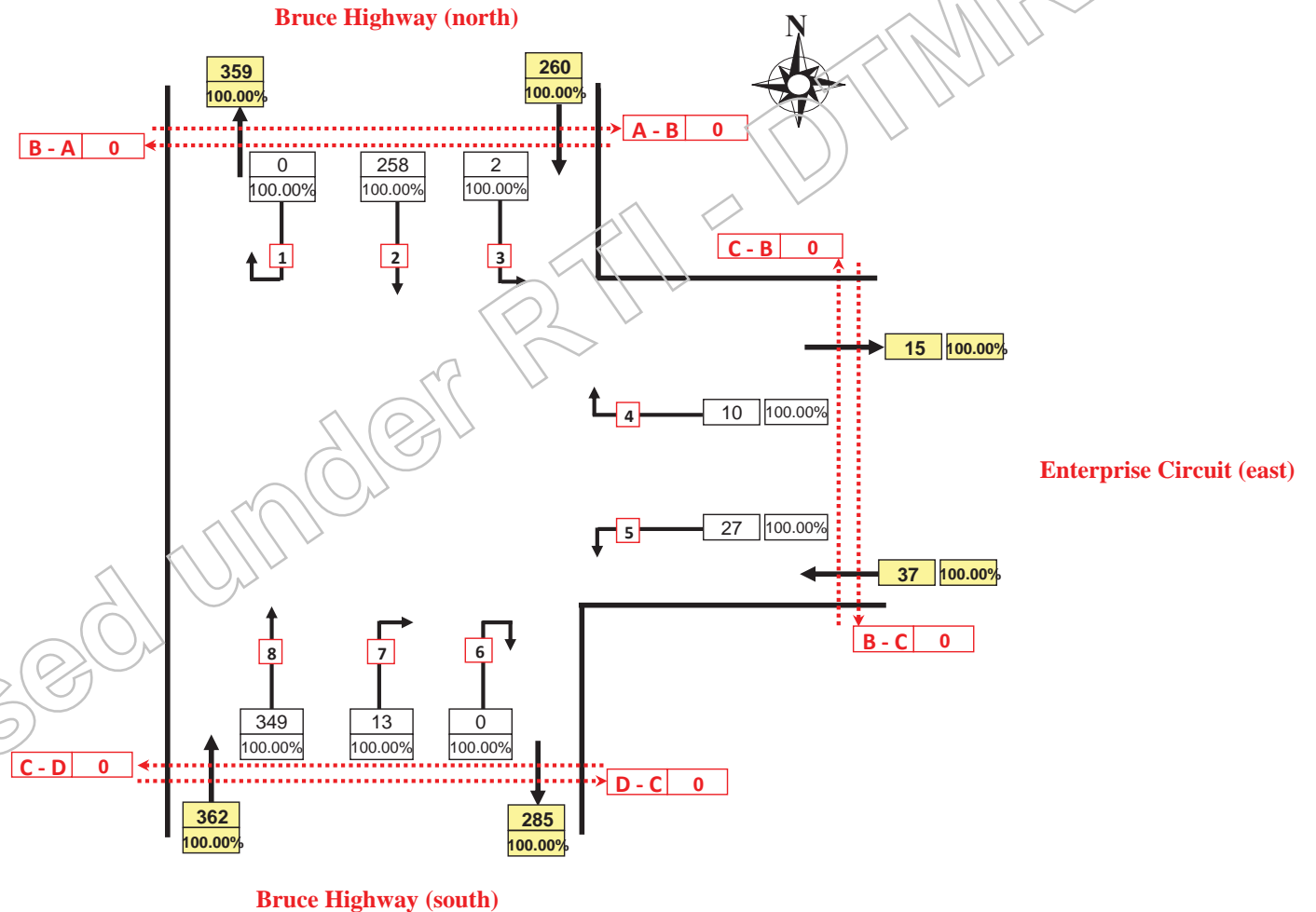
Note: 3.28% = proportion of selected vehicle classification as a percentage of total vehicles

AUSTRAFFIC VIDEO INTERSECTION COUNT



Site No.: 1 **Weather:** Fine
Location: Bruce Highway/Access to Caltex Service Station (3 Enterprise Circuit) Maryborough West
Day/Date: Tuesday, 19 June 2018
Summary: 24 Hour Volumes : 12:00 AM to 12:00 AM

Hour Ending: 4:15 PM
Classification: Total Vehicles



Note: 3.28% = proportion of selected vehicle classification as a percentage of total vehicles

APPENDIX B

Proposed Development Plan

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AREAS

TOTAL SITE AREA:	11703.1m²
PROPOSED SITE:	8859.2m²
RESIDUAL LAND:	2837.1m²
LANDSCAPING:	3627.4m² / 31%
IMPERVIOUS AREA:	8075.6m² / 69%

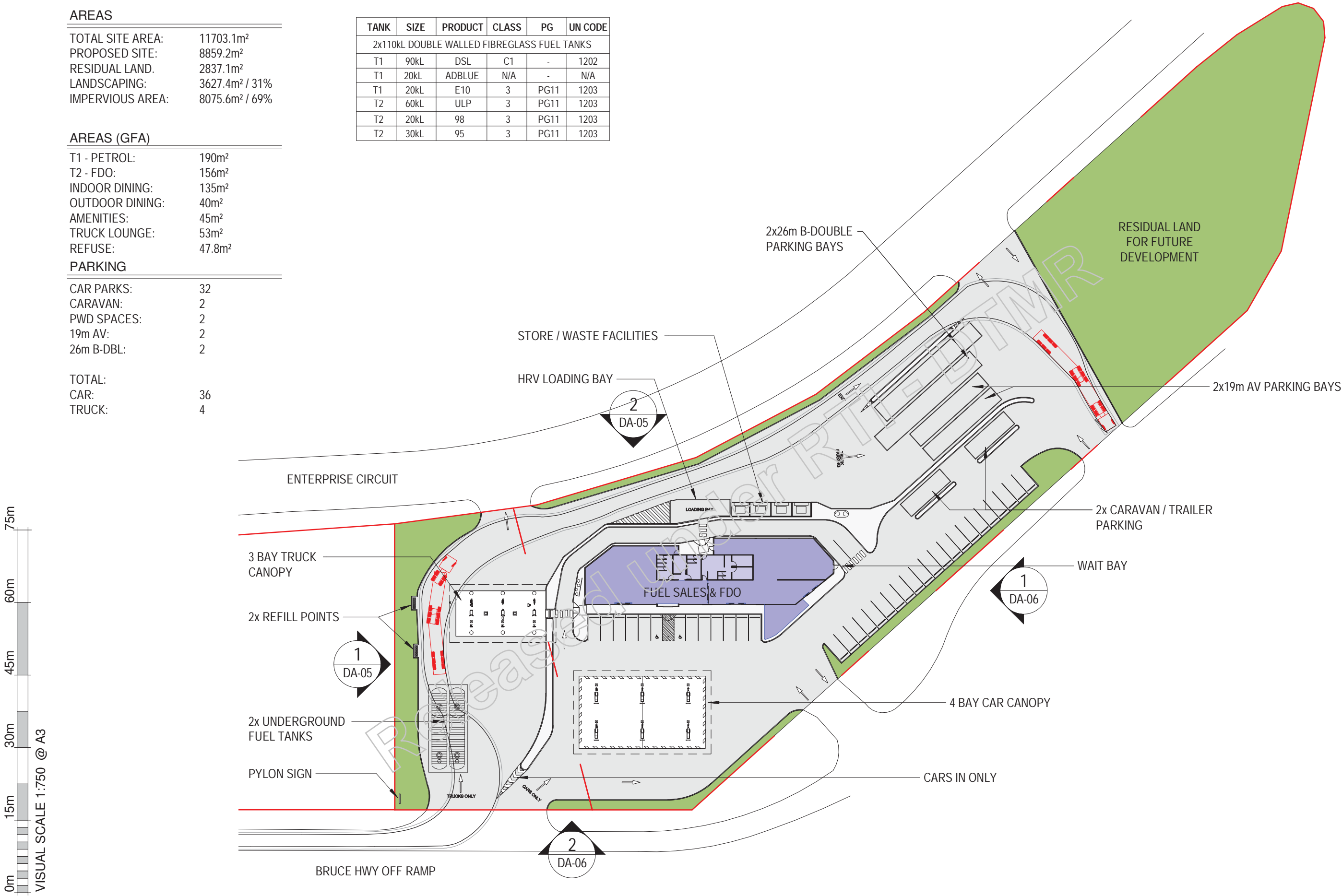
AREAS (GFA)

T1 - PETROL:	190m²
T2 - FDO:	156m²
INDOOR DINING:	135m²
OUTDOOR DINING:	40m²
AMENITIES:	45m²
TRUCK LOUNGE:	53m²
REFUSE:	47.8m²

PARKING

CAR PARKS:	32
CARAVAN:	2
PWD SPACES:	2
19m AV:	2
26m B-DBL:	2
TOTAL:	
CAR:	36
TRUCK:	4

TANK	SIZE	PRODUCT	CLASS	PG	UN CODE
2x110kL DOUBLE WALLED FIBREGLOSS FUEL TANKS					
T1	90kL	DSL	C1	-	1202
T1	20kL	ADBLUE	N/A	-	N/A
T1	20kL	E10	3	PG11	1203
T2	60kL	ULP	3	PG11	1203
T2	20kL	98	3	PG11	1203
T2	30kL	95	3	PG11	1203



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MARYBOROUGH TRAVEL CENTRE

LOT 53, ENTERPRISE COURT, MARYBOROUGH

RFD

SHEET NAME :

PROPOSED SITE PLAN

AMENDMENTS

AMD	DATE	AMENDMENT DETAILS
A	29.11.17	PRELIMINARY ISSUE
B	11.12.17	REVISED SITE LAYOUT
C	15.01.18	REVISED SITE AREAS & LANDSCAPING
D	21.03.18	REVISED FLOOR LAYOUT

BY

CM

CM

CM

CM

CM

SCALE @ A3 : As indicated

DRAWN : CM

STATUS : PRELIMINARY

PROJECT : 417054

SHEET NUMBER : DA-02

REV: D



APPENDIX C

Response to SDAP code (State code 1 – Development in a
State-controlled road environment) – Relevant Sections

Released under RTI - DMAR

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

Table 1.2.1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.	AO15.1 Development does not require new or changed access to a limited access road. Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system. OR	Complies
	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road. Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office. AND	
	AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road. Note: The Service centre policy, Department of	

Performance outcomes	Acceptable outcomes	Response
	Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.	
<p>PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	AO16.1 Vehicular access is provided from a local road.	
	OR all of the following acceptable outcomes apply:	<p>The proposed development will be accessed via existing intersections with the Bruce Highway. No alterations to these existing intersections are proposed or required in order to facilitate access to the proposed development.</p> <p>Consistency with the relevant policies would be confirmed as part of the detailed design of the intersection.</p> <p>As outlined in the Risk Assessment in the Traffic Report, the risk scores are expected to remain consistent with the existing situation (Low and Medium) i.e. the proposed development will not have an unacceptable impact in terms of road safety.</p>
	<p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p> <p>AO16.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p> <p>AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.</p>	

Performance outcomes	Acceptable outcomes	Response
	<p>AND</p> <p>AO16.5 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.</p>	<p>As shown in the diagram included as Appendix D of the Traffic Report, there is adequate queue storage for:</p> <ul style="list-style-type: none"> • Five 19m articulated vehicles in the truck refuelling area (i.e. three (3) at the dispensers and two (2) behind), without impeding access to this area by another 19m articulated vehicle; and • At least 18 cars in the main service station hardstand area, without impeding access to this area, the food and drink drive through, or the car parking spaces.
<p>PO17 Vehicular access to a state-controlled road or local road (and associated road access works) are located and designed to not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p>	<p>AO17.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure.</p> <p>AND</p>	Complies
	<p>AO17.2 The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure.</p> <p>AND</p>	Complies
	<p>AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services.</p> <p>AND</p>	Complies
	<p>AO17.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.</p>	To be confirmed at construction stage.

Performance outcomes	Acceptable outcomes	Response
Planned upgrades		
PO19 Development does not impede delivery of planned upgrades of state-controlled roads.	AO19.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road. Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system . OR	Complies
	AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	
	OR all of the following acceptable outcomes apply: AO19.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. AND	
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road.	

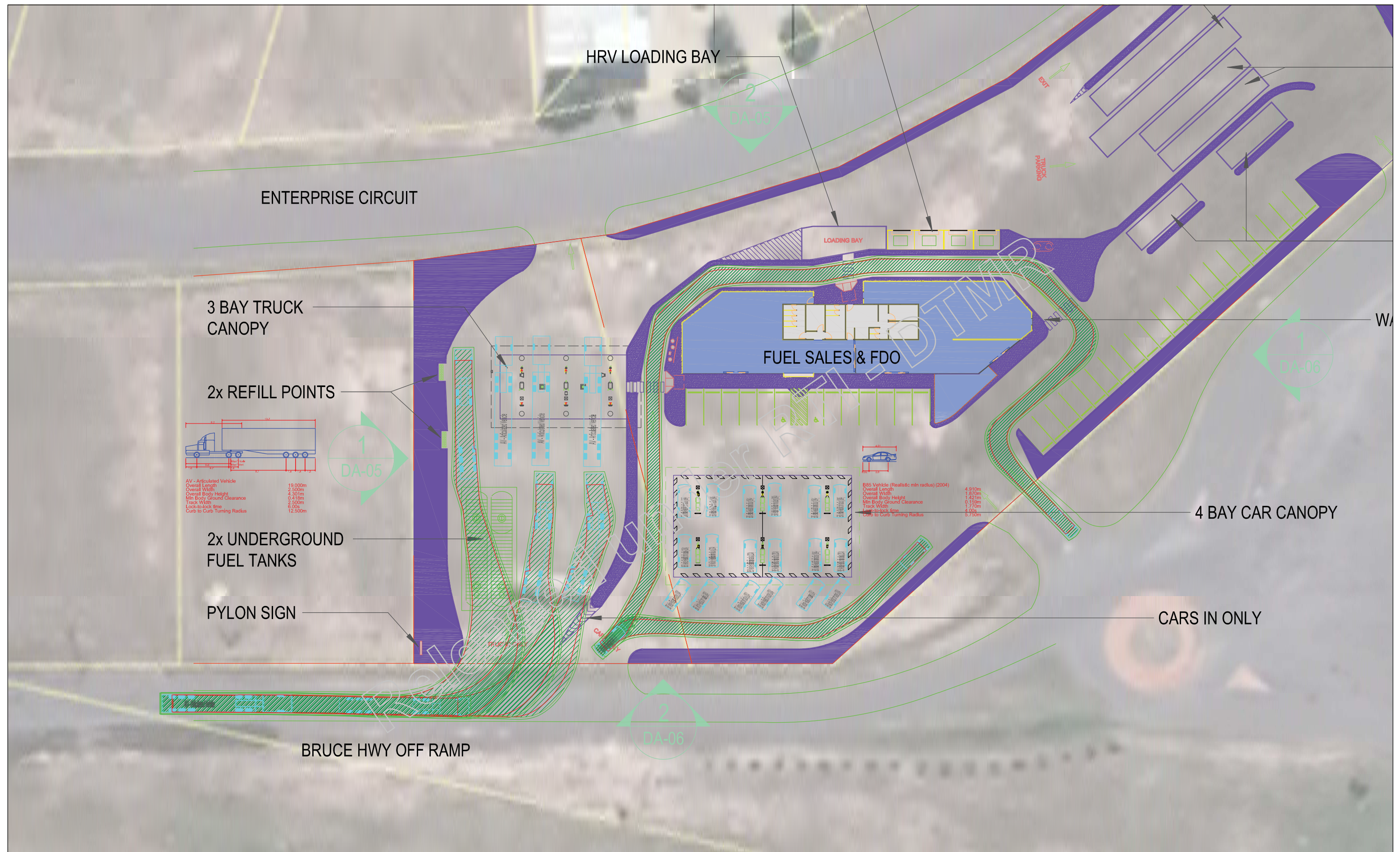
Performance outcomes	Acceptable outcomes	Response
	AND	
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	
Network impacts		
PO20 Development does not result in a worsening of operating conditions on the state-controlled road network. Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	Given the proposed development will be located on a major road with excellent exposure, and will comprise primarily 'convenience' uses (e.g. service station, fast food outlet, car wash), a substantial proportion of traffic generated by the development is expected to be undiverted drop-in trips. Consistency with the relevant design guidelines would be confirmed as part of the detailed design of the intersection.
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.	The results of the traffic analyses undertaken reveal that:
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the Road planning and design manual, 2 nd edition, Department of Transport and Main Roads, 2016. Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	<ul style="list-style-type: none"> the existing Caltex Service Station access intersection with the Bruce Highway is expected to perform well within acceptable capacity limits at both the year of opening (2020) and the 10-year design horizon (2030) at less than 25% degree of saturation under all development scenarios (noting that 80% is typically considered to represent acceptable operation for a priority-controlled intersection); the proposed development will have a negligible impact upon the performance of the intersection, which will operate at the same level of service (LOS) under the 'with development' scenario as the 'without development' scenario, and with very limited


Performance outcomes	Acceptable outcomes	Response
		<p>queuing (less than two (2) vehicles) under all design scenarios; and</p> <ul style="list-style-type: none"> the proposed development is expected to result in a minor reduction in overall vehicle delay of approximately 2.13% at the intersection at the year of opening. This is due to the fact that the service station will attract drop-in trips, reducing the through traffic volumes which oppose the turning movement volumes at the intersection.

APPENDIX D

Queue Storage Diagram

Released under RTI - DMR

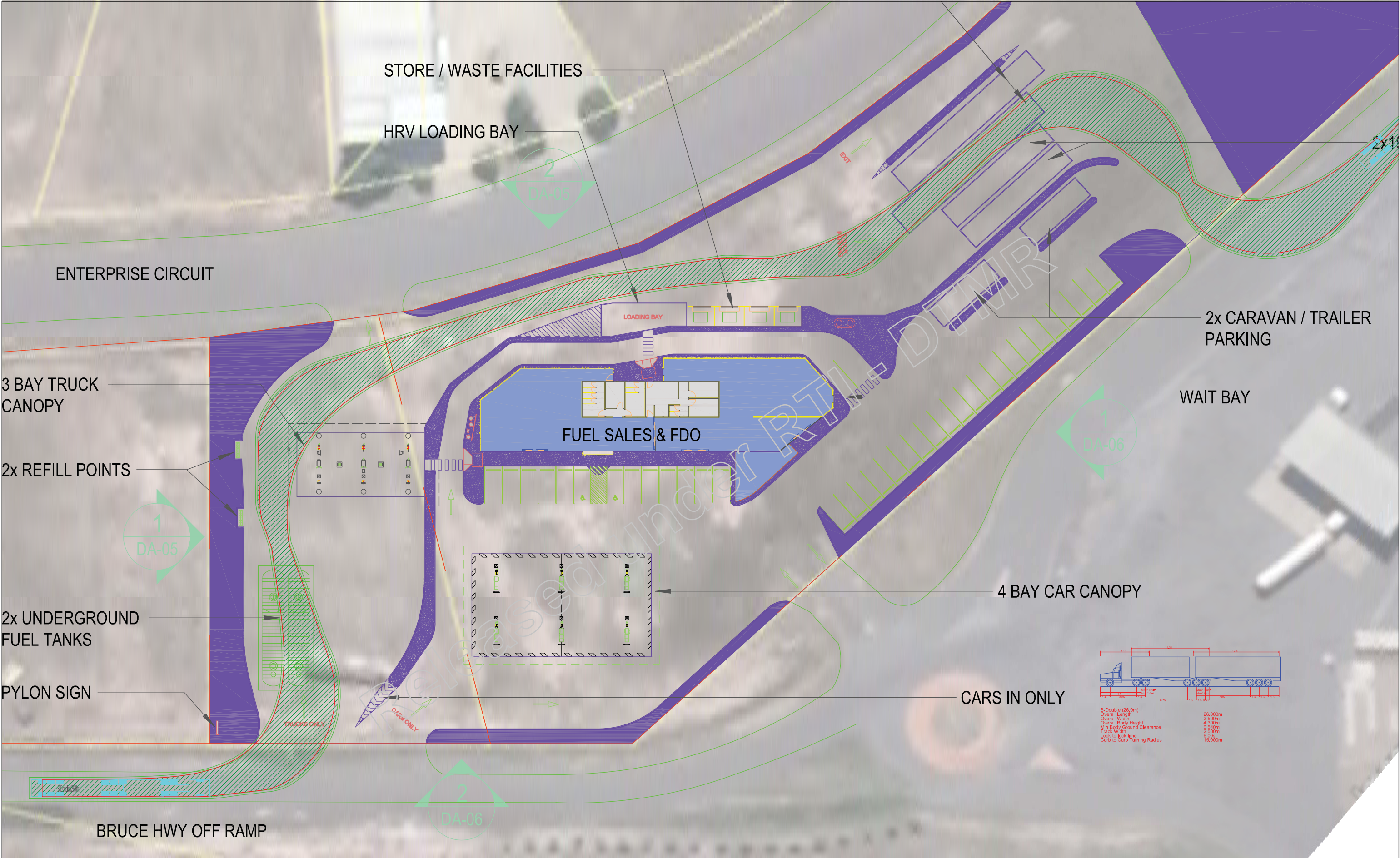



drawing title			
22 Enterprise Circuit, Maryborough West Vehicle Queuing Analyses			
drawn:	RQ	Scale: 1:500 @ A3	date: 03/08/18
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only			
714_TRG07		SK.01	A
project no.		drawing no.	rev

APPENDIX E

Vehicle Tracking Diagram – 26m B-double Combination
Vehicle

Released under RTI - DCMR

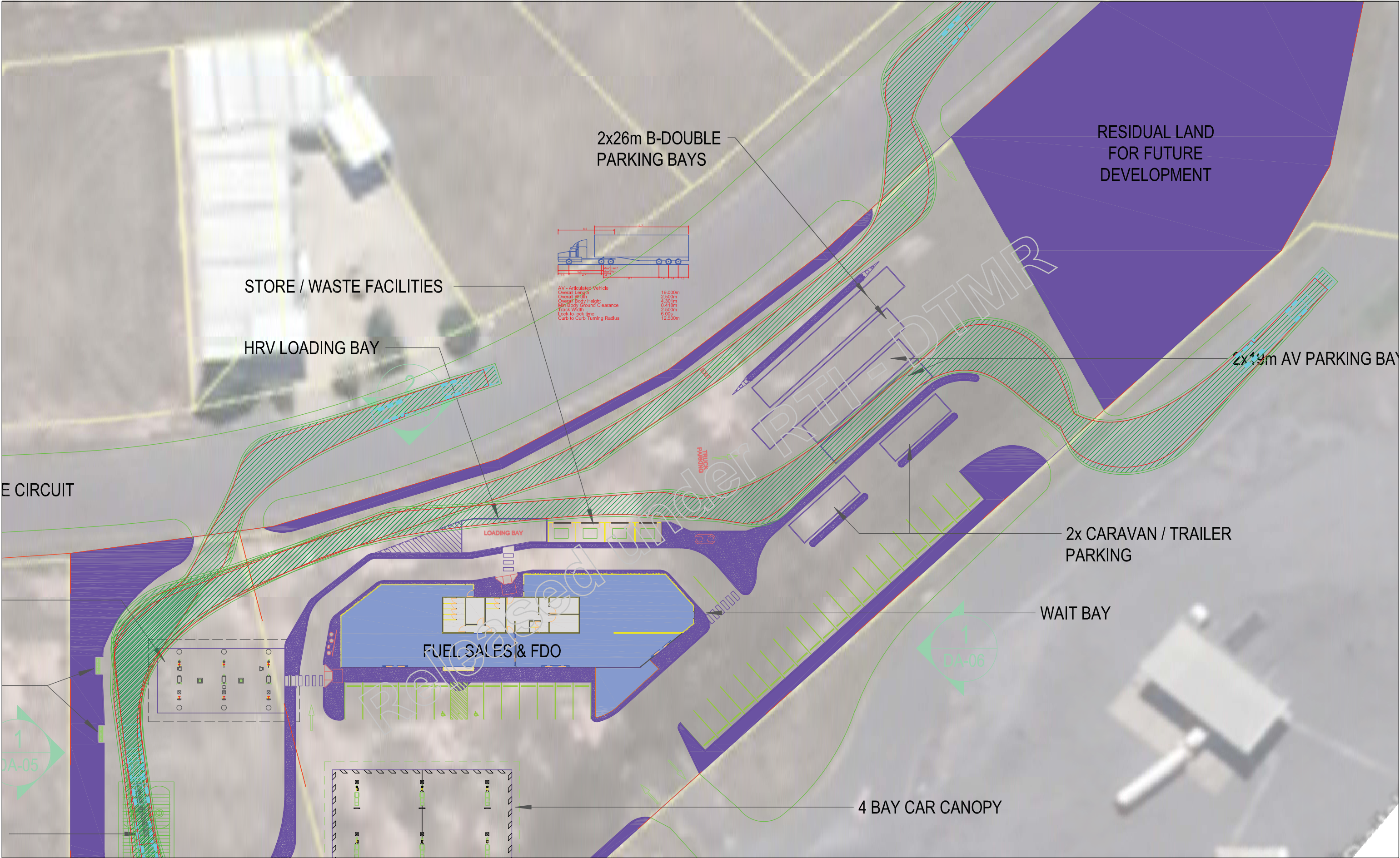



drawing title				
22 Enterprise Circuit, Maryborough West				
Vehicle Tracking Analyses				
drawn:	RQ	Scale: 1:500 @ A3	date:	03/08/18
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only				
714_TRG07	SK.02	A		
project no.	drawing no.	rev		

APPENDIX F

Vehicle Tracking Diagram – 19m Articulated Vehicle

Released under RTI - DCMR



drawing title				
22 Enterprise Circuit, Maryborough West Vehicle Tracking Analyses				
drawn: RQ	Scale: 1:500 @ A3	date: 03/08/18		
The base drawing is provided to Q Traffic by others. This drawing is draft for discussion purposes only				
714_TRG07		SK.03	A	
project no.		drawing no.	rev	

APPENDIX G

Results of SIDRA Modelling

Released under RTI - DCMR

MOVEMENT SUMMARY

Site: [2020 AM Base]

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bruce Highway											
2	T1	240	16.0	0.134	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
3	R2	20	16.0	0.022	10.0	LOS A	0.1	0.7	0.43	0.67	55.8
Approach		260	16.0	0.134	0.8	NA	0.1	0.7	0.03	0.05	94.2
East: Caltex Access											
4	L2	39	16.0	0.093	6.6	LOS A	0.3	2.6	0.50	0.69	50.7
6	R2	18	16.0	0.093	12.3	LOS A	0.3	2.6	0.50	0.69	50.6
Approach		57	16.0	0.093	8.4	LOS A	0.3	2.6	0.50	0.69	50.7
North: Bruce Highway											
7	L2	7	16.0	0.004	8.3	LOS A	0.0	0.0	0.00	0.66	68.9
8	T1	327	16.0	0.183	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		334	16.0	0.183	0.2	NA	0.0	0.0	0.00	0.01	99.0
All Vehicles		651	16.0	0.183	1.1	NA	0.3	2.6	0.06	0.09	89.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D)

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: [2020 AM With Dev]

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bruce Highway											
2	T1	223	16.0	0.125	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
3	R2	58	16.0	0.060	9.6	LOS A	0.2	1.9	0.39	0.67	56.1
Approach		281	16.0	0.125	2.0	NA	0.2	1.9	0.08	0.14	86.0
East: Caltex Access											
4	L2	124	16.0	0.232	6.4	LOS A	0.9	7.3	0.48	0.68	51.1
6	R2	41	16.0	0.232	12.2	LOS A	0.9	7.3	0.48	0.68	51.0
Approach		165	16.0	0.232	7.8	LOS A	0.9	7.3	0.48	0.68	51.1
North: Bruce Highway											
7	L2	7	16.0	0.004	8.3	LOS A	0.0	0.0	0.00	0.66	68.9
8	T1	264	16.0	0.148	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		271	16.0	0.148	0.2	NA	0.0	0.0	0.00	0.02	98.8
All Vehicles		717	16.0	0.232	2.7	NA	0.9	7.3	0.14	0.22	77.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D)

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: [2020 PM Base]

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bruce Highway											
2	T1	356	16.0	0.199	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
3	R2	13	16.0	0.013	9.5	LOS A	0.1	0.4	0.38	0.63	56.1
Approach		369	16.0	0.199	0.4	NA	0.1	0.4	0.01	0.02	97.2
East: Caltex Access											
4	L2	27	16.0	0.057	6.1	LOS A	0.2	1.6	0.45	0.64	51.0
6	R2	10	16.0	0.057	13.0	LOS A	0.2	1.6	0.45	0.64	50.9
Approach		37	16.0	0.057	8.0	LOS A	0.2	1.6	0.45	0.64	51.0
North: Bruce Highway											
7	L2	2	16.0	0.001	8.3	LOS A	0.0	0.0	0.00	0.66	68.9
8	T1	263	16.0	0.147	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		265	16.0	0.147	0.1	NA	0.0	0.0	0.00	0.00	99.6
All Vehicles		671	16.0	0.199	0.7	NA	0.2	1.6	0.03	0.05	93.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D)

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: [2020 PM With Dev]

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bruce Highway											
2	T1	339	16.0	0.190	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
3	R2	51	16.0	0.048	9.2	LOS A	0.2	1.5	0.33	0.64	56.3
Approach		390	16.0	0.190	1.2	NA	0.2	1.5	0.04	0.08	90.7
East: Caltex Access											
4	L2	112	16.0	0.198	5.9	LOS A	0.8	6.1	0.41	0.63	51.4
6	R2	33	16.0	0.198	13.2	LOS A	0.8	6.1	0.41	0.63	51.3
Approach		145	16.0	0.198	7.5	LOS A	0.8	6.1	0.41	0.63	51.3
North: Bruce Highway											
7	L2	2	16.0	0.001	8.3	LOS A	0.0	0.0	0.00	0.66	68.9
8	T1	200	16.0	0.112	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		202	16.0	0.112	0.1	NA	0.0	0.0	0.00	0.01	99.5
All Vehicles		737	16.0	0.198	2.1	NA	0.3	6.1	0.10	0.17	80.4

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D)

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: [2030 AM Base]

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bruce Highway											
2	T1	263	16.0	0.147	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
3	R2	20	16.0	0.024	10.2	LOS A	0.1	0.7	0.45	0.68	55.6
Approach		283	16.0	0.147	0.7	NA	0.1	0.7	0.03	0.05	94.6
East: Caltex Access											
4	L2	39	16.0	0.100	6.9	LOS A	0.4	2.8	0.53	0.71	50.3
6	R2	18	16.0	0.100	13.6	LOS A	0.4	2.8	0.53	0.71	50.2
Approach		57	16.0	0.100	9.0	LOS A	0.4	2.8	0.53	0.71	50.3
North: Bruce Highway											
7	L2	7	16.0	0.004	8.3	LOS A	0.0	0.0	0.00	0.66	68.9
8	T1	360	16.0	0.202	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		367	16.0	0.202	0.2	NA	0.0	0.0	0.00	0.01	99.0
All Vehicles		707	16.0	0.202	1.1	NA	0.4	2.8	0.06	0.08	90.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D)

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: [2030 AM With Dev]

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bruce Highway											
2	T1	246	16.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
3	R2	58	16.0	0.063	9.8	LOS A	0.2	1.9	0.42	0.68	55.9
Approach		304	16.0	0.138	1.9	NA	0.2	1.9	0.08	0.13	86.9
East: Caltex Access											
4	L2	124	16.0	0.248	6.6	LOS A	1.0	7.7	0.51	0.70	50.8
6	R2	41	16.0	0.248	13.5	LOS A	1.0	7.7	0.51	0.70	50.7
Approach		165	16.0	0.248	8.3	LOS A	1.0	7.7	0.51	0.70	50.8
North: Bruce Highway											
7	L2	7	16.0	0.004	8.3	LOS A	0.0	0.0	0.00	0.66	68.9
8	T1	296	16.0	0.166	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		303	16.0	0.166	0.2	NA	0.0	0.0	0.00	0.02	98.9
All Vehicles		772	16.0	0.248	2.6	NA	1.0	7.7	0.14	0.21	78.6

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D)

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: D:\Q Traffic\22 Enterprise Circuit, Maryborough West\Caltex Access Intersection.sip7

MOVEMENT SUMMARY

Site: [2030 PM Base]

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bruce Highway											
2	T1	391	16.0	0.219	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
3	R2	13	16.0	0.014	9.6	LOS A	0.1	0.4	0.40	0.64	56.1
Approach		404	16.0	0.219	0.3	NA	0.1	0.4	0.01	0.02	97.4
East: Caltex Access											
4	L2	27	16.0	0.062	6.3	LOS A	0.2	1.7	0.48	0.66	50.7
6	R2	10	16.0	0.062	14.6	LOS B	0.2	1.7	0.48	0.66	50.5
Approach		37	16.0	0.062	8.5	LOS A	0.2	1.7	0.48	0.66	50.6
North: Bruce Highway											
7	L2	2	16.0	0.001	8.3	LOS A	0.0	0.0	0.00	0.66	68.9
8	T1	289	16.0	0.162	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		291	16.0	0.162	0.1	NA	0.0	0.0	0.00	0.00	99.6
All Vehicles		732	16.0	0.219	0.6	NA	0.2	1.7	0.03	0.05	93.8

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D)

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: Q TRAFFIC | Processed: Wednesday, 18 July 2018 3:11:08 PM

Project: D:\Q Traffic\22 Enterprise Circuit, Maryborough West\Caltex Access Intersection.sip7

MOVEMENT SUMMARY

Site: [2030 PM With Dev]

Giveway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bruce Highway											
2	T1	374	16.0	0.210	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
3	R2	51	16.0	0.050	9.3	LOS A	0.2	1.5	0.35	0.65	56.2
Approach		425	16.0	0.210	1.1	NA	0.2	1.5	0.04	0.08	91.3
East: Caltex Access											
4	L2	112	16.0	0.212	6.0	LOS A	0.8	6.5	0.45	0.65	51.0
6	R2	33	16.0	0.212	14.8	LOS B	0.8	6.5	0.45	0.65	50.9
Approach		145	16.0	0.212	8.0	LOS A	0.8	6.5	0.45	0.65	51.0
North: Bruce Highway											
7	L2	2	16.0	0.001	8.3	LOS A	0.0	0.0	0.00	0.66	68.9
8	T1	226	16.0	0.127	0.0	LOS A	0.0	0.0	0.00	0.00	99.9
Approach		228	16.0	0.127	0.1	NA	0.0	0.0	0.00	0.01	99.5
All Vehicles		798	16.0	0.212	2.1	NA	0.3	6.5	0.10	0.16	81.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D)

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: Q TRAFFIC | Processed: Thursday, 19 July 2018 9:58:35 AM

Project: D:\Q Traffic\22 Enterprise Circuit, Maryborough West\Caltex Access Intersection.sip7

13 August 2018

Our Reference: 387

Your Reference: 1803-4620 SRA

Department of State Development,
Manufacturing, Infrastructure and Planning
Via: MYDAS

Attention: Senior Planner, Danica Clark

Dear Danica,

**RE: RESPONSE TO INFORMATION REQUEST – Development Assessment Rules s13.2
Development Permit for Material Change of Use of Premises – Code – Service Station
Enterprise Circuit and 22 Enterprise Circuit, Maryborough West, QLD, 4650 (Lot 52 on
RP220088 and Lot 53 on SP200102)**

I refer to the Department's Information Request dated 26 April 2018 in respect of the above application. Each of the request items have been set out and responded to below. The following supporting information is enclosed with this response.

Attachment 1	Title Searches and Easement Document
Attachment 2	Traffic Impact Assessment

ITEM 1: Lawful access between the subject site and the Bruce Highway

Please provide information that demonstrates that the land subject to the proposed development has lawful rights to enable access over Easement AN SP220088 (in Lot 52 on SP220088) and Lot 1 on RP905100 via Easement A on RP903379 and at the locations proposed.

Response – included at **Attachment 1** is a title search for Lot 52 on RP220088 and a title search for Lot 53 on SP200102, both of which denote that these properties are burdened by Easement No. 701383964 (i.e. Easement A on RP903779). The easement document for this easement is also included at **Attachment 1** and provides that the easement is for the purposes of "Right of Way" (including for successors in title), which was granted by Lot 1 on RP 903779 to the benefit of Lot 2 on RP903779. Lot 1 on RP903779 is the parent parcel to Lots 52 and 53, which were registered in (circa) 2007, while Lot 2 comprises the land to the immediate south which currently supports an

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existing service station. On this basis, it is clear that both lots continue to have legal access via Easement A for the purposes of Access.

In relation to the reference to “Easement AN SP220088 (in Lot 52 on SP220088)”, it would appear that this was intended to refer to Covenant No 712383964 burdening Lot 52. The title searches included at **Attachment 1** denotes this as Covenant AN on SP220088. It is noted that covenants are typically registered on title to ensure a particular land use outcome, preservation outcome or to tie parcels of land (i.e. covenant to require that parcels be transferred together), and do not govern legal access arrangements (as an easement would). As such, this covenant would not preclude access arrangements as proposed by the subject application.

ITEM 1: Traffic Impact Assessment

Please submit a Traffic Impact Assessment (TIA) prepared by a suitably qualified traffic consultant, in accordance with the Department of Transport and Main Roads’ *Guide to Traffic Impact Assessments* (GTIA) September 2017. The TIA shall address, but may not be limited to, the following matters:

- a. Specify the commencement date for the proposed service station use;
- b. Identify the number, types and frequency of traffic that will be generated by the proposed service station use and provide suitable justification for any assumptions used. This includes all vehicles that will be generated by, or is required to access, the proposed service station use on a daily, AM Peak and PM Peak hour basis;
- c. Identify on a plan what route development traffic associated with the development will utilise for ingress and egress access between the state-controlled road (Bruce Highway) and the proposed development. The plan must clearly show what roads/and or easements will be primarily used to access the development and include suitable supporting information about how the route was identified/justified with the response.

Note: Where the route includes, or requires reliance on, easements for lawful access please include suitable evidence that lawful access exists as detailed in Item 1 of this information request.

- d. Based on the route requested in Item 2(c), provide the distribution of generated traffic to the state-controlled and local road network. A trip distribution plan showing the distribution of traffic to the relevant intersections to the Bruce Highway will clarify this issue;
- e. Determine the impact of generated traffic on the state-controlled road network in accordance with the GTIA at the impact assessment year. This includes assessing any intersections along the

route requested in Item 2(c) where the local roads and/or access connect directly to the Bruce Highway and any other state-controlled road intersections where development traffic is expected to exceed 5% of base traffic (either AADT volume of peak hour) for any movement or section of state-controlled road;

Note: if access over Lot 2 RP905100 via Easement A RP903779 is relied upon, this is considered an 'access and frontage impact' and as such, the assessment of impacts must be undertaken at the opening year of the final stage and 10 years beyond the final stage (see Section 6.5 of the GTIA);

- f. Where impacts are identified, propose recommendations to ameliorate the development's impact on the state-controlled road network. Where road works are required to ameliorate development impacts, include a preliminary concept of any upgrade works to demonstrate the required works can be constructed within the existing gazetted road corridor.
- g. In the event that lawful access exists in favour of Lot 52 SP220088 (g) and Lot 53 SP200102 via Easement A RP903779 and Easement AN SP220088 (see Item 1 of this request), provide a revised access strategy which demonstrates that access to the development is situated at least 180 metres from the nose of the southbound exit ramp from the Bruce Highway as specified in Section 3.3.4 of Austroads Guide to Road Design Part 6B referenced in the Department of Transport and Main Roads' *Road Planning and Design Manual 2nd Edition*;
- h. Provide a road safety audit of the development's accesses to the Bruce Highway in accordance with the GTIA. A road safety audit is required due to the road safety environment safety rating specified in Tables 9.3.3(a) and 9.3.3(b) of the GTIA and characteristics of the Bruce Highway (100km/h and traffic volume >8,000 AADT). The audit must address the development's access to Easement A and what works are required to ensure vehicles using the development's access do not conflict with vehicles (including heavy vehicles) using the high-speed exit ramp from the Bruce Highway and any other accesses/intersections with the Bruce Highway. Where works are required, include a concept plan of the required works.

Response – the applicant has had commissioned a Traffic Impact Assessment (TIA) for the proposed development, prepared by Q Traffic Engineering Consultants, which is included at **Attachment 2** to this response. The report provides relevant background information regarding the proposal, address the relevant state government code and guidelines (including the Department of Transport and Main Roads' Guide to Traffic Impact Assessment (GTIA) September 2017) and recommends that the proposal is satisfactory from a traffic operations perspective. In relation to the specific matters raised, the following is advised:-

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PO Box 1043 Maroochydore Q 4558
townplanningsunshinecoast.com.au

- a. Anticipated year of opening is identified as 2020 – refer section 4.1 of the submitted TIA;
- b. The number, types and frequency of anticipated traffic, including assumptions, are detailed in section 4.0 of the submitted TIA;
- c. Access to the site is proposed via the following:-
 - a. One (1) entry driveway from the Bruce Highway Off-Ramp (with separate truck and car entry lane), which is approximately 25m wide at the property boundary and will be positioned approximately 160m downstream of the Bruce Highway main carriageway;
 - b. Two (2) all-movements crossovers on Commercial Drive (with the northern driveway configured as the eastern leg of the existing roundabout and the southern driveway approximately 11m wide at the property boundary);
 - c. One (1) all-movements crossover on Enterprise Circuit which is approximately 16m wide at property boundary; and
 - d. One (1) exit driveway (trucks only) onto Enterprise Circuit which is approximately 10.5m wide at the property boundary.

The proposal plans included in the submitted TIA identify anticipate movements through the site, with vehicle tracking and queue storage diagrams highlighting key movements;

- d. Traffic volumes for the proposed development are provided in the submitted TIA, including a detailed analysis of intersection capacities within the vicinity of the site (including the Bruce Highway). The results of the analysis reveal the proposed development will not have an unacceptable impact on the road safety of the affected intersections;
- e. The submitted TIA has been premised on a predicted year of opening of 2020 and includes an assessment of the proposed development to a 10 year design horizon (i.e. to 2030). This assessment has extended to all relevant intersections where local roads and / or access connects directly to the Bruce Highway;
- f. The submitted TIA has determined that the requirements of the GTIA are able to be achieved without any upgrade works;
- g. as detailed in the response to item 1 above, lawful access currently exists in favour of Lots 52 and 53 via Easement A RP903779, while Covenant AN SP220088 does not appear to apply for this purpose. The developments entry only access from the Bruce Highway is positioned approximately 160 metres from the nose of the existing south bound exit ramp. This access has been designed in accordance with the requirements of the Fraser Coast Planning Scheme 2014 Service Station Code, and as detailed in the submitted TIA, road safety has been

considered in this design outcome with risk scores expected to retain the status quo (i.e. low and medium);

- h. A Road Safety Assessment is provided in section 4.5 of the submitted TIA. This assessment concludes that the proposed development will not have an unacceptable impact in terms of road safety, and the requirements of the GTIA are able to be satisfied.

It is considered that the above constitutes a full response to the matters raised, and we respectfully request that assessment of the application now proceed. However, should it be considered that only part of the information requested has been provided, we welcome the opportunity to discuss any aspect of this response in further detail.

Should you have any queries in relation to any aspect of this correspondence please do not hesitate to contact me.

Yours sincerely ,

Not Relevant

DIRECTOR
INNOVATIVE PLANNING SOLUTIONS

Cc: Fraser Coast Regional Council

Application summary report — 1803-4620

Report created: **11 April 2018, 10.11 am**

User: Not Relevant

Applicant: **Retail Fuel Developments**

Development details

Nature of development	Approval type	Category of assessment
Material change of use	Development permit	Code assessment
Description of proposal: Service Station		

Location details

Lot and plan	Adjacent or adjoining	Address	Local government area
52SP220088	No	22 Enterprise Circuit, Maryborough West	Fraser Coast Regional Council
53SP200102	No	Enterprise Circuit, Maryborough West	Fraser Coast Regional Council

Coordinates

Interested parties

Name	Application responsibility
Innovative Planning Solutions	Applicant representative
Fraser Coast Regional Council	Assessment manager
DSDMIP (SARA)	Referral agency

Assessment triggers

No assessment triggers were added.

Referral triggers

Trigger	Description	Category	Referral agency
10.9.4.2.4.1	Development application for a material change of use, other than an excluded material change of use, that is assessable	State transport corridors and future State transport corridors	DSDMIP (SARA)

Trigger	Description	Category	Referral agency
	development under a local categorising instrument, if all or part of the premises- (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are- (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection		

Documents

Supporting documents

File name	Uploaded by	Version	Date uploaded
Lot plan report	MyDAS2 Admin	1	27 March 2018, 3.32 pm
Attachment 1 - Smartmap	Not Relevant	1	27 March 2018, 3.37 pm
Attachment 2 - Easement Document		1	27 March 2018, 3.37 pm
Attachment 3 - Proposal Plans		1	27 March 2018, 3.37 pm
Attachment 4 - Engineering Report		1	27 March 2018, 3.37 pm
Attachment 5 - Stormwater Management Plan		1	27 March 2018, 3.37 pm
Covering letter for application		1	27 March 2018, 3.37 pm
DA Form 1		1	27 March 2018, 3.37 pm
Fraser Coast Council Confirmation Notice		1	27 March 2018, 3.37 pm
Infrastructure agreement		1	27 March 2018, 3.37 pm
Owners consent		1	27 March 2018, 3.37 pm

Pay items

Trigger	Pay item	Description	Quantity	Fee
10.9.4.2.4.1	8(c)(ii)	(c) if paragraph (a) does not apply and the material change of use is stated in item 1, column 2, paragraph (a) or (c) and involves a new relevant vehicular access to a State transport corridor- (ii) otherwise	1	\$3,130.00

Our reference: 1803-4620 SRA

27 August 2018

Retail Fuel Developments
PO Box 1043
Maroochydore QLD 4558
info@ipsptyltd.com.au

Attention: Not Relevant

Dear Not Relevant

Further advice

(Given under section 35 of *the Development Assessment Rules*)

The Department of State Development, Manufacturing, Infrastructure and Planning has reviewed your development application for the following premises.

Location details

Street address:	22 Enterprise Circuit, Maryborough West
Real property description:	Lot 52 on SP220088 and Lot 53 on SP200102
Local government area:	Fraser Coast Regional Council

Please note that the department has identified the following outstanding issues:

Item	Advice
Lawful access between the subject site and the Bruce Highway	
1.	<p>Please provide further information demonstrating that the land subject to the development application has established lawful rights for access over Covenant AN SP220088 (in Lot 52 SP220088).</p> <p>Reason for the request:</p> <ul style="list-style-type: none"> - The Department of Transport and Main Roads have advised that Covenant AN SP220088 was created as a covenant in favour of Fraser Coast Regional Council to ensure a suitable landscape buffer is provided between development on Lot 52 SP220088 and vehicle movements within Easement A RP903779. <p>Insufficient documentation has been provided to demonstrate that vehicular access over the Covenant area is permitted. This may require discussions with Fraser Coast Regional Council (the council) to determine whether the council is supportive of the impact and associated access arrangements over the covenant area reflected in Covenant AN</p>

Item	Advice
	SP220088.
Traffic Impact Assessment	
2.	<p>The submitted Traffic Report prepared by QTraffic Engineering Consultants Ref: 714-TRG07 Revision B dated 6 August 2018 (the traffic report) has been based on access between the development and the Bruce Highway being achieved via Easement A RP903379.</p> <p>Item 1 of this further issues letter outlines the information required to demonstrate that the appropriate approvals exist to support vehicular access over Covenant AN SP220088.</p> <p>Subject to Item 1 being resolved, the Department of Transport and Main Roads have advised that the submitted traffic report has not adequately considered or addressed the following matters in relation to state-controlled road impacts:</p> <ul style="list-style-type: none"> (a) The submitted traffic report has not considered the existing movements that use the high speed exit ramp from the Bruce Highway. For example, background movements shown in Figures 4.1a to 4.1f of the traffic response do not acknowledge or show the high speed exit ramp from the Bruce Highway however Figure 4.2 (development traffic) does show the development traffic and high speed exit ramp; (b) Traffic movements for shown in Figures 4.3a to 4.3d has not acknowledged or considered the existing vehicle movements on the high speed exit ramp from the Bruce Highway. (c) The safety assessment appears to focus on the Bruce Highway carriageway and not the issue of light and heavy vehicles decelerating within the high speed exit ramp which conflicts with the purpose and function of the high speed exit ramp. For example:- <ul style="list-style-type: none"> - The high speed exit ramp does not have any deceleration on the Bruce Highway. Therefore, the entry speed for this can be taken as the posted speed limit on the Bruce Highway (being 100km/h). This means vehicles using the high speed exit lane will approach the entry at high speed and conflict with slow moving vehicles turning into the northern access. This has a high potential for rear-end crashes to occur. Further investigation as to what additional measures are needed to ameliorate this impact (for example separate vehicles turning into the site from the high speed exit lane and appropriate separation between the start of the turning treatment into the development and nose of the Bruce Highway exit ramp) is required; - As mentioned in Item 2(g) of the Department of State Development, Manufacturing, Infrastructure and Planning's information request, a minimum separation of 180 metres is required (reference Austroads <i>Guide to Road Design Part 6B Roadside Environment 2015</i>). The Department of Transport and Main Roads considers this to the minimum separation between the Bruce Highway and development's access (with an auxiliary lane off the exit ramp) to provide adequate safety for vehicles

Item	Advice
	<p>using the exit ramp and northern access.</p> <p>The Department of Transport and Main Roads have advised that it will not accept the northern access when it does not meet this separation requirement. In this regard, it is considered that the subject land has sufficient frontage and level of access afforded by Easement A RP903379 and other local roads proposed in the development layout.</p> <ul style="list-style-type: none"> - Currently, there is about 249 metres of unobstructed distance available for vehicles to decelerate and negotiate the roundabout within Easement A RP903379. This distance is significantly reduced by the new access over Covenant AN SP220088 and introduces conflict within the exit ramp's function which has not been appropriately assessed in the traffic report. - The exit ramp is only one lane wide and there is no provision for vehicles using the exit ramp to safely pass vehicles turning left in to the development's northern access. This has not been addressed in the traffic report. <p>A revised traffic impact assessment is requested to address these matters.</p>

It is recommended that you address these concerns promptly, noting that the department considers your development application does not currently satisfy the applicable outcomes identified in the State Development Assessment Provisions (SDAP).

For further information please contact Shelley Jackson, Senior Planning Officer, on 07 4122 0407 or via email WBBSARA@dsdmip.qld.gov.au who will be pleased to assist.

Yours sincerely

Not Relevant

Luke Lankowski
Manager, Planning

State Assessment and Referral Agency

Date: 11/04/2018



Department of State Development
Manufacturing, Infrastructure
and Planning

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Matters of Interest for all selected Lot Plans

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

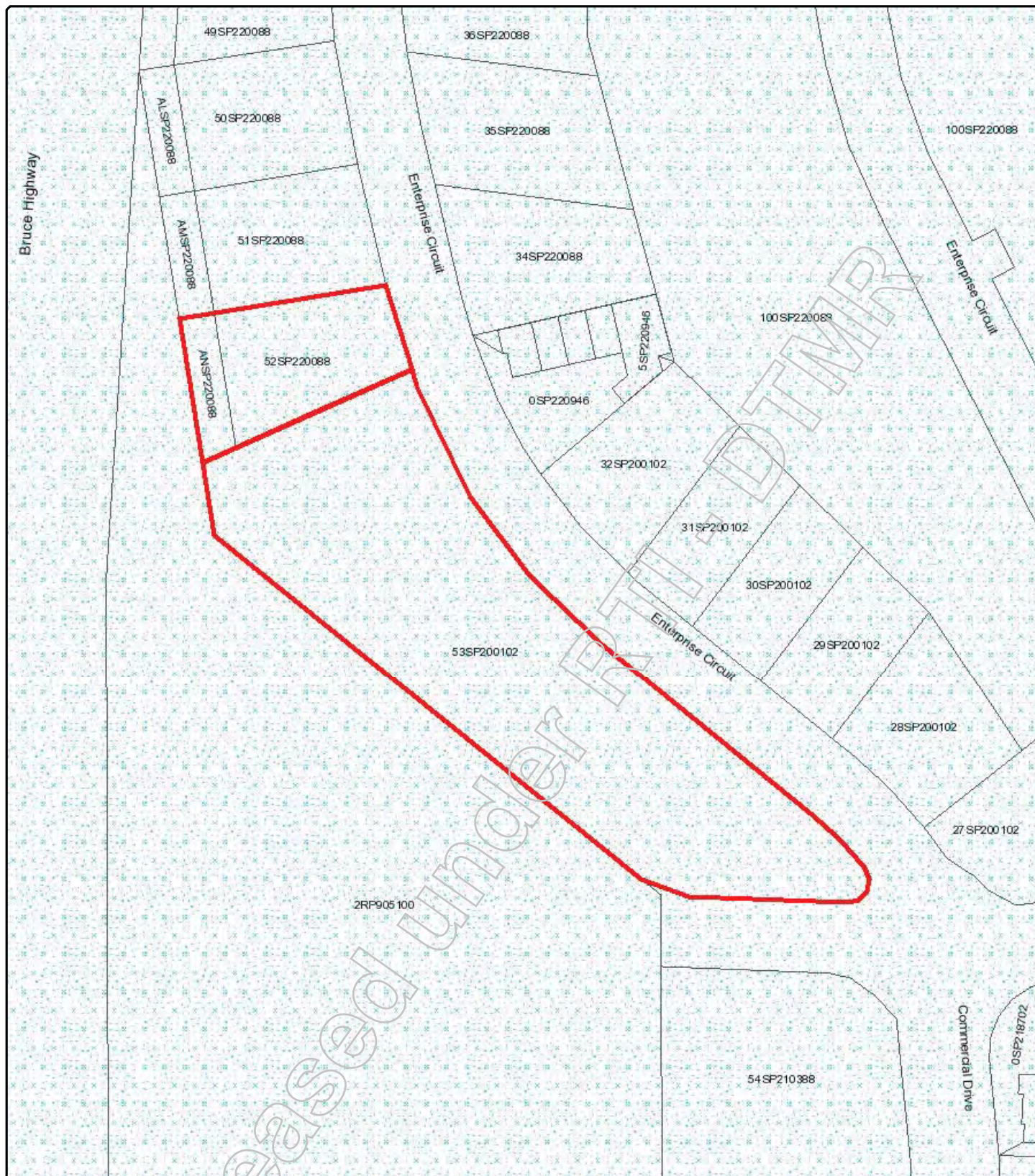
Matters of Interest by Lot Plan

Lot Plan: 52SP220088 (Area: 1,999 m²)

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

Lot Plan: 53SP200102 (Area: 9,704 m²)

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



State Assessment and Referral Agency

Date: 11/04/2018



Department of State Development
Manufacturing, Infrastructure
and Planning

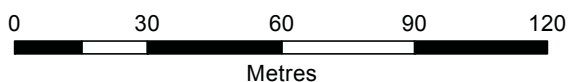
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Legend

Water resource planning area boundaries

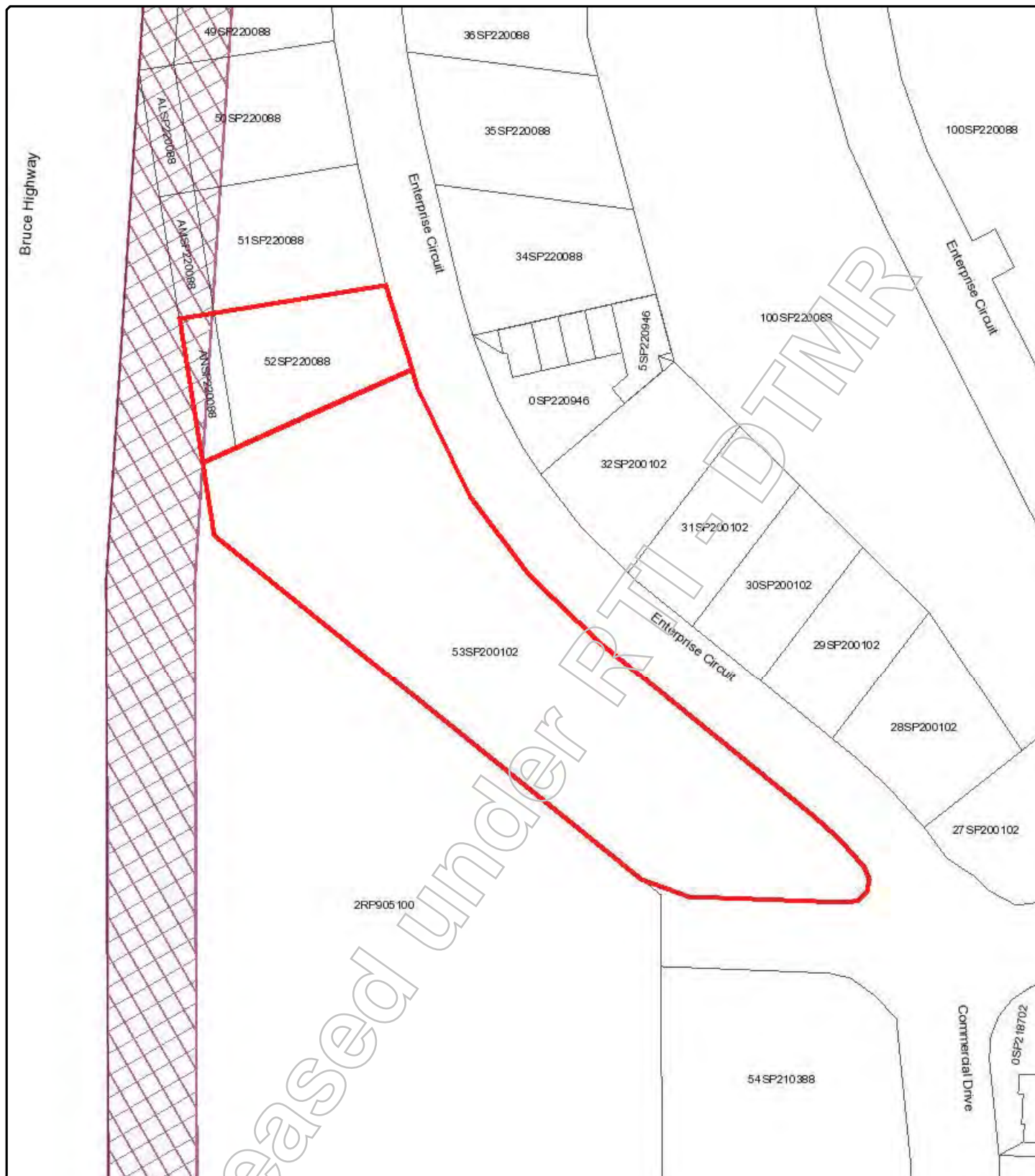


Water resource planning area boundaries



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State Assessment and Referral Agency

Date: 11/04/2018



Department of State Development
Manufacturing, Infrastructure
and Planning

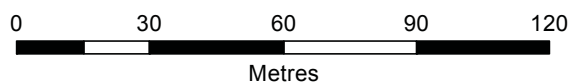
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Legend

Area within 25m of a State-controlled road



Area within 25m of a State-controlled road



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Our reference: 1803-4620 SRA

19 July 2018

Retail Fuel Developments
c/- Innovative Planning Solutions
PO Box 1043
Maroochydore QLD 4558
info@ipsptyltd.com.au

Attention: Not Relevant

Dear Not Relevant

Response to request to extend the information response period

(Related to section Development Assessment Rules)

The Department of State Development, Manufacturing, Infrastructure and Planning received your request to extend the information response period on 19 July 2018 for your development application described below.

Location details

Street address:	22 Enterprise Circuit and Enterprise Circuit, Maryborough West
Real property description:	Lot 52 on SP220088 and Lot 53 on SP200102
Local government area:	Fraser Coast Regional Council

Application details

Development permit	Material change of use for Service Station
--------------------	--

The department agrees to extend the information response period until 19 October 2018.

For further information please contact Shelley Jackson, Senior Planning Officer, on 0741220407 or via email WBBSARA@dsdmip.qld.gov.au who will be pleased to assist.

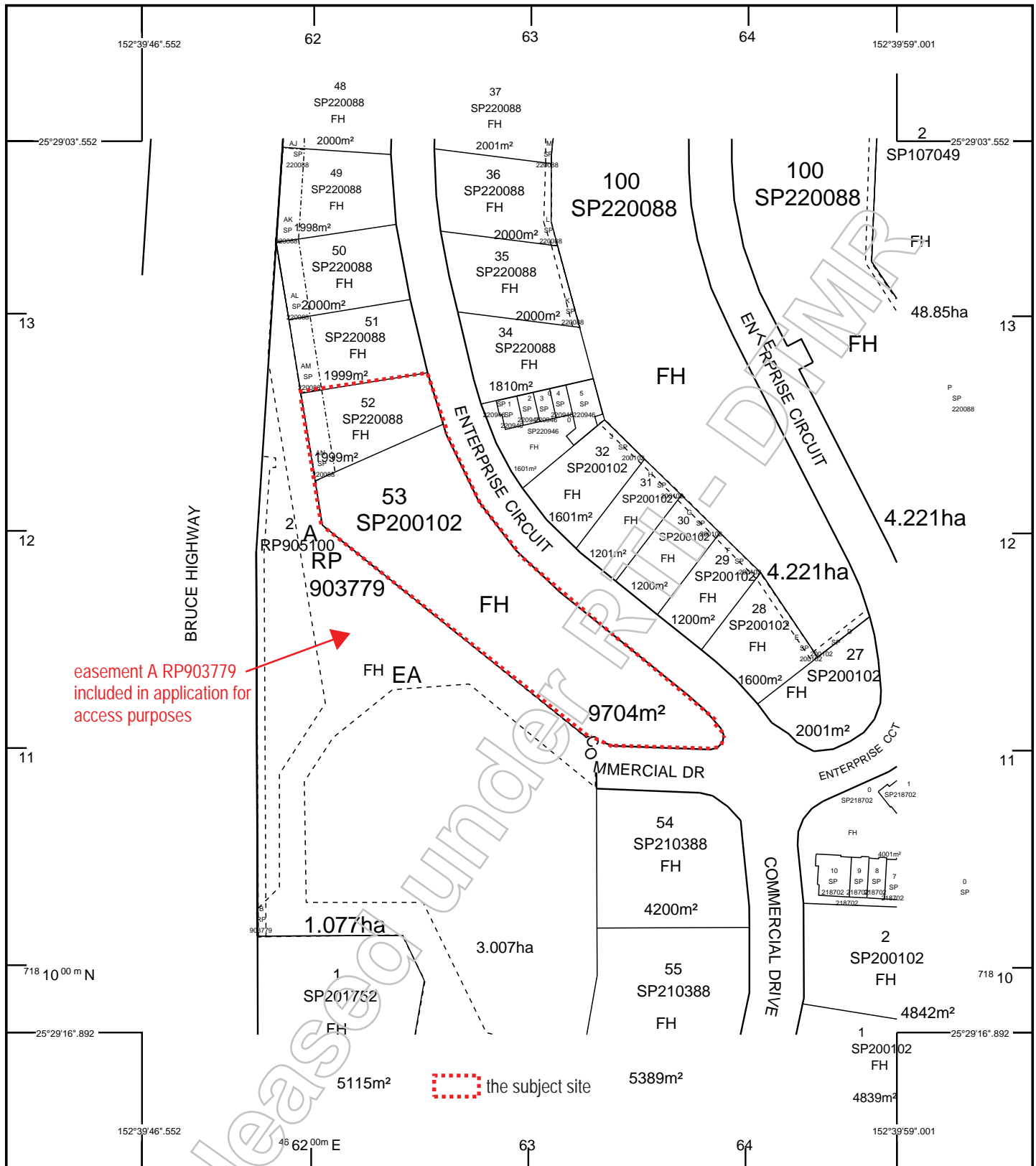
Yours sincerely

Not Relevant

Luke Lankowski
Manager

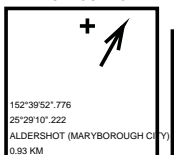
cc Fraser Coast Regional Council, enquiry@frasercoast.qld.gov.au

Released under RTI - DTMR



STANDARD MAP NUMBER
9447-32323

MAP WINDOW POSITION &
NEAREST LOCATION



SUBJECT PARCEL DESCRIPTION

DCDB
Lot/Plan 53/SP200102
Area/Volume 9704m²
Tenure FREEHOLD
Local Government FRASER COAST REGIONAL
Locality MARYBOROUGH WEST
Segment/Parcel 34846/529

CLIENT SERVICE STANDARDS

PRINTED (dd/mm/yyyy) 22/01/2018

DCDB 19/01/2018

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Development Application

Recommendation: Approved with Conditions

DSDMIP reference: 1803-4620 SRA
DSDMIP role Referral Agency
DSDMIP regional office: SARA Wide Bay Burnett
DSDMIP email: WBBSARA@dilgp.qld.gov.au
TA reference: TMR18-024320
TA contact name: Andrea McPherson
TA contact details: (07) 4154 0208
TA approver: Signatory.Name

1.0 Application details

Street address: Enterprise Circuit, Maryborough West QLD 4650
Real property description: 52SP220088, 53SP200102
Local government area: Fraser Coast Regional Council

Applicant name: Retail Fuel Group C/- Innovative Planning Solutions
Applicant contact details: PO Box 1043
Maroochydore QLD 4558
info@ipsptyld.com.au

2.0 Aspects of development and type of approval being sought

Aspect Of Development	Type Of Approval	Description
Material Change of Use	Development Permit	Travel Centre - Service Station

3.0 Matters of interest to the state

The development application has the following matters of interest to the state under the provisions of the *Planning Regulation 2017*:

Trigger Mode	Trigger Number	Trigger Description
State-Controlled Roads	10.9.4.2.4.1	Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises— (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are— (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection

4.0 Assessment of Application

4.1 Evidence or other material

Our agency relied on the following evidence or material in making its assessment:

Title of Evidence / Material	Prepared by	Date	Reference no.	Version/issue
Confirmation notice	Fraser Coast regional council	23/03/2018	MCU18/0010	N/A
DA form 1	Applicant	for lodgement	N/A	N/A
Proposal plans	TRG	11/12/2017	417054 DA-01	C
Proposed site plan	TRG	21/03/2018	417054 DA-02	E
Floor plan	TRG	21/03/2018	417054 DA-03	D
Roof plan	TRG	21/03/2018	417054 DA-04	E
Building elevations	TRG	11/12/2017	417054 DA-05	C
Building elevations	TRG	11/12/2017	417054 DA-06	C
Site perspectives	TRG	21/03/2018	417054 DA-07	D
Landscaping plan	TRG	21/03/2018	417054 DA-08	E
Stormwater management plan	Arcadis	19/01/2018	F0002-100161 31-AAR	01
Engineering services report	Arcadis	19/01/2018	F0001-100161 31-AAR	01
Infrastructure Agreement – Wide Bay industrial Estate between First Edition Properties Pty Ltd and Fraser Coast Regional Council		4/06/2014		
letter – Development application for a Material change of use (Service station)	Innovative Planning solutions	24/01/2018	387	
Email – Fraser Coast Regional Council approval for access over covenant	Fraser Coast Regional Council – Principal Officer Major Developments	8/10/2018	N/A	N/A
Response to Information Request	Innovative planning solutions	13/08/2018	387	N/A
Traffic Impact Assessment	QTraffic engineering consultants	6/08/2018	714_TRG07	B
Email - Response to	Innovative planning	21/11/2018	1803-4620	N/A

further advice letter	solutions			
Email - Electronic SIDRA files	QTraffic engineering consultants	20/08/2018	N/A	N/A
Locality Plan	TRG	12/02/2019	DA-01	D
Proposed Site Plan	TRG	12/02/2019	DA-02	F

4.2 Considerations and assessment

4.2.1 Background

4.2.1.1 Proposal

The applicant proposes to construct a Service Station/Food and Drink outlet within an area locally known as the Maryborough West Industrial Estate, which is located approximately 3.5km north of Maryborough. Access for the site is proposed via 3 access locations with one of the accesses, a split heavy vehicle and light vehicle access proposed to be 157m from the beginning of the deceleration lane (measured from the nose of the painted splitter island). All other access and egress locations are from the local road network which includes Commercial Drive and Enterprise Circuit. The proposed plan of development is provided below:

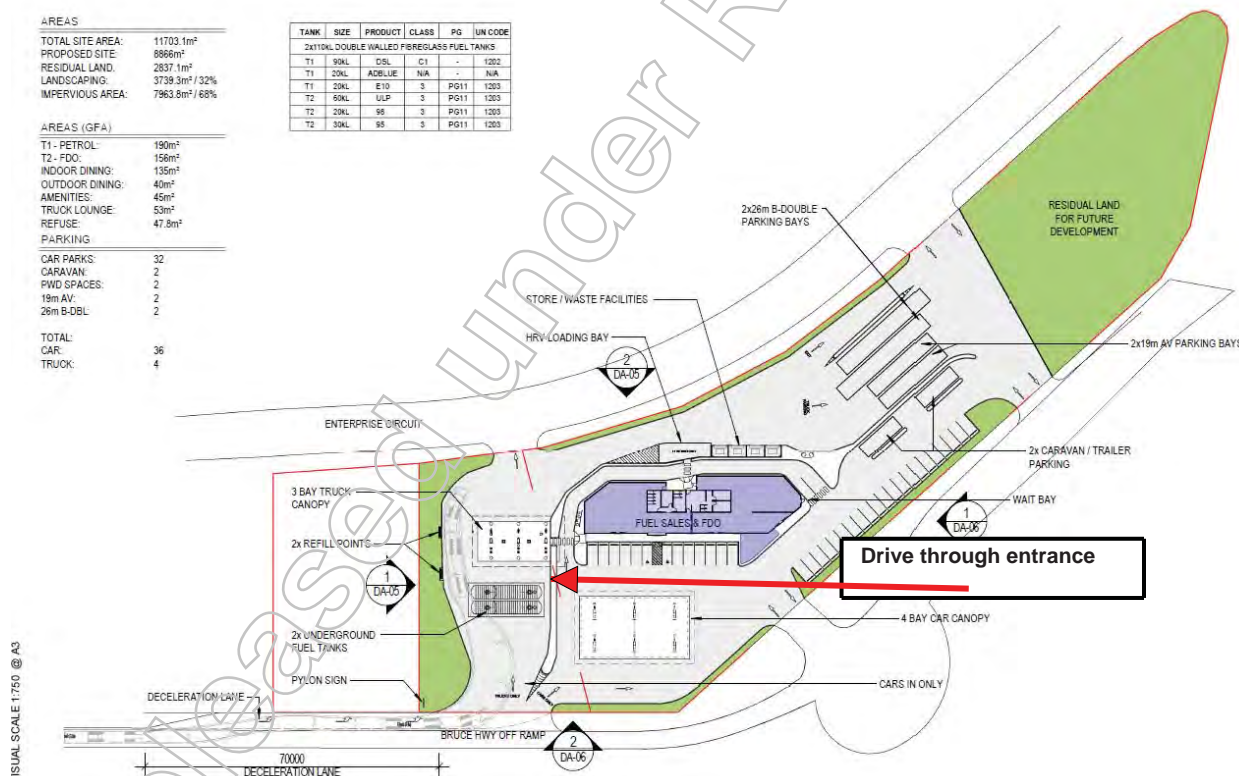


Figure 1 Proposed layout

The development includes a drive through food and drink outlet with the entrance to the drive through lane identified above.

4.2.1.2 AADT information for 10C road segment 3.357 to 6.54km

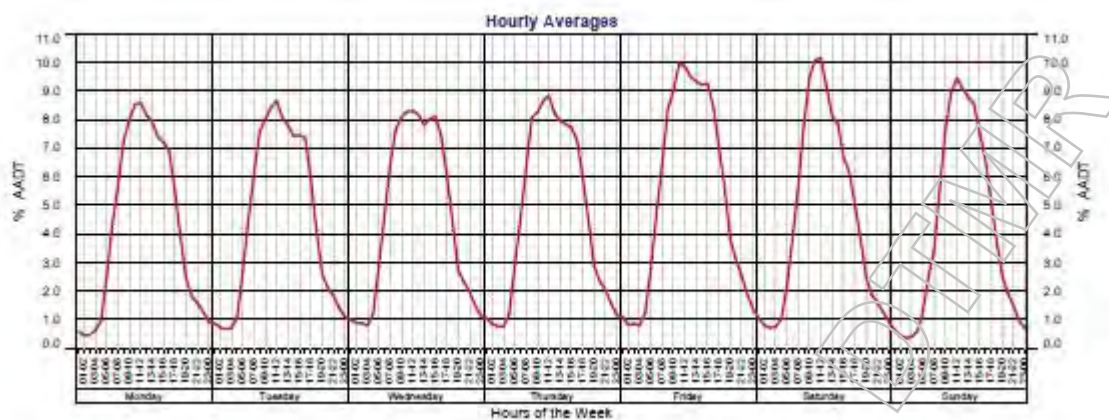


Figure 2 AADT peak details

As the development is proposed from the deceleration ramp only against gazette traffic data will be reviewed. Traffic growth for the road segment was shown as a decrease of 0.09% over 5 years with growth of 0.06% over 10 years. Confirmation on this data revealed that traffic numbers and growth was low due to the large amount of roadworks that had been undertaken on surrounding sections of the Bruce Highway since 2012. Expectations are that traffic growth will return to the standard 2% annual increase now that all roadworks have been completed.

4.2.2 Technical Agency Advice

- Fraser Coast Regional Council's Confirmation Notice dated 23 March 2018 identified Department of State Development Manufacturing Infrastructure and Planning (DSDMIP) as a Concurrence Agency for the development pursuant to trigger Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 of the Planning Regulation 2017.
- Version 2.2 of the State Development Assessment Provisions (SDAP) is relevant to the application.
- DSDMIP's email of the 11/04/2018 confirmed that the development was triggered pursuant to the *Planning Regulation 2017* and requested that if the Department of Transport and Main Roads (TMR) intends to request further information, to provide its technical agency response by 20/04/2018.
- Issues to include within an information request were issued to DSDMIP on the 20/04/2018 with DSDMIP's Information Request being issued on the 26/04/2018.
- A response to the IR was received via SARA on the 13/08/2018. The response provided was not considered to be a full response with a Further Issues letter issued on the 27/08/2018. Issues identified were:
 - Further confirmation that access over a landscape covenant would be permitted.
 - Traffic Impact Assessment to address the safety hazard of high speed vehicles on the ramp conflicting with turning vehicles into the development.
- A response to the further Issues letter was provided on the 22/11/2018 within which a further Traffic Impact Assessment was provided.
- The applicant was contacted on the 4/12/2018 advising that within the Traffic Impact Assessment an amended design was recommended, yet the Further Issues response did not include an amended northern access location. Applicant agreed to provide an amended design for inclusion with a condition package.

- An amended drawing was provided on the 20/12/2018 but a review showed that access from the Auxiliary Left turn lane was not possible for B-Double vehicles. On the 9/01/2019 the applicant was requested to provide a Site Layout Plan that corresponded with the recommendations of the Traffic Impact Assessment (Drawing No. 714_TRG07, SK.04 (rev B)).
- On the 15/01/2019 the department was provided with amended drawings and the clock was stopped for 20 business days until the 25/02/2019. Plans provided were sent for internal review also on the 15/01/2019.
- On the 24/01/2019 the review results were received stating that the proposed access location could enable B-Doubles to access from the Auxiliary left turn lane (AUL).
- On the 11/02/2019 SARA was advised of the review results and the amended Site Layout Plan, suitable for inclusion with the conditions package, was requested.
- On the 12/02/2019 a revised drawing package was received showing an access layout that heavy vehicles could use from the deceleration lane.
- Discussion regarding items for condition (Standard conditions v3.2b is relevant) or discretion are provided in s4.2.3. For additional information/assessment against State Code 1 refer to the attached Assessment Brief.

4.2.3 State Development Assessment Provisions

PO2 The design and construction of buildings and structures does not create a safety hazard by distracting users of a state-controlled road.

- Advertising device is proposed within the access easement; resulting in, visibility from the SCR. To ensure the future device is compliant an advice note is recommended advising the applicant of requirements under the Roadside Advertising Manual.

PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road

- The Stormwater Report (ARCADIS, F0002-10016131-AAR (issue 01) dated 19/01/2018) stated that overland flows would be directed to Enterprise Circuit, to maintain the existing runoff volumes. Given the elevated nature of the site compared the SCR it is necessary to include standard condition IP03a. The Stormwater Report, identified above, was prepared by an RPEQ Engineer therefore it is recommended that compliance with IP03 (a) is necessary for inclusion.

PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.

Off-ramp pavement condition

- The Maryborough Industrial Precinct gains access from the SCR via Easement A on RP903779, a Service Lane Access and Industrial Ave, with the main access for traffic, travelling against gazette, being the exit ramp onto Easement A.
- Within the *Transport Infrastructure Act 1994* (TIA) a *road access location* is defined as "a location on a property boundary between land and a road for the entry or exit of traffic". The exit ramp which is located within Easement A on RP903779, serves as the road access location and forms part of the road access works. The present condition of pavement within the easement is very poor, see Figure 3.



Figure 3 Poor pavement condition

- Pavement type and condition constitutes part of the access design; therefore, there is scope for pavement upgrade to be conditioned. The traffic report provided shows that the development will result in an additional 84 peak hour movements on this ramp, at opening year, which constitutes an 120% increase on the current exit ramp peak hour trips, shown as 38 (Qtraffic, ref:714_TRG07, dated:8/11/2018) satisfying the reasonable test for a pavement upgrade condition.
- Pavement condition is critical to the efficiency and safety of road operations as it is both a speed determinant and in extreme cases can result in drivers avoiding roads to avoid poor road conditions. The current condition of the pavement within the exit ramp has the potential for adverse impacts as drivers negotiate around potholes, or if alternative routes are available, such as the Service Road Access, drivers may choose the alternative. The ability of the surface to perform adequately for decelerating vehicles is also comprised by the poor condition. To ensure the condition of the exit ramp does not adversely impact on safety or operating conditions within the SCR as vehicles exit from the Bruce Highway it is recommended that the Concurrence Agency response includes:
 - Condition requiring upgrade of the paved surface between the Bruce Highway and the entry to the subject land to a suitable standard; and
 - Advice regarding traffic management during construction as follows:

Changes to operating conditions of Easement A on RP903779, during construction of the proposed development; inclusive of roadworks, must include traffic management that maintains safety and efficiency within the Bruce Highway.

Traffic management plans that include the use of signage within the state-controlled road reserve will require an application for a Road Corridor Permit. Information about this process, inclusive of an application form, is available from the following link:

<https://www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Other-matters-requiring-approval/Road-Corridor-Permit.aspx>
- These requirements are also set out in the department's decision about access under section 62 of the TIA for this development.

Road treatments

- Within a Further Issues letter the applicant was advised that 180m separation between the exit zone of the exit ramp and an access location must be provided or provide a treatment to reduce this distance. The 180m distance stipulated was determined to be the distance required for a vehicle to slow from 100km/hr.
- The response received included a traffic report showing the provision of a 70m Auxiliary Left turn treatment, see Figure 7, and demonstrating, via a speed tube count, that the 85th percentile speed of

[illegible]

- The department has acquired funds for a project at the Saltwater Creek bridge. A review of drawings associated with the project showed that the exit ramp to the Maryborough Industrial Precinct is proposed to be extended with approximately 180m separation to be available from the exit nose of the ramp to the access for the development. This road project is not funded nor proposed through QTRIP; thus this information was not evident throughout the assessment process. In combination the left turn lane proposed and, when complete the extended off ramp length will provide a satisfactory outcome in respect of the proposed location for access to the easement.

- A section 62A decision is required for this application as access to the development is via an access easement which connects directly to the state-controlled road.

- The existing exit ramp arrangements do not include a deceleration lane from the SCR, information within the traffic report indicates that this arrangement has been in place since prior to 2004. Figure 5 shows the Crash Detail Report for the area proximate to the exit ramp location. A review of all the crashes identified within the report was undertaken with the result being that none of the incidents were related to the road layout in this area.

Queensland Government **Road Crash 2 CRASH DETAIL REPORT**

Crash Types
 Crash Dates: 30-APR-2013 - 17-DEC-2018
 Owner: MR DEPARTMENT OF MAIN ROADS
 DCA Code:
 Group:
 Fatalities:
 Severity:
 Nature:
 Alignment: Vertical:
 Horizontal:
 Feature:
 Traffic Ctrl:
 Speed Limit:
 Contrib Circ:
 Unit Type:
 Risk Factor:

Area
 LGA:
 SLA:
 Police Division:

Road Sections
 All Road Sections: ☒ Include Crashes on: ☒ Thru road Mid-block ☒ Thru roads at Intersections ☒ Intersecting roads at Intersections
 Road Section: 10C MARYBOROUGH - GIN GIN Cway:
 RPC: 2A Start Dist: 2.950 End Dist: 4.350 Tdist: 3.200 End: 4.600 Fatal: 0 Hosp: 1 Medical: 0 Minor: 1 PDO: 0 Total: 2

Intersections
 All Intersections: ☒

Figure 5 The 5 year road crash data for toist 2.95 to 4.6kms

- As shown the available crash data does not indicate any current issues within the road layout; however, the current lack of crash data does not provide surety that this status quo will be maintained. The proposed development has the potential to generate 225 peak hour trips (112 against gazette trips) with the majority of this traffic likely to use the exit ramp access. The resulting increase in traffic on the exit ramp will subsequently cause an increase in the amount of traffic slowing within the through lane on the SCR, a worsening of operating conditions. As shown in Figure 3, the SCR at the exit ramp access is 2-way with only one lane in each direction with no means for traffic move around traffic slowing in the lead up to the exit ramp.
- Information provided (QTraffic, ref: 714_TRG07, dated:8/11/2018), and deduced, regarding the exit ramp volumes are shown below:

Year	Peak hour trips
2018	38
2020	122
2030	149

- The application shows an opening year of 2020 with the *Guide to Traffic Impact Assessment (GTIA)* showing that for Road Safety the impacts at 2020 are applicable with 2030 being the design year for access and frontage due to direct access being obtained by a road access location as opposed to a local council road, as discussed under PO16, dot point 2.
- Current arrangements necessitate traffic slowing within the through lane. Given the potential for 112 new entry trips to be generated there will be a larger number of vehicles slowing within the through lane thereby constituting a worsening of operating conditions. An assessment of the movements generated against the Austroad's Traffic Warrants for 100km/hr showed that an Auxiliary left turn lane (AUL) was warranted, see Figure 6. Ordinarily the department would require this road treatment to be constructed as a condition of approval. However, the Saltwater Creek bridge project identified earlier in this advice, and the subsequent lengthening of the exit ramp that will be provided as part of the project, would make such a treatment obsolete. As the lengthening will address the safety issues identified by the department no condition for an AUL treatment will be recommended.

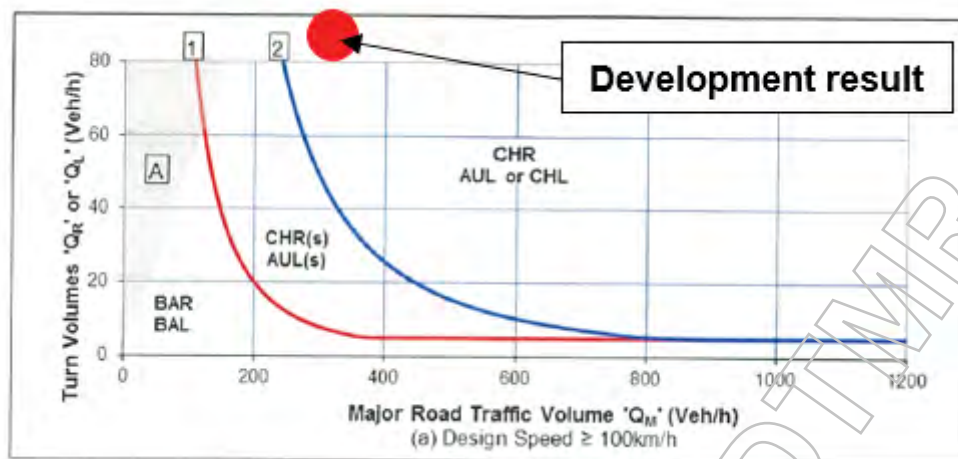


Figure 6 Traffic warrant result for exit ramp

- During negotiations the applicant was advised to include an AUL prior to the access location to ensure vehicles turning into the development do not impede traffic flows for other vehicles using the access ramp. This detail was included within the amended site plans. To ensure this detail is constructed it is recommended that a separate condition, specific to this item, is included to highlight this feature.
- As stated previously any works within the access easement have the potential cause adverse safety conditions within the state-controlled road. It is recommended that an advice note be included stating that traffic management will be required to maintain safety and efficiency within the state controlled road. A Road Corridor Permit is required for this works and details regarding the application process are recommended for inclusion.
- Access easements currently in place permit access from the subject site via the existing all movements access at the Bruce Highway south of the subject land that currently serves a separate existing service station and food outlet. Road access works in place at that location between the Highway carriageways and the property boundary are suitable to cater for vehicle types that will require access.

5.0 Recommendations

5.1 Technical agency advice for SARA as referral agency

Our agency:

- (a) recommends the following issues be addressed by applying conditions that should attach to any development approval (*Planning Act 2016* section 56(1)(b)(i)):

SARA model conditions version: v3.2b

No.	Conditions of Development Approval	Condition Timing
[Development Permit] - Material Change of Use [Travel Centre – Service Station]		
1	AD01 Model condition The development must be carried out generally in accordance with the Proposed Site Plan prepared by TRG Consultants, ref: DA-02 (rev. F),	At all times.

No.	Conditions of Development Approval	Condition Timing
	dated 12/02/2019.	
2	<p>Non standard condition</p> <p>A 70m deceleration lane must be provided within Easement A on RP903779, prior to the access location, as shown on the plan referred to in Condition 1.</p>	Prior to the commencement of use.
Stormwater management		
3	<p>IP03a Model condition</p> <p>The development must be carried out generally in accordance with section 9 of the Site Based Stormwater Management Plan prepared by ARCADIS dated 19/01/2018, reference F0002-10016131-AAR and revision 1.</p>	At all times.
Pavement upgrade		
4	<p>Non-standard condition</p> <p>Roadworks comprising a pavement upgrade of Easement A on RP903779 must be provided. The pavement upgrade is to be provided from the northernmost boundary of Easement A through to the access location identified on the <i>Extent of easement upgrade</i> drawing attached.</p>	Prior to commencement of the use.

(b) recommends the following advice be provided to the assessment manager (*Planning Act 2016* section 56(3)):

General advice	
Advertising devices visible from a State-controlled road	
1.	<p>Signage located within the site that is visible to the State Controlled Road should comply with the requirements contained in the Department of Transport and Main Roads' of the <i>Roadside Advertising Manual Edition 2 October 2017</i>.</p> <p>Where it does not, and the Department of Transport and Main Roads considers the signage to be a hazard or distraction to drivers then that department may exercise powers under the <i>Transport Infrastructure Act 1994</i> to have the signage modified or removed. Any such action required will be required at the cost of the landowner or occupier</p>
Operation of Easement A on RP903779	
2.	<p>Changes to operating conditions of Easement A on RP903779, during construction of the proposed development; inclusive of roadworks, must include traffic management that maintains safety and efficiency within the Bruce Highway.</p> <p>Traffic management plans that include the use of signage within the state-controlled road reserve will require an application for a Road Corridor Permit. Information about this process, inclusive of an application form, is available from the following link: https://www.tmr.qld.gov.au/Community-and-environment/Planning-and-development/Other-matters-requiring-approval/Road-Corridor-Permit.aspx.</p>

5.2 Approved plans and specifications

Our agency recommends that the following plans and specifications should be referenced in the response:

Drawing/Report title	Prepared by	Date	Reference no.	Version/Issue
Aspect of development: Material Change of Use				
Proposed Site Plan	TRG	12/02/2019	DA-02	F
Extent of easement upgrade	TRG – As amended by the Department of Transport and Main Roads	12/02/2019	DA-01	D
TMR Layout Plan	The Department of Transport and Main Roads	19/02/2019	TMR18-024320	N/A

6.0 Endorsement

Officer

Andrea McPherson
Senior Town Planner
(07) 4154 0208
WBB.IDAS@tmr.qld.gov.au

Approver

Not Relevant

Adam Fryer
Principal Advisor (Corridor & Land Management)
(07) 4154 0238
WBB.IDAS@tmr.qld.gov.au
20 February 2019

Further Issues

DSDMIP reference: 1803-4620 SRA
DSDMIP role Referral Agency
DSDMIP regional office: SARA Wide Bay Burnett
DSDMIP email: WBBSARA@dilgp.qld.gov.au
TA reference: TMR18-024320
TA contact name: Bryan Richters
TA contact details: (07) 4154 0280
TA approver: Adam Fryer

1.0 Application details

Street address: Enterprise Circuit, Maryborough West QLD 4650
Real property description: 52SP220088, 53SP200102
Local government area: Fraser Coast Regional Council

Applicant name: Retail Fuel Group C/- Innovative Planning Solutions
Applicant contact details: PO Box 1043
Maroochydore QLD 4558
info@ipsptyld.com.au

2.0 Aspects of development and type of approval being sought

Aspect Of Development	Type Of Approval	Description
Material Change of Use	Development Permit	Travel Centre - Service Station

3.0 Matters of interest to the state

The development application has the following matters of interest to the state under the provisions of the *Planning Regulation 2017*:

Trigger Mode	Trigger Number	Trigger Description
State-Controlled Roads	10.9.4.2.4.1	Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises— (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are— (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection

4.0 Assessment of Application

4.1 Evidence or other material

Our agency relied on the following evidence or material in making its assessment:

Title of Evidence / Material	Prepared by	Date	Reference no.	Version/Issue
Development Application material submitted to the Department of State Development, Manufacturing, Infrastructure and Planning	The Applicant	Various	1803-4620 SRA	---
Information Request	Department of State Development, Manufacturing, Infrastructure and Planning	26 April 2018	1803-4620 SRA	---
Letter to the Department of State Development, Manufacturing, Infrastructure and Planning and attachments	Innovative Planning Solutions	13 August 2018	387	---
Traffic Report	QTraffic	6 August 2018	714_TRG07	B

4.2 Considerations and assessment

4.2.1 Proposed development and assessment history

- The Applicant (Retail Fuel Group C/- Innovative Planning Solutions) seeks a Development Permit for a Material Change of Use for a Service Station on Lot 52 SP220088 and Lot 53 SP200102.
- The development application was originally received by the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) on 11 April 2018.
- On 20 April 2018, the Department of Transport and Main Roads (TMR) issued a Technical Agency Assessment Response - Information Request to DSDMIP recommending that an information request be issued to the Applicant (Ref: TMR18-024320).
- On 26 April 2018, DSDMIP issued an Information Request to the Applicant on 26 April 2018 given under Section 12 of the Development Assessment Rules. Ref: 1803-4620 SRA).

4.2.2 Response to DSDMIP's information request

- On 15 August 2018, DSDMIP advised TMR that the Applicant had responded to the Information Request and requested that TMR provide its technical agency assessment by 10 September 2018. DSDMIP's subsequent email (via Shelley Jackson) of 15 August 2018 confirmed that TMR's technical agency response was due on **29 August 2018**.
- The Applicant's response included the following information:

- Innovative Planning Solutions' letter to the Department of State Development, Manufacturing, Infrastructure and Planning dated 13 August 2018 (Ref: 387);
- A Traffic Report prepared by QTraffic Engineering Consultants Ref: 714_TRG07 Revision B dated 6 August 2018; and
- Current Title Search Reference 50755498 dated 18 July 2018;
- Current Title Search Reference 50674479 dated 18 July 2018; and
- Easement Document 701739320 dated 6 January 1997.
- It is also noted that the Applicant's response was recorded in MyDAS 2 as being:-
'I am providing all of the information requested'.
- On 20 August 2018, TMR requested the Applicant's traffic consultant (Richard Quinn) to provide the electronic SIDRA files referenced in the aforementioned traffic report.

TMR received an email from Anne Coutts (QTraffic Engineering Consultants) which included the requested electronic SIDRA file.

- For the purpose of the further issue matters, the access arrangements proposed between the development and Easement A RP903379 will be referred to as northern access, middle access and southern access as noted in the Figure 1 below.

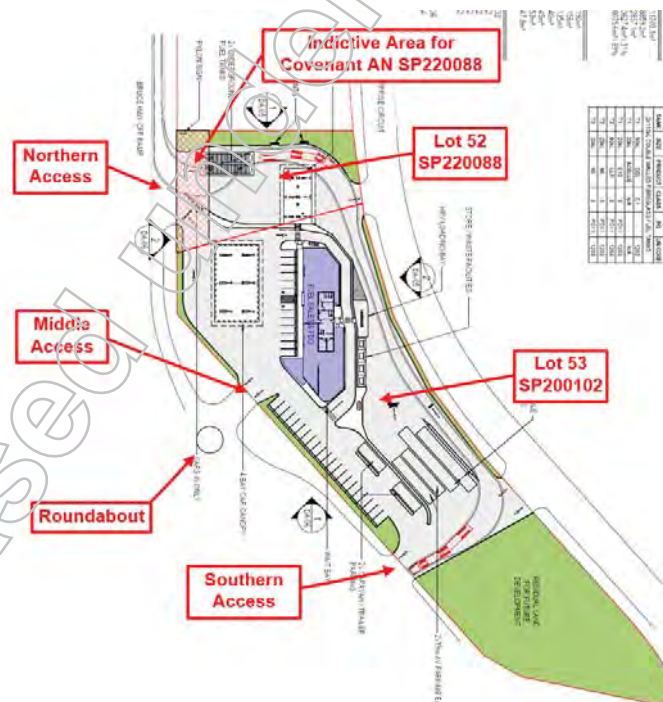


Figure 1 – Labelling of internal access points relevant to EMT A RP903379

4.2.3 TMR's assessment of the Applicant's response

- DSDMIP's information request sought additional information about state-controlled road matters, specifically relating to:
 - lawful access between the land and the Bruce Highway (being over Easement A RP903379)

and Covenant AN SP220088); and

- the submission of a Traffic Impact Assessment prepared in accordance with TMR's Guide to Traffic Impact Assessments 2017 (GTIA) which addresses a number of matters relating to assessing traffic impacts relevant to the development.
- Comments about these matters are provided below

Item 1 - Lawful access between the land and the Bruce Highway

Access via Easement A RP903379

- Access is proposed via Easement A. This easement directly abuts the Bruce Highway and the development. Therefore, this application is also taken to be an application for access under Section 62 of the *Transport Infrastructure Act 1994*.
- The Applicant has provided a current title search for Lot 52 SP220088 and Lot 53 SP200102, both dated 18 July 2018. The title searches indicate that both Lot 52 and 53 are benefitted by Easement A RP903379 and recorded as Easement Number of 701383964 dated 27 June 1996.
- The submitted easement documentation attached to Innovative Planning Solutions' letter dated 13 August 2018 (being Reference number 701739320) differs to the easement number stated on each title search.
- Although there is a discrepancy between the easement document number references, TMR is satisfied that access via Easement A RP903379 is generally permitted.

Access over Covenant AN SP220088

- The northern access conflicts with Covenant AN SP220088.
- The Applicant's response about Covenant AN SP220088 states in part:-

'In relation to the reference to Easement AN SP220088 (in Lot 52 SP220088), it would appear that this was intended to refer to Covenant Number 712383964 burdening Lot 52. The title searches included at Attachment 1 denoted this covenant AN on SP220088. It is noted covenants are typically registered on title to ensure a particular land use outcome, preservation outcome or to tie parcels of land (i.e covenant to require that parcels be transferred together), and do not govern legal access arrangements (as an easement would). As such, this covenant would not preclude access arrangements as proposed by the subject application.'

- As stated earlier, the Applicant's response was a title search dated 18 July 2018 which identifies that a covenant number 712383964 is registered on Lot 52 SP220088 around 8 January 2009. No documentation regarding covenant number 712383964 was included with the applicant's response to demonstrate that vehicular access over the covenant area is permitted.
- Further investigation by TMR with the Department of Natural Resources, Mines and Energy identified that the covenant area (defined by Covenant AN SP220088) can only be used by the covenantor as a landscape buffer.
- Considering this matter, it is taken that the use of the area for vehicular access (labelled as the northern access in the Figure 2 below) is contrary to the purpose of the covenant and in the absence of any further information, TMR cannot consider access at this location.

- Should the applicant intend to pursue vehicular access at this location, further information is needed to demonstrate that the covenant supports vehicular access at that location. It is likely that this will require input from Fraser Coast Regional Council as Covenantee to the covenant.
- This matter needs to be resolved before TMR can consider issuing a Section 62 Decision about access pursuant to the *Transport Infrastructure Act 1994*. Further information about this access is discussed below.

Item 2 – Submission of Traffic Impact Assessment

- The applicant has provided a Traffic Report prepared by QTraffic Engineering Consultants Ref: 714_TRG07 Revision B dated 6 August 2018 (the traffic response).
- TMR's assessment identified that some of the items specified in DSDMIP's information request have not been adequately addressed or considered in the traffic response. In particular:-
 - There is insufficient information to demonstrate that lawful access is permitted over Covenant AN SP220088;
 - In the event that lawful access is demonstrated, the separation between the development's northern access and the nose of the high speed exit ramp (minimum of 180 metres) must be achieved. This distance is specified in *Austroads Guide to Road Design Part 6B Roadside Environment 2015*;
 - The traffic report has not addressed the separation matter for the development's northern access.

However, the Applicant's response letter to the separation issue states in part:-

The development's entry only access from the Bruce Highway is positioned approximately 160 metres from the nose of the existing south bound exit ramp. This access has been designed in accordance with the requirements of the Fraser Coast Planning Scheme 2014 service station code, and as detailed in the submitted TIA, road safety has been considered in this design outcome with risk scores expected to retain the status quo (i.e low to medium).

This response does not adequately assess this road safety matter.

- TMR does not accept the traffic response's risk assessment as the current level of risk is non-existent as there is no access at that location. The risk will be heightened as a direct result of the development by introducing light and heavy vehicle turning and deceleration movements which are not expected in the current environment. Further, the applicant's response relies on Council standards and does not demonstrate why the Austroads Standard should be disregarded.

In this regard, Page 41 of *Austroads Guide to Road Design Part 6B Roadside Environment 2015* states in part:-

'Where a service centre is incorporated into a freeway/motorway interchange, access into it may be via a deceleration lane on the exit ramp provided there is adequate longitudinal separation between the nose of the exit ramp and start of the auxiliary lane (minimum of 180 metres).

It is considered that the function of the high speed exit ramp from the Bruce Highway is of similar operation to that referenced in the Austroads Guide and as such, must be addressed.

- TMR has concerns regarding this access for the following reasons:-
 - o The high speed exit lane from the Bruce Highway does not have any deceleration on the Bruce Highway. Therefore, the entry speed for this can be taken as the posted speed limit on the Bruce Highway (being 100km/h). This means vehicles using the high speed exit lane will approach the entry at high speed and conflict with slow moving vehicles turning into the northern access. This has a high potential for rear-end crashes to occur and further investigation into what additional measures are needed to ameliorate this impact (separate vehicles turning into the site from the high speed exit lane) are required;
 - o The exit ramp is only one lane wide and there is no provision for vehicles (not accessing the development) to safely pass vehicles turning left into the northern access; and
 - o Having the very large entry only access for both light and heavy vehicles may lead to confusion with light vehicles entering the truck entry by mistake. This contributes to the time take to perform turning manoeuvres into the development's northern property access thereby increasing potential conflict with vehicles using the high speed exit lane from the Bruce Highway.
 - o Separation of a minimum of 180 metres between the nose of the exit ramp and the start of an auxiliary left turn lane into the development's northern access will address the issue and would be accepted by TMR. Where this is not achieved, TMR will not approve access under Section 62 of the *Transport Infrastructure Act 1994* at that location.
- Additionally, the traffic response has not considered the existing movements that use the high speed exit ramp from the Bruce Highway. For example, background movements shown in Figures 4.1a to 4.1f of the traffic response do not acknowledge or show the high speed exit ramp from the Bruce highway but Figure 4.2 does show the development traffic using the high speed exit ramp.
- Traffic movements for design volumes (that is background with development traffic) has not considered the existing vehicle movements on the high speed exit ramp from the Bruce highway.
- Accordingly, a revised traffic impact assessment to include assessment of the above matters is required.
- It should be noted that the traffic response has been based on the assumption that lawful access is permitted over Lot 1 RP905100 via Easement A RP903379 and Covenant AN SP220088 which as discussed previously, access over Covenant AN SP220088 remains outstanding and needs to be resolved.

4.2.4 Further Issues to be raised with the Applicant

- For TMR to be satisfied that the development's proposed access arrangements comply with the

relevant road design standards and enable TMR to issue a decision be issued under the *Transport Infrastructure Act 1994*, TMR requests that DSDMIP issue a further issues letter to the Applicant requesting they address the further issues outlined in Section 5.1 of this response.

- TMR will not support the northern access unless:-
 - Suitable evidence is provided to demonstrate that vehicular access is permitted over Covenant AN SP220088; and
 - A minimum of 180 metre separation is provided between the nose of the exit ramp and the start of an auxiliary left turn lane into the development's northern access. Note that the auxiliary left turn lane is recommended to separate the conflict from vehicles turning into the northern access from other vehicles using the exit ramp.
- It is also recommended that DSDMIP seek agreement from the Applicant to further extend DSDMIP's assessment period. This will enable the Applicant time to consider and address the further issues and also allow TMR and DSDMIP time to assess and complete its assessment of the development application.
- The due date for TMR to complete its assessment of this application is 29 August 2018.
- If no agreement is reached between the Applicant and DSDMIP to further extend the assessment period, TMR will be forced to complete its assessment based on the information provided to date.

This will result in a recommendation for approval without the northern access and a decision about access issued under Section 62 of the *Transport Infrastructure Act 1994* denying access at the northern access (i.e over Covenant AN SP220088).

4.2.5 Advice for DSDMIP only

- As stated in our technical agency response to DSDMIP dated 20 April 2018, TMR would have no objection to access being achieved opposite the internal roundabout and to the south of the roundabout within Easement A RP903379 (labelled as Middle and Southern Access in Figure 1).
- In relation to access over Covenant AN SP220088, should the covenant and separation matter remain unresolved and based on current timeframes, TMR will amend the development plan in red denying and preventing the northern access for road safety reasons and reflect this in a decision about access pursuant to Section 62 of the *Transport Infrastructure Act 1994*.

5.0 Recommendations

5.1 Additional advice for applicant

Our agency recommends the following advice be provided to the applicant:

Item	Advice
Lawful access between the subject site and the Bruce Highway	
1.	The Applicant is requested to provide further information demonstrating that the land subject to the development application has established lawful rights for access over Covenant AN SP220088 (in Lot 52 SP220088).

Item	Advice
	<p>Reason for the request:</p> <ul style="list-style-type: none"> - The Department of Transport and Main Roads have advised that Covenant AN SP220088 was created as a covenant in favour of Fraser Coast Regional Council to ensure a suitable landscape buffer is provided between development on Lot 52 SP220088 and vehicle movements within Easement A RP903779. <p>Insufficient documentation has been provided to demonstrate that vehicular access over Covenant area is permitted. This may require discussions with Fraser Coast Regional Council to determine whether Fraser Coast Regional Council are supportive of the impact and associated access arrangements over the covenant area reflected in Covenant AN SP220088.</p>
Traffic Impact Assessment	
2.	<p>The submitted Traffic Report prepared by QTraffic Engineering Consultants Ref: 714_TRG07 Revision B dated 6 August 2018 (the traffic report) has been based on access between the development and the Bruce Highway being achieved via Easement A RP903379.</p> <p>Item 1 of this further issues letter outlines the information required to demonstrate that the appropriate approvals exist to support vehicular access over Covenant AN SP220088.</p> <p>Subject to Item 1 being resolved, the Department of Transport and Main Roads have advised that the submitted traffic report has not adequately considered or addressed the following matters in relation to state-controlled road impacts:</p> <ul style="list-style-type: none"> (a) The submitted traffic report has not considered the existing movements that use the high speed exit ramp from the Bruce Highway. For example, background movements shown in Figures 4.1a to 4.1f of the traffic response do not acknowledge or show the high speed exit ramp from the Bruce Highway however Figure 4.2 (development traffic) does show the development traffic and high speed exit ramp; (b) Traffic movements for shown in Figures 4.3a to 4.3d has not acknowledged or considered the existing vehicle movements on the high speed exit ramp from the Bruce Highway. (c) The safety assessment appears to focus on the Bruce Highway carriageway and not the issue of light and heavy vehicles decelerating within the high speed exit ramp which conflicts with the purpose and function of the high speed exit ramp. For example:- <ul style="list-style-type: none"> - The high speed exit ramp does not have any deceleration on the Bruce Highway. Therefore, the entry speed for this can be taken as the posted speed limit on the Bruce Highway (being 100km/h). This means vehicles using the high speed exit lane will approach the entry at high speed and conflict with slow moving vehicles turning into the northern access. This has a high potential for rear-end crashes to occur. Further investigation as to what additional measures are needed to ameliorate this impact (for example separate vehicles turning into the site from the high speed exit lane and appropriate separation between the start of the turning treatment into the development and nose of the Bruce Highway exit ramp) is required;

Item	Advice
	<ul style="list-style-type: none"> - As mentioned in Item 2(g) of the Department of State Development, Manufacturing, Infrastructure and Planning's information request, a minimum separation of 180 metres is required (reference Austroads <i>Guide to Road Design Part 6B Roadside Environment 2015</i>). The Department of Transport and Main Roads considers this to the minimum separation between the Bruce Highway and development's access (with an auxiliary lane off the exit ramp) to provide adequate safety for vehicles using the exit ramp and northern access. <p>The Department of Transport and Main Roads have advised that it will not accept the northern access when it does not meet this separation requirement. In this regard, it is considered that the subject land has sufficient frontage and level of access afforded by Easement A RP903379 and other local roads proposed in the development layout.</p> <ul style="list-style-type: none"> - Currently, there is about 249 metres of unobstructed distance available for vehicles to decelerate and negotiate the roundabout within Easement A RP903379. This distance is significantly reduced by the new access over Covenant AN SP220088 and introduces conflict within the exit ramp's function which has not been appropriately assessed in the traffic report. - The exit ramp is only one lane wide and there is no provision for vehicles using the exit ramp to safely pass vehicles turning left in to the development's northern access. This has not been addressed in the traffic report. <p>A revised traffic impact assessment is requested to address these matters.</p>

6.0 Endorsement

Officer

Bryan Richters
Program Support Coordinator (Development Assessment)
(07) 4154 0280
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Approver

Not Relevant

Adam Fryer
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27 August 2018

Information Request and Further Advice

DILGP reference: 1803-4620 SRA
 DILGP role Referral Agency
 DILGP regional office: SARA Wide Bay Burnett
 DILGP email: WBBSARA@dilgp.qld.gov.au
 TA reference: TMR18-024320
 TA contact name: Bryan Richters
 TA contact details: (07) 4154 0280
 TA approver: Signatory.Name

1.0 Application details

Street address: Enterprise Circuit, Maryborough West QLD 4650
 Real property description: 52SP220088, 53SP200102
 Local government area: Fraser Coast Regional Council
 Applicant name: Retail Fuel Group C/- Innovative Planning Solutions
 Applicant contact details: PO Box 1043
 Maroochydore QLD 4558
 info@ipsptyld.com.au

2.0 Aspects of development and type of approval being sought

Aspect Of Development	Type Of Approval	Description
Material Change of Use	Development Permit	Travel Centre - Service Station

3.0 Matters of interest to the state

The development application has the following matters of interest to the state under the provisions of the *Planning Regulation 2017*:

Trigger Mode	Trigger Number	Trigger Description
State-Controlled Roads	10.9.4.2.4.1	Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises— (a) are within 25m of a State transport corridor; or (b) are a future State transport corridor; or (c) are— (i) adjacent to a road that intersects with a State-controlled road; and (ii) within 100m of the intersection

4.0 Assessment of Application

4.1 Evidence or other material

Our agency relied on the following evidence or material in making its assessment:

Title of Evidence / Material	Prepared by	Date	Reference no.	Version/Issue
Letter to Fraser Coast Regional Council	Innovative Planning Solutions	24 January 2018	387	---
Engineering Services Report	Arcadis Design & Consultancy	19 January 2018	F0001-10016131-AAR	01
Site Based Stormwater Management Plan	Arcadis Design & Consultancy	19 January 2018	F0002-10016131-AAR	01
Infrastructure Agreement – Wide Bay Industrial Estate	Between First Edition Properties P/L and Fraser Coast Regional Council	No date provided	No reference provided	---
Easement Document	Ebsworth & Ebsworth	6 January 1997	701739320	---
Cover Sheet	TRG	15 January 2018	Project 417054 Sheet Number DA-00	C
Locality Plan	TRG	11 December 2017	Project 417054 Sheet Number DA-01	B
Proposed Site Plan	TRG	21 March 2018	Project 417054 Sheet Number DA-02	D
Floor Plan	TRG	21 March 2018	Project 417054 Sheet Number DA-03	C
Roof Plan	TRG	21 March 2018	Project 417054 Sheet Number DA-04	D
Building Elevations	TRG	11 December 2017	Project 417054 Sheet Number DA-05	B
Building Elevations	TRG	11 December 2017	Project 417054 Sheet Number DA-06	B
Site Perspectives	TRG	21 March 2018	Project 417054 Sheet Number DA-07	C
Landscaping Plan	TRG	21 March 2018	Project 417054 Sheet Number DA-08	D
Confirmation Notice	Fraser Coast Regional Council	23 March 2018	MCU18/0010	---
DA Form 1	Retail Fuel Group C/- Innovative Planning Solutions	---	---	---
Confirmation email to the Department of Transport and Main Roads	Department of State Development, Manufacturing, Infrastructure and	11 April 2018	1803-4620 SRA	---

	Planning			
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4.2 Considerations and assessment

4.2.1 Proposed development

- The Applicant (Retail Fuel Group C/- Innovative Planning Solutions) seeks a Development Permit for a Material Change of Use for a Service Station on Lot 52 SP220088 and Lot 53 SP200102.
- The development application has been made under the *Planning Act 2016* (the Act).
- The development application material provided to the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP) is outlined in Section 4.1 of this technical agency assessment response.

4.2.2 Pre-lodgement Advice

- DSDMIP issued a pre-lodgement meeting record (Ref: SPL-0416-029355) for a similar proposal on 28 April 2016. The record was the result of a meeting held with DSDMIP and attended by the developer and representatives from DSDMIP and the Department of Transport and Main Roads (TMR).
- The pre-lodgement advice was based on a conceptual layout with limited supporting information and as such, TMR reserves the right to review and application and request further information where the development application material does not include sufficient information to assess against the SDAP.
- It is important to note that this assessment identified an anomaly regarding the information provided in Item 4 of the pre-lodgement advice, specifically, the pre-lodgement request only specified Lot 53 SP200102 as the land for the subject development. In this regard, the distance of 215 metres stated in item 4 of the pre-lodgement advice was based on the distance from the nose of the southbound exit ramp to Lot 53 SP200102 and not the access shown on the initial concept plan. Further discussion about this matter is provided under Section 4.2.4 of this response.

4.2.3 Technical Agency Advice

- Fraser Coast Regional Council's Confirmation Notice dated 23 March 2018 (Ref: MCU18/0010) identified DSDMIP as a concurrence agency pursuant to Schedule 10, Part 9, Division 4, Table 4 of the *Planning Regulation 2017* (the regulation).
- DSDMIP's email to the Department of Transport and Main Roads (TMR) dated 11 April 2018 confirmed that the development application was triggered under the regulation pursuant to Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 of the regulation.
- DSDMIP has requested TMR to provide a technical agency assessment for the application. The due date for TMR to provide its request for further information is 20 April 2018 and alternatively (if no additional information is needed), TMR's technical agency assessment is due by 9 May 2018.
- It is noted in Part 6 of DA Form 1 that the Applicant has elected to receive an information request about the development application.

- Based on the following assessment, TMR recommends that DSDMIP issue an information request about this development application. TMR's initial assessment with supporting comments are detailed under Section 4.2.4 of this response.

4.2.4 State Development Assessment Provisions (SDAP)

- SDAP Version 2.2 (effective from 9 March 2018) is the version of SDAP relevant to this development application. This is because the development application was deemed properly made by Council on 22 March 2018.
- Based on the regulation trigger confirmed by DSDMIP and Appendix 1, Table 2 of the SDAP, the matters of interest relevant to TMR are represented by the following codes:-
 - State Code 1 – *Development in a state-controlled road environment;*
 - State Code 2 – *Development in a railway environment;*
 - State Code 3 – *Development in a busway environment; and*
 - State Code 4 – *Development in a light rail environment.*
- The development application material referred to DSDMIP has not included an assessment against the SDAP.
- TMR has undertaken a review of the development application material with consideration to the SDAP requirements and requests that DSDMIP issue a formal Information Request about the matters detailed under Section 5.1 of this technical agency assessment response. Supporting comments about those are provided below for DSDMIP's information.

4.2.4.1 State Code 1 – Table 1.2.1 (Development in a state-controlled road environment)

- It should be noted that Table 1.2.1 of the SDAP contains a number of Performance and Acceptable outcomes which must be complied with. Accordingly, only the performance outcomes that are relevant to the information request outlined in Section 5.1 below will be discussed in detail as follows:-

Building and Structures (Performance Outcomes PO1 – PO3)

- The scope of information sought under Section 5.1 is not relevant to these outcomes

Filling, excavation and retaining structures (Performance Outcomes PO4 – PO11)

- The scope of information sought under Section 5.1 is not relevant to these outcomes

Stormwater and drainage (Performance Outcomes PO12 – PO14)

- PO12 – The development application material included a Site Based Stormwater Management Plan (Ref: F0002-10016131-AAR Revision 01) prepared by Arcadis Design & Consultancy dated 19 January 2018 (the stormwater report).

A desktop review identified that the all post development stormwater flows will discharge to Enterprise Circuit as shown on Arcadis' *Post Developed Stormwater Catchment Plan* Drawing Number DA-00-301 Issue 01 dated 10 January 2018 included in Appendix B of

the stormwater report.

This is acceptable to TMR. No further information is needed as this performance outcome can be suitably conditioned when TMR is requested to finalise its assessment of the application.

- PO13 – Based on the comments in PO12 above, the lawful point of discharge has been nominated as Enterprise Circuit. This is acceptable to TMR.
- PO14 – This can be addressed through appropriate SARA model conditions.

Vehicular access to a State-controlled road (Performance Outcomes PO15 – PO16)

- PO15 – The section of Bruce Highway in the vicinity of the subject land is a gazetted limited access road. Both Lot 52 SP220088 and Lot 53 SP200102 do not directly abut the state-controlled road corridor. Therefore, access to the Bruce Highway will be via the Bruce Highway/Industrial Avenue intersection with access through the local road network via Industrial Avenue, Quarry Road and Enterprise Circuit.

A previous development application (MCU shops & motel) considered access to Lot 53 via a new eastern leg to the internal roundabout within Easement A. TMR had no objection to this access to Lot 53 and that development approval did not include any additional vehicle access via Easement A closer to the Bruce Highway.

However, Section 5 of the Engineering Services Report (Ref: F0001-10016131-AAR Revision 01) prepared by Arcadis Design & Consultancy dated 19 January 2018 (the engineering report) states:-

“In the existing case, the site has one vehicular crossover point to an access easement, Bruce Highway access easement, to the west of the site. The development proposes to retain the existing access point as well as create 4 additional new connection points. Two of the new connection points will be from Enterprise Circuit and the other two will be from the Bruce Highway access easement to the west of the site. It is noted the future development will apply for its own access points when it proceeds with the development”.

In support of the western access, the development application included two easement documents being Easement document numbers 701739320 and 701383964. Document 701739320 only refers to an easement over Lot 2 RP905100 in favour of Lot 1 RP905100 (now described as Lot 1 SP201752) and not the subject land.

Document 701383964 is relevant for Lot 2 RP903779 (Lot 2 RP903779 was reconfigured to create Lots 52 & 53) however there is no mention within the easement document that specifies where access is permitted to Lot 52 SP220088 and Lot 53 SP200102 and whether such access rights exist over Easement AN SP220088 located on Lot 53 SP220088. The illustration below shows the easements A RP903779 and Easement AN in relation to Lot 53.



As the access strategy relies on direct access to the Bruce Highway via Easement A RP903379 and over Easement AN SP220088, TMR is required to make a decision about access pursuant its jurisdiction under the *Transport Infrastructure Act 1994*. The information contained in the development application material does not suitably justify that such access rights exist over Lot 2 RP905100 in favour of Lots 52 & 53.

TMR requires the applicant to furnish evidence that the land containing the proposed development has lawful rights to enable access over Lot 2 RP905100 via Easement A RP903379 and over Easement AN SP220088 on Lot 52 SP220088. The extent of additional information is outlined in Section 5.1 of this response.

- PO16 – The engineering report has not provided any information to address road impacts associated with the proposed development. In this regard, the development will result in increased vehicle movements to/from the Bruce Highway and the impact of this must be assessed.
- TMR requests DSDMIP issue an information request to the Applicant requiring the Applicant to submit a traffic impact assessment prepared in accordance with TMR's *Guide to Traffic Impact Assessments September 2017* (GTIA). The scope of such is clearly outlined in Section 5.1 of this response.

Vehicular access to local roads within 100m of an intersection with a state-controlled road (Performance Outcome PO17)

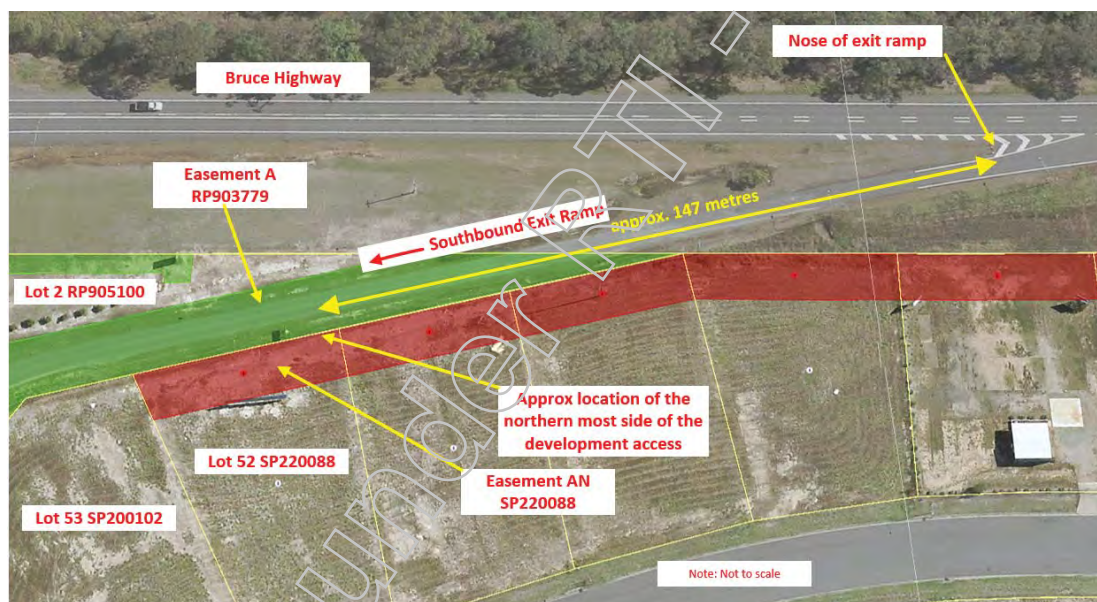
- PO17 – In the event that lawful access is proven to not exist, then this performance outcome is not relevant to the development application as access will be provided via Enterprise Circuit and assessment of road impacts should be based on the Bruce Highway/Industrial Avenue intersection.

However, where lawful access rights exist, TMR must ensure any access referred to in PO16, including access to the exit ramp, complies with road design requirements specified in TMR's *Road Planning and Design Manual 2nd Edition* (RPDM). This is to ensure adequate separation of the development's access from the Bruce Highway so that safe deceleration can occur.

- Section 3.4.2 of TMR's Supplement to Austroads Guide to Road Design Part 4B (referred to in the RPDM) prefer that service centre accesses are not located on interchange ramps, due to potential heavy traffic flows on ramps and difficulty for drivers to stop. The nature of the existing southbound exit ramp is similar in characteristics to an interchange ramp (i.e high speed exiting traffic).

Section 3.4.4 of Austroads Guide to Road Design Part 6B states that access onto ramps may be via a deceleration lane on the exit ramp provided there is adequate longitudinal separation between the nose of the exit ramp and the start of the auxiliary lane to the site (minimum of 180 metres).

Based on a desktop assessment of the development layout provided, only 147 metres of separation is provided from the southbound exit ramp to the development access and this does not account for any deceleration measures into the development's access. See illustration below.



- As highlighted in the comments under Section 4.2.2, it is important to note that this assessment identified an anomaly regarding the information provided in Item 4 of the pre-lodgement advice, specifically, the pre-lodgement request only specified Lot 53 SP200102 as the land for the subject development.

In this regard, the distance of 215 metres stated in Item 4 of DSDMIP's pre-lodgement advice dated 28 April 2016 was based on the distance from the nose of the southbound exit ramp to the northern boundary of Lot 53 SP200102 and not the access shown on the initial concept plan. TMR understands that by not quantifying that this distance relevant to the northern boundary of Lot 52 (which was not included in the pre-lodgement advice) that the Applicant may feel misled. However, it is important to address this matter now before the developer proceeds and before an unsafe access arrangement is established.

- TMR's RPDM indicates that an access can be located on an exit ramp provided that the start of the turn lane is a minimum of 180 metres past the ramp nose.
- A review of the proposed plan of development show that the development's access is

only 147 metres from the nose of the southbound exit ramp.

- With access at this location, the development will result in insufficient separation from the Bruce Highway to enable safe deceleration to:
 - Access the proposed development on Lot 52 SP220088 and Lot 53 SP200102; and
 - Avoid or stop behind a propped or slow moving vehicle at the development access.

Vehicles wanting to access the development will need to decelerate significantly within the off ramp to access the site. Vehicles decelerating and negotiating to access the development will conflict with other vehicles using the off ramp to access other development within the industrial estate, as well as existing development on Lot 1 SP201752 and Lot 2 RP905100.

Public Passenger Transport infrastructure on state-controlled roads (Performance Outcome PO18)

- PO18 – There are no public passenger transport infrastructure within the immediate vicinity of the proposed development. No further information is needed regarding this outcome.

Planned Upgrades (Performance Outcome PO19)

- PO19 – DSDMIP's DA Mapping portal indicates there are no planned upgrades to the state-controlled road network (Bruce Highway) in the immediate vicinity of the development application. No further information is needed regarding this performance outcome.

Network Impacts (Performance Outcomes PO20 to PO22)

- PO20 – This matter should be addressed as part of a traffic impact assessment required (see comments for PO16).
- PO21 – This will be dependent on the outcome of the reciprocal access easement issue. If lawful access is not permitted, then access will be via Enterprise Court and as such, compliance with PO21 will be achieved.
- PO22 – This matter can be addressed directly with TMR under to the *Transport Infrastructure 1994* should road works be required as a consequent of the development approval. A traffic impact assessment will determine whether road works are required to mitigate any impacts to the Bruce Highway.

4.2.4.2 State Code 1 – Table 1.2.2 (Environment Emissions)

- The applicant has not provided an assessment against any Performance Outcomes listed in Table 1.2.2, State Code 1 of the SDAP.
- While the Performance and Acceptable outcomes are relevant for the trigger under the Regulation, TMR does not require any further information about the Performance Outcomes within Table 1.2.2 of the SDAP.

4.2.4.3 State Code 1 - Table 1.2.3 (Development in a future state-controlled road environment)

- The applicant has not provided an assessment against Performance Outcomes within Table 1.2.3 of State Code 1.
- While the Performance and Acceptable outcomes are relevant for the trigger under the Regulation, DSDMIP's DA mapping portal identified that there are no future state controlled roads in the immediate vicinity of the proposed development.

4.2.4.4 State Code 2 – Development in a railway environment

- This code is not relevant as there are no railways in the immediate vicinity of the subject land.

4.2.4.5 State Code 3 – Development in a busway environment

- This code is not relevant as there are no busways in the immediate vicinity of the subject land.

4.2.4.6 State Code 4 – Development in a light rail environment

- This code is not relevant as there are no light rail infrastructure in the immediate vicinity of the subject land.

5.0 **Recommendations**

5.1 **Information request**

Our agency recommends the following information be requested from the applicant to enable the assessment to be finalised:

Item	Information requested
Confirmation of lawful access between the Bruce Highway and the land specified in the development application	
1.	<p>The submitted easement documents do not provide sufficient information to demonstrate that lawful access is permitted between the land and the Bruce Highway.</p> <p>The Applicant is requested to furnish evidence that the land containing the proposed development has lawful rights to enable access over Easement AN SP220088 (in Lot 52 SP220088) and Lot 1 RP905100 via Easement A RP903379 and at the locations proposed.</p> <p>The reasons for this request are:</p> <ul style="list-style-type: none">• Easement document number 701739320 is relevant for Lots 1 and 2 RP905100 and not the subject land.• Easement document 701383964 is relevant to Lots 1 and 2 RP903379 and does not detail what access rights exist in favour of the Lot 52 SP220088 and Lot 53 SP200102. It is noted that Lot 2 RP903379 has been subsequently reconfigured into Lots 52 and Lot 53 however what access rights were transferred to the reconfigured lots has not been demonstrated• No supporting documentation has been provided to demonstrate whether vehicular access over Easement AN SP220088 (located on Lot 53 SP220088) is supported or permitted.• The Department of Transport and Main Roads advised that, in the event lawful access is

Item	Information requested
	<p>permitted via Easement A RP903379 to Lot 53 SP200102, it has no objection to the access being located via the eastern leg of the roundabout located within Easement A RP903779. This access was supported via a concurrence agency response issued on 8 August 2005 associated with a previous development approval (Assessment Manager Reference 7/R/BRUCEHW/4).</p>
Traffic Impact assessment	
2.	<p>The development application material did not include any information addressing the impacts on the state-controlled road, in particular impacts associated with the ingress and egress to the Bruce Highway has not been addressed.</p> <p>The Applicant is requested to submit a Traffic Impact Assessment prepared by a suitably qualified traffic consultant, in accordance with the Department of Transport and Main Roads' <i>Guide to Traffic Impact Assessments September 2017</i> (GTIA). The assessment shall address, but may not be limited to, the following matters:</p> <ul style="list-style-type: none"> (a) Specify the commencement date for the proposed service station use; (b) Identify the number, types and frequency of traffic that will be generated by the proposed service station use and provide suitable justification for any assumptions used. This includes all vehicles that will be generated by, or is required to access, the proposed service station use on a daily, AM Peak and PM Peak hour basis; (c) Identify on a plan what route development traffic associated with the development will utilise for ingress and egress access between the state-controlled road (Bruce Highway) and the proposed development. The plan must clearly show what roads/and or easements will be primarily used to access the development and include suitable supporting information about how the route was identified/justified with the response. <p>Where the route includes, or requires reliance on, easements for lawful access please include suitable evidence that lawful access exists as detailed in Item 1 of this request..</p> <ul style="list-style-type: none"> (d) Based on the route requested in Item 1(c), provide the distribution of generated traffic to the state-controlled and local road network. A trip distribution plan showing the distribution of traffic to the relevant intersections to the Bruce Highway will clarify this issue; (e) Determine the impact of generated traffic on the state-controlled road network in accordance with the GTIA at the impact assessment year. This includes assessing any intersections along the route requested in Item 1(c) where the local roads and/or access connect directly to the Bruce Highway and any other state-controlled road intersections where development traffic is expected to exceed 5% of base traffic (either AADT volume of peak hour) for any movement or section of state-controlled road; <p>Please note that if access over Lot 2 RP905100 via Easement A RP903779 is relied upon, this is considered to be an 'access and frontage impact' and as such, the assessment of impacts must be undertaken at the opening year of the final stage and 10 years beyond the final stage (see Section 6.5 of the GTIA); and</p> <ul style="list-style-type: none"> (f) Where impacts are identified, propose recommendations to ameliorate the development's impact on the state-controlled road network. Where road works are required to ameliorate development impacts, include a preliminary concept of any upgrade works to demonstrate the required works can be constructed within the existing gazetted road corridor.

Item	Information requested
	<p>(g) In the event that lawful access exists in favour of Lot 52 SP220088 and Lot 53 SP200102 via Easement A RP903779 and Easement AN SP220088 (see Item 1 of this request), provide a revised access strategy which demonstrates that access to the development is situated at least 180 metres from the nose of the southbound exit ramp from the Bruce Highway as specified in Section 3.3.4 of Austroads Guide to Road Design Part 6B referenced in the Department of Transport and Main Roads' <i>Road Planning and Design Manual 2nd Edition</i>;</p> <p>(h) Provide a road safety audit of the development's accesses to the Bruce Highway in accordance with the GTIA. A road safety audit is required due to the road safety environment safety rating specified in Tables 9.3.3(a) and 9.3.3(h) of the GTIA and characteristics of the Bruce Highway (100km/h and traffic volume >8,000 AADT). The audit must address the development's access to Easement A and what works are required to ensure vehicles using the development's access do not conflict with vehicles (including heavy vehicles) using the high speed exit ramp from the Bruce Highway and any other accesses/intersections with the Bruce Highway. Where works are required, include a concept plan of the required works.</p> <p><i>Note: Section 3.4.4 of Austroads Guide to Road Design Part 6B (as referenced in the Department of Transport and Main Roads' Road Planning and Design Manual 2nd Edition) states that an access can be located on an exit ramp provided that the access (and its turn lane) is located a minimum of 180 metres past the ramp nose. The distance specified in Item 4 of the Department of State Development, Manufacturing, Infrastructure and Planning's pre-lodgement advice dated 28 April 2016 was based on access being contained within Lot 53 SP220100 only and did not consider Lot 52 SP220088 being included with the development application</i></p> <p>The Department of Transport and Main Roads have advised that AADT traffic data is available upon request. To request this information, please forward your written request to the Department of Transport and Main Roads' Bundaberg Office via bundaberg.office@tmr.qld.gov.au.</p> <p>The GTIA can be downloaded from the Department of Transport and Main Roads' website www.tmr.qld.gov.au.</p> <p>The reasons for this request are:</p> <ul style="list-style-type: none"> • To ensure vehicular access to a state-controlled road that is a limited access road is consistent with government policy for management of Limited Access Roads (refer Performance Outcome PO15, Table 1.2.1, State Code 1 of the Department of State Development, Manufacturing, Infrastructure and Planning's <i>State Development Assessment Provisions</i> Version 2.2 effective from 9 March 2018). • To ensure the location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road (refer Performance Outcome PO16, Table 1.2.1, State Code 1 of the Department of State Development, Manufacturing, Infrastructure and Planning's <i>State Development Assessment Provisions</i> Version 2.2 effective from 9 March 2018). • To ensure the location and design of vehicular access to a local road within 100m of an intersection with a state-controlled road does not create a safety hazard for users of a

Item	Information requested
	<p>state-controlled road or result in a worsening of operating conditions on a state-controlled road (refer Performance Outcome PO17, Table 1.2.1, State Code 1 of the Department of State Development, Manufacturing, Infrastructure and Planning's <i>State Development Assessment Provisions</i> Version 2.2 effective from 9 March 2018).</p> <ul style="list-style-type: none"> Section 5 of Arcadis Design & Consultancy's Engineering Services Report does not provide sufficient information to enable the Department of Transport and Main Roads to assess and complete an assessment for access under the <i>Transport Infrastructure Act 1994</i>. The development application material does not include any suitable evidence to demonstrate that lawful access rights for access exist in favour of Lot 52 SP220088 and Lot 53 SP200102 via Easement A RP903779 (located on Lot 2 RP905100) and Easement AN SP220088 (located on Lot 52 SP220088). <p>If access via Easement A and Easement AN can be demonstrated to be a lawful access for Lot 52 RP220088 and Lot 53 SP200102, the applicant must provide evidence that use of the development's access to the Easements will not present a safety hazard for decelerating vehicles (including heavy vehicles) thus and not compromise the safety of the state-controlled road.</p> <p>Based on the current plan of development, the development's entry only access is located about 160m from the nose of the existing south bound exit ramp. Also, no detail was provided about the standard of access to the development and whether the standard of access is sufficiently separated from the exit ramp nose. In addition, the exit ramp is only one lane wide and is not of sufficient width for vehicles wanting to access other development within the industrial estate to safely pass vehicles turning into the development's access.</p>

5.2 Additional advice for applicant

Our agency recommends the following advice be provided to the applicant:

Item	Advice
Advertising devices located outside of, but visible from, a state-controlled road	
1.	<p>Further guidance on the requirements for advertising devices located outside of, but visible from, the state-controlled road can be found in the Department of Transport and Main Roads' <i>Roadside Advertising Guide Edition 2 dated October 201 (the Guide)</i>.</p> <p>It is recommended that consideration be given to the requirements outlined in the Guide to ensure that the advertising device does not pose a safety hazard to users on the state-controlled road.</p>

Item	Advice
	The Guide can be accessed and/or downloaded free of charge from the Department of Transport and Main Roads' website www.tmr.qld.gov.au

6.0 Endorsement

Officer

Bryan Richters
Program Support Coordinator (Development Assessment)
(07) 4154 0280
WBB.IDAS@tmr.qld.gov.au

Approver

Not Relevant

Adam Fryer
Senior Town Planner (Development Control)
(07) 4154 0238
WBB.IDAS@tmr.qld.gov.au
20 April 2018

Our Ref: 714_TRG07

Department of State Development, Manufacturing, Infrastructure and Planning
Wide Bay Burnett Regional Office
PO Box 979
Bundaberg QLD 4670

8 November 2018

For the Attention of Luke Lankowski - Manager, Planning

Application Reference: 1803-4620 SRA

Street address: 22 Enterprise Circuit, Maryborough West

Real property description: Lot 52 on SP220088 and Lot 53 on SP200102

Activity: Service Station / Retail Development

Subject: Response to DSDMIP's Further Advice Letter – Traffic Issues

Dear Luke,

We refer to the application for a service station and retail development on the site at 22 Enterprise Circuit, Maryborough West. This letter has been prepared in response to the Department of State Development, Manufacturing, Infrastructure and Planning (DSDMIP's) Further Advice Letter dated 27 August 2018. It responds to the traffic-related items in Item 2, which are copied below for reference, with responses provided following.

Traffic Impact Assessment

2. The submitted Traffic Report prepared by QTraffic Engineering Consultants Ref: 714_TRG07 Revision B dated 6 August 2018 (the traffic report) has been based on access between the development and the Bruce Highway being achieved via Easement A RP903379.

Item 1 of this further issues letter outlines the information required to demonstrate that the appropriate approvals exist to support vehicular access over Covenant AN SP220088.

Subject to Item 1 being resolved, the Department of Transport and Main Roads have advised that the submitted traffic report has not adequately considered or addressed the following matters in relation to state-controlled road impacts:

(a) The submitted traffic report has not considered the existing movements that use the high speed exit ramp from the Bruce Highway. For example, background movements shown in Figures 4.1a to 4.1f of the traffic response do not acknowledge or show the high speed exit ramp from the Bruce Highway however Figure 4.2 (development traffic) does show the development traffic and high speed exit ramp;

Response

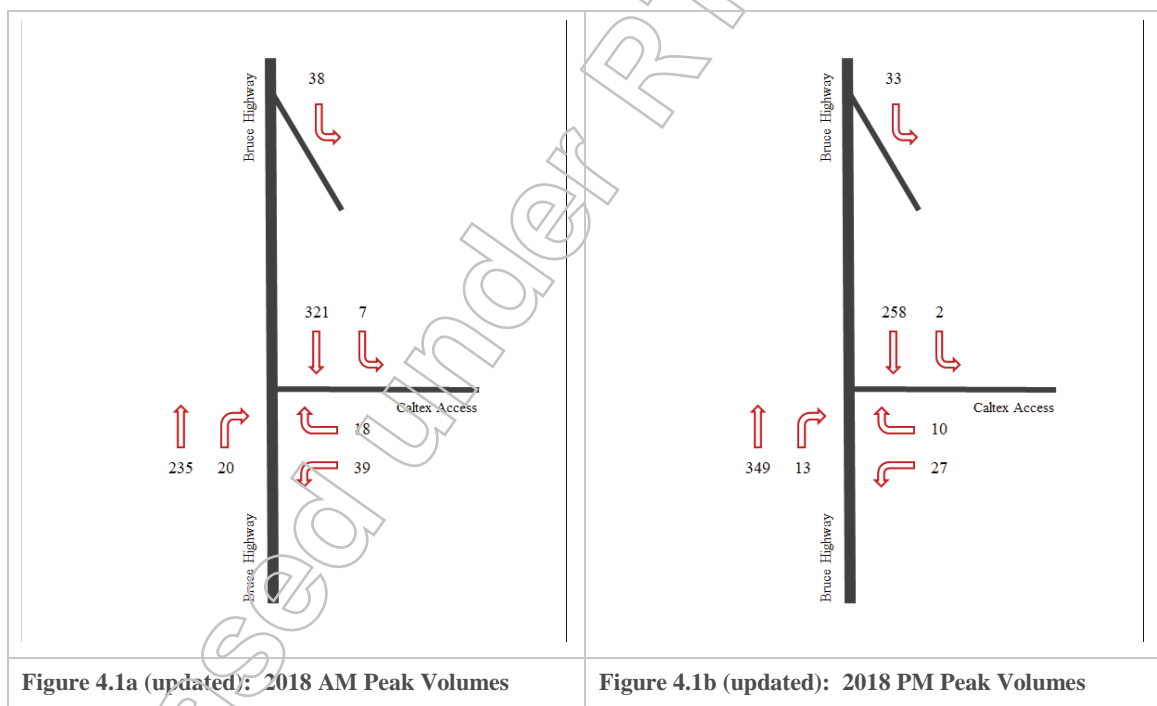
The southbound exit ramp is an existing ramp which is unlikely to demonstrate any capacity issues, given that the highway exit movement is unopposed. Accordingly, previous traffic analyses undertaken focused upon the existing all-movements access Caltex Service Station access intersection, which is the critical intersection providing access to/from the site from a capacity perspective.

Notwithstanding the above, in order to respond to DSDMIP's Further Advice Letter, automatic tube count surveys were undertaken on the southbound exit ramp over a 7-day period from Saturday 27 October 2018 until Friday 2 November 2018. The purpose of these surveys was to collect classified traffic count (volume) data, in addition to speed data for vehicles using this exit ramp.

The traffic volume data collected during these surveys is included as **Attachment 1**, and reveals that:

- During the morning peak period, the volume of traffic using this exit ramp (weekday average) was 38 vehicles; and
- During the afternoon peak period, the volume of traffic using this exit ramp (weekday average) was 33 vehicles.

Updated background traffic volume figures from the Traffic Report which show these southbound exit ramp volumes are provided for reference following.



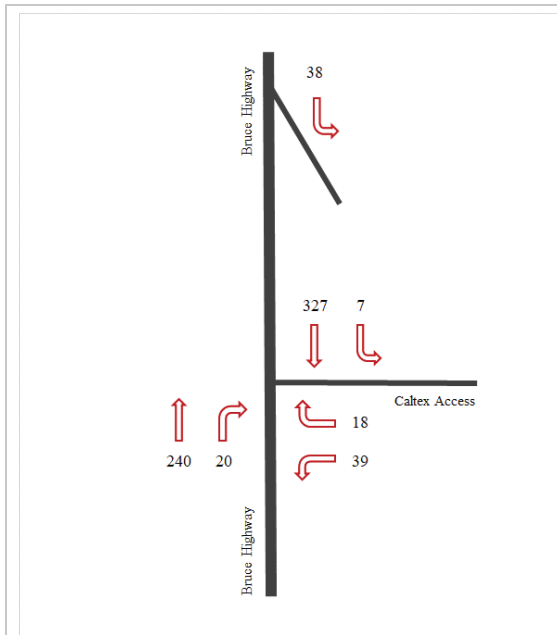


Figure 4.1c (updated): 2020 AM Peak Volumes

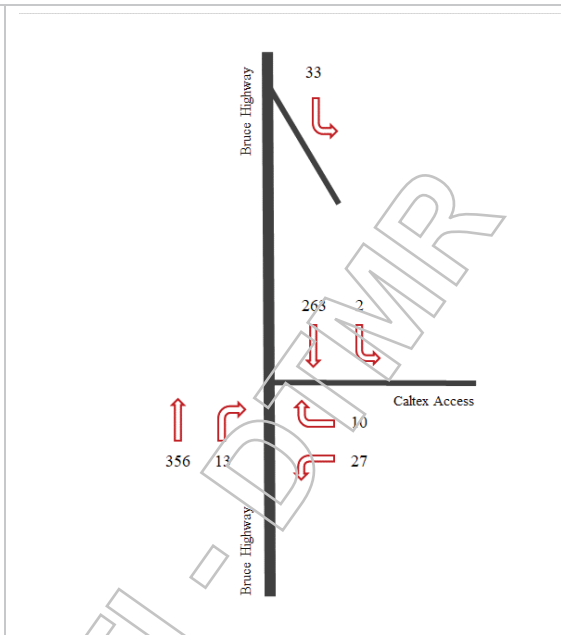


Figure 4.1d (updated): 2020 PM Peak Volumes

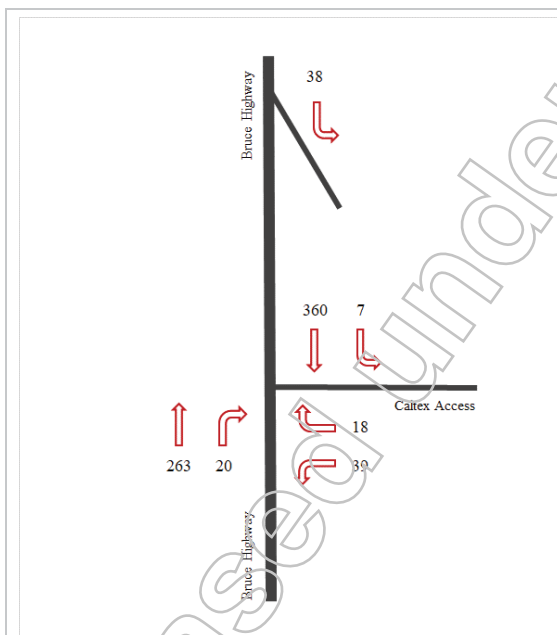


Figure 4.1e (updated): 2030 AM Peak Volumes

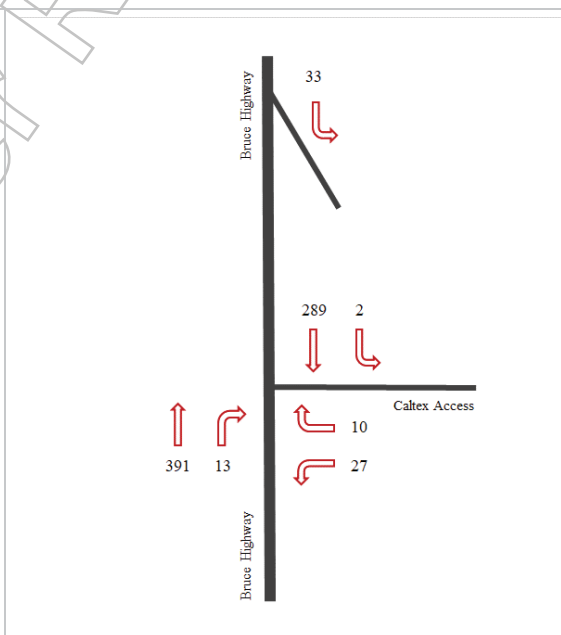


Figure 4.1f (updated): 2030 PM Peak Volumes

Updated design traffic volume figures from the Traffic Report which show these southbound exit ramp volumes (with the traffic volumes expected to be generated by the proposed development overlaid) are provided for reference following.

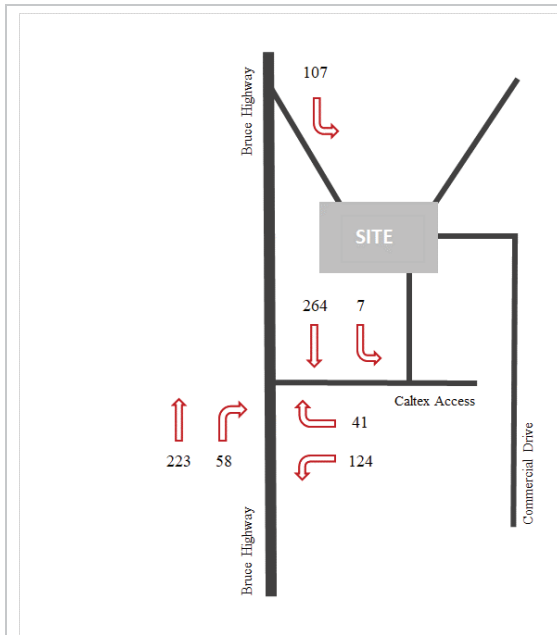


Figure 4.3a (updated): 2020 AM Peak Design Vols

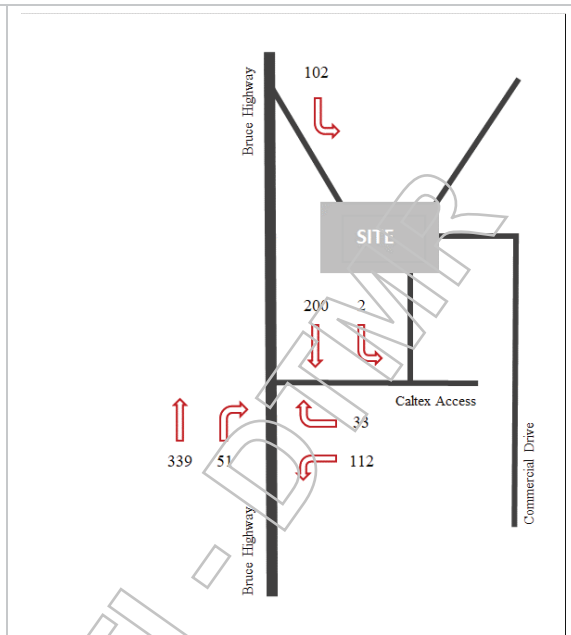


Figure 4.3b (updated): 2020 PM Peak Design Vols

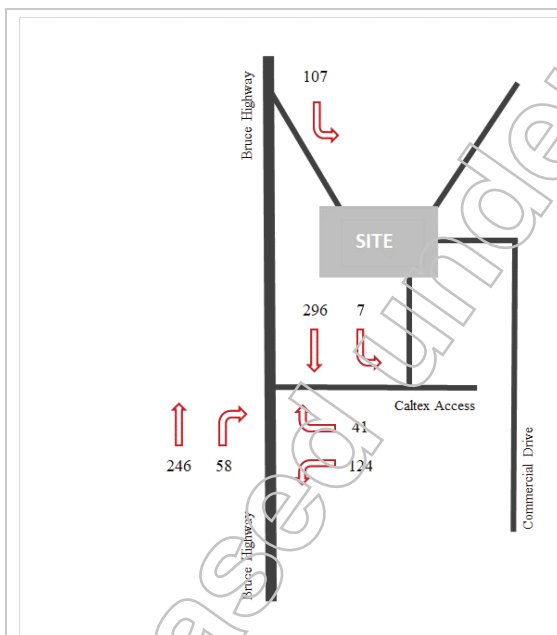


Figure 4.3c (updated): 2030 AM Peak Design Vols

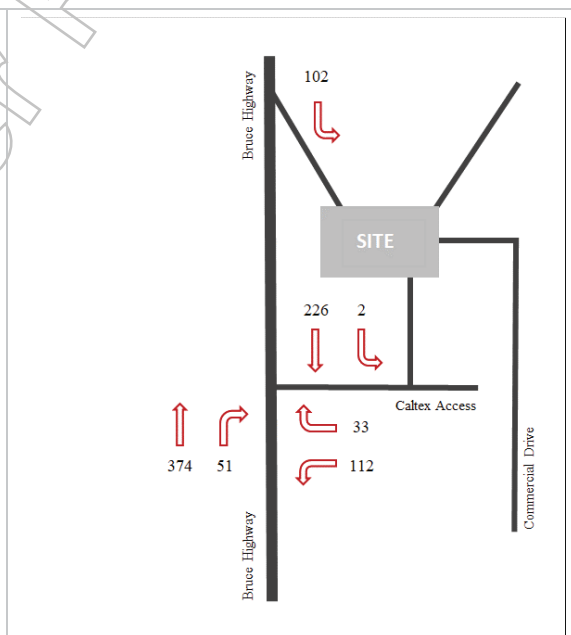


Figure 4.3d (updated): 2030 PM Peak Design Vols

As shown in the figures above, the forecast volume of traffic using the exit ramp is low, i.e. less than two (2) vehicles per minute during the critical peak hours. Accordingly, no capacity issues are anticipated on this existing southbound exit ramp from the Bruce Highway, even with the additional traffic expected to be generated by the proposed development.

(b) Traffic movements for shown in Figures 4.3a to 4.3d has not acknowledged or considered the existing vehicle movements on the high speed exit ramp from the Bruce Highway.

Response

Refer to response to Item 2(a) above.

(c) The safety assessment appears to focus on the Bruce Highway carriageway and not the issue of light and heavy vehicles decelerating within the high speed exit ramp which conflicts with the purpose and function of the high speed exit ramp. For example:-

- The high speed exit ramp does not have any deceleration on the Bruce Highway. Therefore, the entry speed for this can be taken as the posted speed limit on the Bruce Highway (being 100km/h). This means vehicles using the high speed exit lane will approach the entry at high speed and conflict with slow moving vehicles turning into the northern access. This has a high potential for rear-end crashes to occur. Further investigation as to what additional measures are needed to ameliorate this impact (for example separate vehicles turning into the site from the high speed exit lane and appropriate separation between the start of the turning treatment into the development and nose of the Bruce Highway exit ramp) is required;

Response

It is acknowledged that the exit ramp from the Bruce Highway does not have a deceleration lane. Whilst somewhat atypical, this is the existing situation which has been in place for many years. Historic aerial imagery reveals that this arrangement has been in place since at least 2004, and potentially well before this.

The Bruce Highway is posted at 100km/hr in the vicinity of the subject site. Under the existing conditions, traffic exiting the highway via this southbound exit ramp must decelerate once it has exited the highway, on approach to the existing roundabout as shown in **Figure 1** below. There is a 40km/hr sign positioned approximately opposite the proposed northern access driveway location, approximately 170m past the nose of the exit ramp and approximately 70m in advance of the roundabout.



Figure 1: Exit Ramp and Roundabout

Traffic decelerates considerably once it has exited the highway (noting the good visibility towards the roundabout and the basic formation of the exit lane as shown in **Figure 2** below, which has a limited lane width and no shoulders), and it was estimated that traffic is travelling at a speed of approximately 60km/hr – 70km/hr in advance of the proposed northern access point (approximately midway between the nose of the exit ramp and the proposed access point).



Figure 2: Exit Ramp approaching Roundabout

Assuming a design speed of 70km/hr and an exit speed of 20km/hr, the recommended deceleration lane length (including taper) is 70m, as shown in **Extract 1** from AGRD Part 4A below. This assumes heavy vehicles reduce speed in the through lane, which is acceptable under AGRD (see **Extract 2** over page).

Table 5.2: Deceleration distances required for cars on a level grade

Design speed of approach	Length of deceleration D – including diverge taper T										Diverge length Ld3 for lane widths	
	Stop condition1		Design speed of exit curve (km/h)2									
	Road (km/h)	0	0	20	30	40	50	60	70	80	90	3.5 m ⁴
	Comf. 2.5 m/s ²	Max. 3.5 m/s ²	Comfortable average rate of deceleration 2.5m/s ²									
50	40	30	30	25	15						33	27
60	55	40	50	40	30	15					40	33
70	75	55	70	60	50	40	20				47	40
80	100	70	95	85	75	60	45	25			54	44
90	125	90	120	110	100	85	70	50	25		60	50
100	155	110	150	140	130	115	100	80	55	30	67	57
110	185	135	180	175	160	150	130	110	90	60	74	62

1. Rates of deceleration are: 2.5 m/s² for comfortable deceleration; 3.5 m/s² is the maximum for design purposes.

2. Speed of exit curve depends on radius and crossfall (Figure 5.2).

3. Distance L₃ assumes a lateral rate of movement of 1.5 m/s.

4. Example lane widths – use actual lateral shift distance of vehicle.

Notes:

The pink shading indicates that the deceleration lengths given are greater than the diverge length. The length of the deceleration lane should be based on these values.

The grey shading indicates that the diverge length is greater than the deceleration length. In these cases, the length of the deceleration lane should be based on the diverge length (the values shown in yellow shading).

Adjust for grade using Table 5.3.

All lengths are in metres.

Source: Based on Austroads (2005).

Extract 1 (From AGRD Part 4A)

Where a turning lane caters for a high percentage of heavy vehicles consideration may be given to increasing the length above that required for cars so that less interference to traffic flow occurs in the through lane as a result of trucks slowing. However, it is accepted that turning lanes should generally be designed for the deceleration of cars and that heavy vehicles may reduce speed in the through lane.

Extract 2 (From AGRD Part 4A)

The northern access driveway is required from an operational perspective in order to separate heavy vehicle and light vehicle traffic on the site, and provide for efficient one-way flow through the main (light vehicle) refuelling area.

The concept plan included as **Attachment 2** demonstrates an alternative site access arrangement which provides a deceleration lane off the exit ramp for access to the site via the northern driveway which is 70m in length (including taper), as recommended under the provisions of AGRD for a 70km/hr speed environment. This concept has also been adjusted to reposition the northern driveway as far to the south as possible, to increase separation from the highway.

The automatic tube count was completed at the location of the start of the taper of the proposed deceleration lane (i.e. 84m south of the nose of the exit ramp). The results of the speed surveys are included as **Attachment 3**, and demonstrate that:

- The average speed of vehicles at this location (over the 7-day period) was 56.1 km/hr; and
- The 85th percentile speed of vehicles at this location (over the 7-day period) was 69.6 km/hr.

The speed data collected therefore supports the previous assertion that traffic currently decelerates considerably once it has exited the highway, and is travelling at 60 – 70km/hr at the position where a 70m long deceleration lane into the subject site would commence.

The 70m long deceleration lane now proposed for access to the site (as shown in **Attachment 2**) therefore meets the recommendation as stipulated in Table 5.2 of AGRD Part 4A, given the design (85th percentile) speed of traffic at the start of the deceleration lane does not exceed 70km/hr (based upon speed surveys undertaken), and assuming an exit curve speed of 20km/hr, and a ‘comfortable’ rate of deceleration.

- As mentioned in Item 2(g) of the Department of State Development, Manufacturing, Infrastructure and Planning’s information request, a minimum separation of 180 metres is required (reference Austroads Guide to Road Design Part 6B Roadside Environment 2015). The Department of Transport and Main Roads considers this to the minimum separation between the Bruce Highway and development’s access (with an auxiliary lane off the exit ramp) to provide adequate safety for vehicles using the exit ramp and northern access.

The Department of Transport and Main Roads have advised that it will not accept the northern access when it does not meet this separation requirement. In this regard, it is considered that the subject land has sufficient frontage and level of access afforded by Easement A RP903379 and other local roads proposed in the development layout.

Response

It is acknowledged that Austroads Part 6B recommends the 180m separation distance, as outlined in **Extract 3** below.

Where a service centre is incorporated into a freeway/motorway interchange, access into it may be via a deceleration lane on the exit ramp provided that adequate longitudinal separation is provided between the nose of the exit ramp and start of the auxiliary lane (minimum of 180 m). Access from a rest area directly onto an on-ramp should be avoided as these types of arrangements have been shown to result in road safety problems.

Extract 3 (From AGRD Part 6B)

It is however noted that AGRD is a guideline (not a statutory) document, and engineering judgement is therefore required in its application.

In the case of the proposed development the road environment is somewhat atypical in that the exit from the highway does not include any deceleration lane. This is an existing situation however which has been in place for many years, and it has been demonstrated by way of speed surveys that traffic currently decelerates immediately upon exit from the highway.

As shown in **Attachment 2**, the proposed access arrangement provides the following separation distances:

- In excess of 220m from the start of the exit to the northern site access driveway;
- Approximately 171m from the gore point to the northern site access driveway; and
- Approximately 151m from the nose of the island to the northern site access driveway.

The proposed access arrangements (as shown in **Attachment 2**) are considered to be acceptable and supportable from a traffic engineering perspective, and generally in accordance with the recommendations made in AGRD Part 4A taking into consideration the existing site conditions.

- Currently, there is about 249 metres of unobstructed distance available for vehicles to decelerate and negotiate the roundabout within Easement A RP903379. This distance is significantly reduced by the new access over Covenant AN SP220088 and introduces conflict within the exit ramp's function which has not been appropriately assessed in the traffic report.

Response

Refer to response above.

- The exit ramp is only one lane wide and there is no provision for vehicles using the exit ramp to safely pass vehicles turning left in to the development's northern access. This has not been addressed in the traffic report.

Response

As previously discussed and as shown in **Attachment 2**, the proposed access arrangement has been amended to include a deceleration lane for access into the site, making provision for vehicles using the exit ramp to safely pass vehicles turning left in to the development's northern access.

Conclusion and Recommendations

In my capacity as a Registered Professional Engineer of Queensland, I am satisfied that the proposed vehicular access and parking arrangements meet the recommendations / requirements of the relevant standards and guidelines, or represent suitable performance-based solutions which are acceptable from a traffic engineering perspective, considering the specific site conditions and the nature of the use proposed.

In addition, I am satisfied that the net impact of the proposal upon the surrounding road network (in terms of both intersection capacity and safety) will be acceptable.

On the basis of the above, it is recommended that the development application be approved from a traffic engineering perspective.

Should you have any queries regarding the above, please do not hesitate to contact the undersigned.

Regards

Richard Quinn
BECivil, MIEAust, RPEQ (08565)
Director – Q Traffic

ATTACHMENT 1

Traffic Volume Data – Southbound Exit Ramp

Released under RTI - DMR



JOB NUMBER 14000 - 1

Suburb Maryborough West

CLIENT Qtraffic

SITE Bruce Highway Off-ramp to Caltex, 84m South of nose of island

SURVEY DATE Sat, 27 Oct 18 Until Fri, 02 Nov 18

		DIRECTION OF TRAVEL		
		TWO-WAY	Southbound Only	
TRAFFIC VOLUME: [VEH/DAY]	Weeks Days Only	0	413	0
	7 Days Average	0	403	0
PEAK HOUR AM	11:00	0	38	0
VOLUME: PM	13:00	0	33	0
TOTAL SPEEDS: Km/Hr	85th Percentile	0.0	69.6	0.0
	Average	0.0	56.1	0.0
% COMM. VEHICLES:	CLASS 3> %	0.0%	34.6%	0.0%
NOTES : (OBSERVATIONS)				
* CLASS 1 - Short Vehicles up to 5.5m				

Road	Bruce Highway Off-ramp to Caltex Maryborough West	AADT	413
Location	84m South of nose of island	Ave Speed	56.1
Site No.	1	85%ile	68
Direction	Southbound Only	% Heavy's	37.0%
Day	Weekday Average	AM Peak	11:00 38
Date	Week Day Ave	PM Peak	13:00 33
Start Date	Saturday 27/10/2018		

Choose Direction

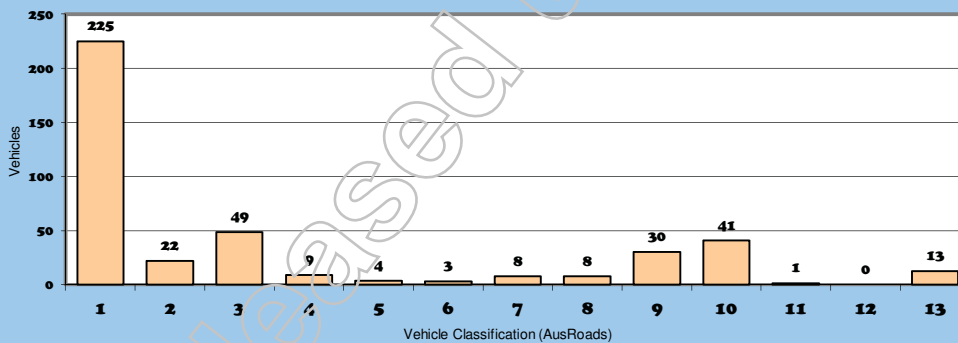
Southbound Only

Choose Day

Weekday Average

Time Starting	Vehicle Classification													Hour Total	Speed	
	1	2	3	4	5	6	7	8	9	10	11	12	13		Ave.	85%ile
0:00	1	0	0	0	0	0	0	0	1	1	0	0	0	4	49.0	49
1:00	2	0	0	0	0	0	0	0	1	1	0	0	1	5	45.3	45
2:00	1	0	0	0	0	0	0	0	0	0	0	0	0	2	45.5	46
3:00	2	0	1	0	0	0	0	0	1	0	0	0	0	4	55.7	56
4:00	1	0	1	0	0	0	0	0	1	2	0	0	0	6	56.1	56
5:00	8	1	1	0	0	0	0	1	1	1	0	0	1	14	59.8	75
6:00	7	1	3	0	0	0	0	0	1	3	0	0	0	17	59.1	70
7:00	13	2	3	1	0	0	1	0	1	2	0	0	0	23	57.8	70
8:00	21	2	5	0	0	1	1	1	1	3	0	0	1	35	57.0	68
9:00	18	3	3	1	0	0	1	0	2	4	0	0	1	32	55.6	66
10:00	20	2	4	0	0	1	1	1	2	2	0	0	1	33	57.4	68
11:00	24	2	5	1	1	0	1	1	2	1	0	0	1	38	54.7	68
12:00	17	2	4	1	0	0	1	1	2	1	0	0	0	30	56.7	69
13:00	20	1	5	1	0	0	1	0	2	2	0	0	0	33	57.2	70
14:00	15	2	3	0	0	0	0	0	2	3	0	0	1	27	58.2	71
15:00	14	1	2	0	0	0	1	1	2	2	0	0	1	24	59.8	73
16:00	11	1	3	0	0	0	0	1	2	1	0	0	1	21	61.3	76
17:00	11	0	2	0	0	0	0	0	1	2	0	0	0	17	58.8	74
18:00	7	0	0	0	0	0	0	0	1	2	0	0	0	12	54.0	64
19:00	5	1	1	1	0	0	0	0	2	1	0	0	1	12	45.8	59
20:00	3	0	0	0	0	0	0	0	0	3	0	0	0	8	47.1	54
21:00	2	0	0	0	0	0	0	0	1	1	0	0	1	6	45.2	45
22:00	2	1	0	0	0	0	0	0	1	1	0	0	0	6	50.5	51
23:00	1	0	1	0	0	0	0	0	1	0	0	0	0	3	30.6	31
Total	225	22	49	9	4	3	8	8	30	41	1	0	13	413	56.1	68
%Class	55	5	12	2	1	1	2	2	7	10	0	0	3			

Daily Vehicle Classification

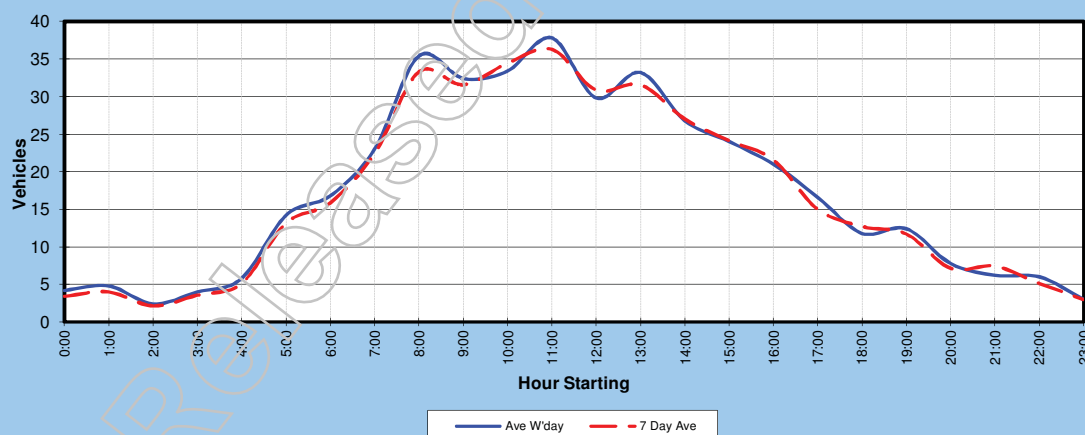


Road	Bruce Highway Off-ramp to Caltex Maryborough West		Average Weekday	413
Location	84m South of nose of island		7 Day Average	403
Site No.	1		Weekday Heavy's	37.0%
Start Date	Saturday	27-Oct-18	7 Day Heavy's	34.6%
Direction	Southbound Only			

Choose Direction

Southbound Only

Time	Day of Week							Ave W'day	7 Day Ave
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	29-Oct	30-Oct	31-Oct	1-Nov	2-Nov	27-Oct	28-Oct		
AM Peak	46	31	42	37	48	35	42		
PM Peak	29	34	38	33	43	36	32		
0:00	4	6	2	6	3	1	2	4	3
1:00	6	6	5	2	5	2	2	5	4
2:00	1	3	3	4	1	2	1	2	2
3:00	6	3	5	3	3	0	5	4	4
4:00	5	4	8	6	6	3	4	6	5
5:00	19	15	6	19	12	16	5	14	13
6:00	13	24	14	15	18	15	12	17	16
7:00	19	19	26	22	29	23	19	23	22
8:00	31	29	42	34	41	27	29	35	33
9:00	32	27	34	35	34	35	24	32	32
10:00	33	31	33	32	38	32	42	33	34
11:00	46	28	30	37	48	29	36	38	36
12:00	29	25	24	29	42	36	31	30	31
13:00	27	25	38	33	43	28	27	33	32
14:00	23	34	23	23	31	23	32	27	27
15:00	22	22	22	21	33	25	24	24	24
16:00	10	14	28	23	30	24	22	21	22
17:00	9	15	16	22	21	11	11	17	15
18:00	11	4	14	14	16	13	17	12	13
19:00	6	11	9	12	24	9	11	12	12
20:00	2	11	5	8	13	5	6	8	7
21:00	4	5	7	7	8	12	9	6	7
22:00	6	5	9	4	6	4	2	6	5
23:00	1	2	4	2	6	4	2	3	3
Total	365	368	407	413	511	379	375	413	403
% Heavy's	29.6%	39.1%	42.5%	36.8%	36.4%	30.9%	25.1%	37.0%	34.6%



ATTACHMENT 2

Proposed Access Arrangement (Concept Only)

Released under RTI - DMR

ATTACHMENT 3

Vehicle Speed Data – Southbound Exit Ramp

Released under RTI - DMR



JOB NUMBER 14000 - 1

Suburb Maryborough West

CLIENT Qtraffic

SITE Bruce Highway Off-ramp to Caltex, 84m South of nose of island

SURVEY DATE Sat, 27 Oct 18 Until Fri, 02 Nov 18

		DIRECTION OF TRAVEL		
		TWO-WAY	Southbound Only	
TRAFFIC VOLUME: [VEH/DAY]	Weeks Days Only	0	413	0
	7 Days Average	0	403	0
PEAK HOUR AM	11:00	0	38	0
VOLUME: PM	13:00	0	33	0
TOTAL SPEEDS: Km/Hr	85th Percentile	0.0	69.6	0.0
	Average	0.0	56.1	0.0
% COMM. VEHICLES:	CLASS 3> %	0.0%	34.6%	0.0%

NOTES : (OBSERVATIONS)

* CLASS 1 - Short Vehicles up to 5.5m

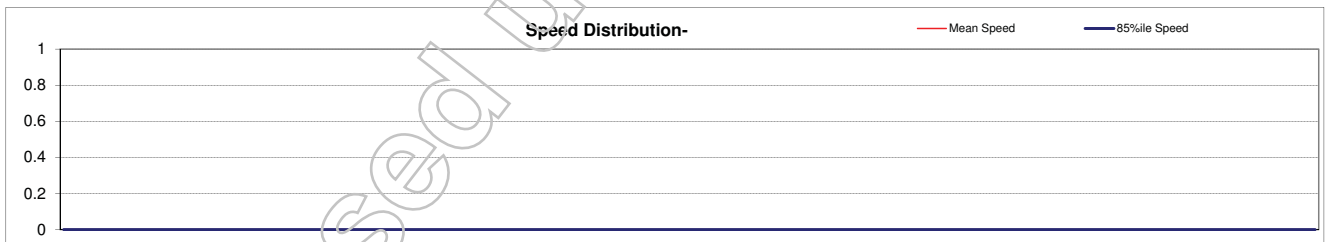
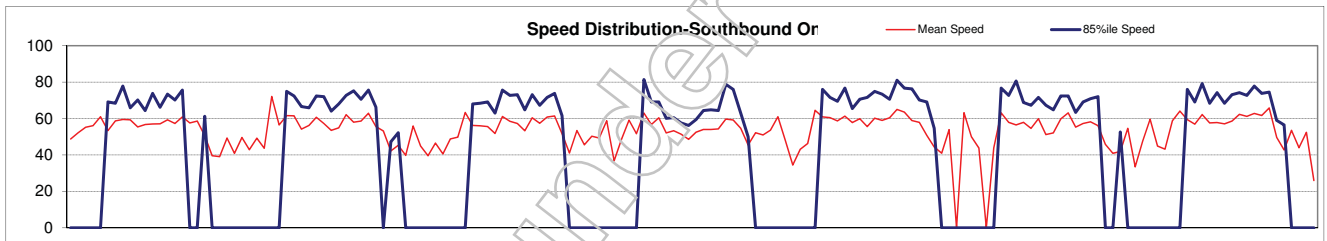
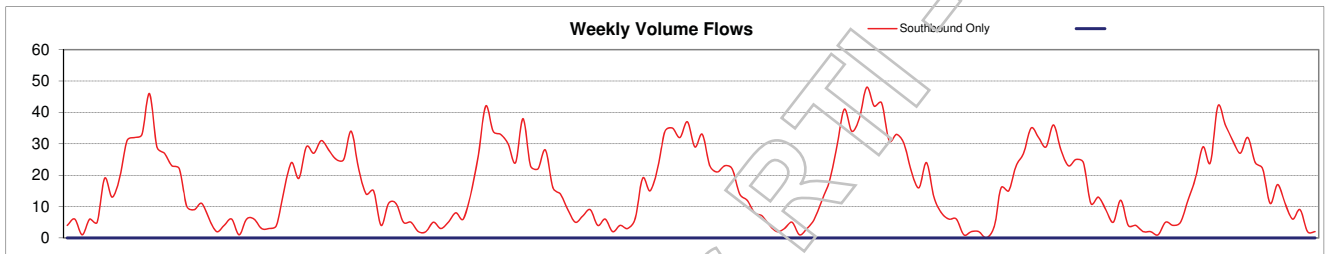


Automated vehicle Study Summary Report **Bruce Highway Off-ramp to Caltex, Maryborough** **West, 84m South of nose of island**

From: Saturday, 27 Oct 18

Until: Friday, 02 Nov 18

Data Record Interval = 1Hr	Monday, 29 Oct 18			Tuesday, 30 Oct 18			Wednesday, 31 Oct 18			Thursday, 01 Nov 18			Friday, 02 Nov 18			Saturday, 27 Oct 18			Sunday, 28 Oct 18		
	Southbound Or	2 way		Southbound Or	2 way		Southbound Or	2 way		Southbound Or	2 way		Southbound Or	2 way		Southbound Or	2 way		Southbound Or	2 way	
Short Veh %	243	0	243	215	0	215	219	0	219	251	0	251	309	0	307	251	0	251	273	0	273
Medium Veh %	48	0	47	58	0	58	59	0	59	60	0	60	81	0	81	44	0	44	43	0	43
Long Veh %	60	0	60	86	0	86	114	0	114	92	0	92	105	0	105	73	0	73	51	0	51
7am-7pm Vol	279	0	279	265	0	265	313	0	313	315	0	315	401	0	401	292	0	292	306	0	306
24Hr Vol	365	0	365	368	0	368	407	0	407	413	0	413	511	0	511	379	0	379	375	0	375
85%ile Speed	58	0	58	62	0	62	59	0	59	58	0	58	67	0	67	64	0	64	65	0	65
Mean Speed	56.44	0.00	56.44	56.37	0.00	56.37	55.61	0.00	55.61	54.12	0.00	54.12	57.59	0.00	57.59	55.51	0.00	55.51	57.94	0.00	57.94
AM Pk Hr Vol	46	0	46	31	0	31	42	0	42	37	0	37	48	0	48	35	0	35	42	0	42
AM Hr Factor	0.13	0.00	0.13	0.08	0.00	0.08	0.10	0.00	0.10	0.09	0.00	0.09	0.09	0.00	0.09	0.09	0.00	0.09	0.11	0.00	0.11
AM Peak 85%	77.8	0	78	74.9	0	75	75.6	0	76	81.4	0	81	76.7	0	77	80.6	0	81	79.2	0	79
AM Peak Time	11:00	0:00	11:00	10:00	0:00	10:00	8:00	0:00	8:00	11:00	0:00	11:00	11:00	0:00	11:00	9:00	0:00	9:00	10:00	0:00	10:00
PM Pk Hr Vol	29	0	29	34	0	34	38	0	38	33	0	33	43	0	43	36	0	36	32	0	32
PM Hr Factor	0.08	0.00	0.08	0.09	0.00	0.09	0.09	0.00	0.09	0.08	0.00	0.08	0.08	0.00	0.08	0.09	0.00	0.09	0.09	0.00	0.09
PM Peak 85%	75.6	0	76	75.6	0	76	73.8	0	74	78.8	0	79	81	0	81	72.4	0	72	77.8	0	78
PM Peak Time	12:00	0:00	12:00	14:00	0:00	14:00	13:00	0:00	13:00	13:00	0:00	13:00	13:00	0:00	13:00	12:00	0:00	12:00	14:00	0:00	14:00



Classification	29-Oct-18			30-Oct-18			31-Oct-18			1-Nov-18			2-Nov-18			27-Oct-18			28-Oct-18		
Statistics 24Hr Vol	Southbound Or	2 way		Southbound Or	2 way		Southbound Or	2 way		Southbound Or	2 way		Southbound Or	2 way		Southbound Or	2 way		Southbound Or	2 way	
1 Car	218	0	218	201	0	201	200	0	200	229	0	229	278	0	276	222	0	222	246	0	246
2 Car+Trailer	25	0	25	14	0	14	19	0	19	22	0	22	31	0	31	29	0	29	27	0	27
3 2 axle Truck	41	0	40	44	0	44	43	0	43	48	0	48	68	0	68	32	0	32	41	0	41
4 3 axle Truck	5	0	5	9	0	9	12	0	12	9	0	9	9	0	9	9	0	9	2	0	2
5 4 axle Truck	2	0	2	5	0	5	4	0	4	3	0	3	4	0	4	3	0	3	0	0	0
6 3 axle Semi	3	0	3	4	0	4	3	0	3	2	0	2	5	0	5	10	0	10	8	0	8
7 4 axle Semi	10	0	10	7	0	7	8	0	8	9	0	9	5	0	5	8	0	8	6	0	6
8 5 axle Semi	7	0	7	11	0	11	7	0	7	9	0	9	5	0	5	7	0	7	5	0	5
9 6 axle Semi	19	0	19	25	0	25	36	0	36	34	0	34	37	0	37	20	0	20	17	0	17
10 7/9axle Truck	20	0	20	38	0	38	58	0	58	36	0	36	52	0	52	27	0	27	15	0	15
11 B-Double	1	0	1	1	0	1	2	0	2	2	0	2	1	0	1	1	0	1	0	0	0
12 Road Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13 Unknown	14	0	14	9	0	9	15	0	15	10	0	10	16	0	16	11	0	11	8	0	8

Definitions:

85th Percentile Speed = The speed at or below which 85% of volume is observed to travel

Short = 1-2, Medium = 3-5, Long = 6-12

Item

ITEM DETAILS

Item ID:	39116 - PDO	Item Type:	Email
Date Created:	30/04/2013	Project ID:	228_10C_3.357R
Date Captured:	09/05/2013	Sub Project ID:	
Item Format:	Electronic	Other Reference:	
Circulation:		Copies Sent To:	
Subject:	Town Planning Advice - Wide Bay Business Park - Service Centre		
Function Term:	ROAD NETWORK MANAGEMENT	Activity Term:	ROAD INFRASTRUCTURE (DEVELOPMENT APPLICATIONS)
Container Title:	Wide Bay Business Park - Enterprise Circuit Maryborough - Lot 52 SP220088 Lot 53 SP200102 - Proposed Service Centre	Container ID:	500/00681 [1]

ACTIONS & OWNERSHIP

Author:	Jeff Brannan	Corporate Author:	Fraser Coast Regional Council
Author Title / Position:	Senior Special Projects Officer	Complaint Classification:	
Business Unit:	Development Assessment - Fraser Coast Opportunities		
Action Officer:	Adam S Fryer	Action Required:	For Information Only
		Action Date:	09/05/2013
Home Location:	Development Assessment	Last Movement Date:	09/05/2013

SECURITY & ACCESS

Security Classification:	UNCLASSIFIED INFORMATION		
Security Access:	Unrestricted		

ADDITIONAL INFORMATION

Description / Additional Info:		
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DOCUMENT CONTENTS

Fw: Town Planning Advice - Wide Bay Business Park - Service Centre (lot 52 & 53)

Adam S Fryer to : Fae L Cooke

01/05/2013 11:18 AM

[Show Details](#)

Hi Fae,
Please save in DMS. It's for information only.

Kind regards,

Adam Fryer

Senior Town Planner | Wide Bay/ Burnett Region / Bundaberg Office

Program Delivery and Operations Branch | Department of Transport and Main Roads

Floor 1 | Bundaberg Main Roads Building | 23 Quay Street | Bundaberg Qld 4670

Locked Bag 486 | Bundaberg Qld 4670

E: adam.s.fryer@tmr.qld.gov.au

W: www.tmr.qld.gov.au

----- Forwarded by Adam S Fryer/WideBay/qdot/au on 01/05/2013 11:18 AM -----

From: Jeff Brannan <Jeff.Brannan@frasercoast.qld.gov.au>

To: Not Relevant <[REDACTED]@terrafirmabs.com>

Cc: "Adam.S.Fryer@tmr.qld.gov.au" <Adam.S.Fryer@tmr.qld.gov.au>

Date: 30/04/2013 12:30 PM

Subject: Town Planning Advice - Wide Bay Business Park - Service Centre (lot 52 & 53)

NR

Apologies for the delay in responding to your email enquiry. Thanks again for attending the meeting with myself on Tuesday, 26 March 2013 in regard to the proposed service centre at the Wide Bay Business Park (Lot 52 & 53) and also possible purchase of the estate. I have reviewed your email and provide the following advice with regard to your queries;

1. A fully costing (as discussed) on the estate in relation to all (to be paid) contributions – to include allowable concessions and less all contributions paid to date.

Response

As discussed at our meeting, a portion of the estate has already paid contributions relative to the planning permit issued. Attached is a plan identifying the contributions paid and for which networks they are related to over the lots. Under the current SPRP Infrastructure Charging Mechanism new networks relative to Transport and Stormwater are collectable over the estate which is calculated on Gross Floor Area (GFA). I have attached for your perusal a copy of the Infrastructure Charges Incentive Administrative Policy which indicates the calculation method used relative to industry at \$50.00 per m² of GFA + SW. For the existing lots that have paid contributions for water, sewer and parks a credit is provided which entails only new charging for transport and stormwater being collected. Lots that have not paid any contributions are collected at the above rate over all networks.

Based upon the new charge mechanism collecting contributions relative to GFA the ability for Council to provide a quote is unable to occur as we do not have plans before us to consider, however if you wished to undertake a calculation you could present a scenario defining a specific GFA and apply the calculation accordingly. Remember on the lots with some contributions already paid you would discount the final calculation figure by the percentage relative to the networks already paid i.e. water, sewer and parks equals 69% (this is the crediting). This leaves the final figure to be Transport 31% and Stormwater at \$10 per impervious area m².

Further, the current incentive scheme also provides for discounting of infrastructure contributions i.e. Category 1 to 5. Once you have the final calculation figure (following the above) you would then apply the percentage discount under Cat 1,2 and 4 of 50% to give you a final figure. This is the total infrastructure charge applicable.

Council can provide a quote over a site once plans are available, in which we follow the above methodology.

2. A contact at the local DMT planning department , with whom we could discuss the existing roadwork's and possible future requirements.

Response

I have had several dealings in the past with a Mr Adam Fryer / Senior Advisor of DMTR with regard to planning matters. If you contact Adam he will provide assistance and or direct you to the relevant Officer with regard to your project. Adams contact number is 07 4154 0296.

3. *A title search or document search which would confirm the existing off road from the freeway is indeed an easement and not wholly controlled by the Caltex lot.*

Response

Attached for your perusal is a copy of the title plan identifying the easement including its lot RP description, unfortunately Council does not have access to the easement documentation. This documentation is governed by the Department of Environment and Heritage Protection (DEHP) property title section. In order to obtain a copy of the easement document you will need to contact the titles office and complete a request form that includes payment of a monetary fee. Council is aware that the easement has some form of reciprocal rights for accessing the Wide Bay Business Park Estate, however you will need to obtain this document for final clarification. Apologies that I cannot assist you further in this area. Adam Fryer of DTMR will be able to elaborate further on access and use with regard to the Bruce Highway.

4. *Possible council complications (assuming roadwork's issues were resolved) regarding a proposed DA for the Roadhouse and associated restaurant/ food outlet.*

Response

As discussed at our meeting, the attached planning advice relays the tentative planning provisions/requirements that are to be considered with a planning application to Council. The main area of concern was the ability to service the service centre and estate via the Bruce Highway which you will need to discuss further with DTMR. Any planning application lodged to Council for consideration will trigger DTMR as an Agency Concurrence Referral. All other matters relative to the use of the site appear to be manageable subject to reporting that is provided with a planning application to Council.

Any further queries in relation to you proposal please call or email.

Ps: As part of the FCO service I will contact you in the near future to touch base and see how your proposal is travelling.

Regards

Jeff Brannan

Senior Special Projects Officer

Development Assessment / Fraser Coast Opportunities

T (07) 4197 4383

M

Not Relevant

E jeff.brannan@frasercoast.qld.gov.au

From: Not Relevant [mailto:NR@terrafirmabs.com]

Sent: Thursday, 28 March 2013 9:36 AM

To: Jeff Brannan

Cc: 'MICOR FINANCE PTY LTD'

Subject: WIDE BAY INDUSTRIAL PARK

Good Morning Jeff,

May I begin , by once again thanking you on behalf of NR & myself for spending the time with us on Tuesday .

Your advices were indeed invaluable and very informative.

In summary it would appear from our discussions at our meeting that Council are very keen to promote the development of the subject industrial estate .

Whether it be by occupancy of smaller type industries or large multi national/international Companies your support in fast tracking any DA's is most positive from a developers point of view.

You had also mentioned that you had been approached by a few "big" players , but as yet nothing has come to fruition.

Councils willingness to assist re configuration of the estate to allow flexibility to proposed occupants , and the existing discount incentives on contributions (based on the 2011 state re write) , does indicate to us that your attitude (Council) is that, action on this estate is well overdue (for one reason or another) as it has been sitting idle for some years.

The proposed mass explosion of the Coal Seam Gas industries in the area , although well publicised , seems to be taking no affirmative direction.

The Marina precinct (your baby) is a positive development influx for the area, and this should encourage other associated industries to seek trading opportunities and sites to occupy .

Your further comments re future town planning for the region did indicate that other industrial estates would occur , however, time, demand and budget constraints will not allow this to occur for quite some years.

We tend to concur with this assessment.

So, in light of the above comments, the CURRENT available industrial sites in the Maryborough District & surrounds seem to be limited , with the Wide Bay Estate completed sitting there waiting.

As we advised our interest is in acquiring the total remaining allotments in the estate are subject to the construction of a Shell Roadhouse on lot 53 (and possible 52) .

This is off course also subject to Shell wishing to unconditional proceed.

To this end , again your advices were invaluable , especially in regards to Dept Motor Transport(DMT) autonomy in approving the required roadwork's for any proposed development.

Council are unable to over ride any decision made by DMT , regarding development decisions.

This is a major point from our standing as we need to now firmly determine what the DMT attitude is towards the existing freeway off road and entrance to the estate , should a new Road house be proposed.

We do feel that the existing off road to the Caltex Roadhouse would be an easement for the estate as well , but this requires positive clarification.

I would therefore request your assistance as follows-

1. A fully costing (as discussed) on the estate in relation to all (to be paid) contributions – to include allowable concessions and less all contributions paid to date.
2. A contact at the local DMT planning department , with whom we could discuss the existing roadwork's and possible future requirements.
3. A title search or document search which would confirm the existing off road from the freeway is indeed an easement and not wholly controlled by the Caltex lot.
4. Possible council complications (assuming roadwork's issues were resolved) regarding a proposed DA for the Roadhouse and associated restaurant/ food outlet.

In closing , we do appreciate your consideration and we wish you a happy Easter Break.

Cheers

Kind regards

Not Relevant

Director



T E R R A F I R M A
Business Services Pty Ltd

PO Box 822
Sanctuary Cove QLD 4212

☎ (07) 5530 8982

📠 (07) 5530 8982

M: Not Relevant

NR @terrafirmabs.com

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PO Box 1943, HERVEY BAY Q 4655

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Preliminary_Town_Planning_Advice_-_Service_Centre_-_Enterprise_Ave__Maryborough_(Lot_52_&_53)_-_Wide_Bay_Business



Infrastructure Charges Incentive Scheme.pdf SKMBT_C454_13043011591.pdf



SKMBT_C454_13043012000.pdf

Released under RTI - DTMR

Policy Title:	INFRASTRUCTURE CHARGES INCENTIVES ADMINISTRATIVE POLICY
Policy Subject:	Development
Policy No.:	#2041421v2
Directorate:	Community and Development
Department:	Strategic Planning
Section:	
Responsible Officer:	Executive Manager, Strategic Planning
Authorised by:	Director, Community and Development
Adopted date:	29/06/11
Review date:	By 01/07/13 or prior to commencement of the Fraser Coast Planning Scheme – whichever is the sooner
Amended date:	20/06/2012 04/07/2012 – Attachment 3

This policy commenced on 1 July 2011.

1.0 OBJECTIVE:

The objective of this policy is to provide subsidised infrastructure charges as an incentive for development within the Fraser Coast Regional Council area.

2.0 POLICY:

This policy outlines the financial incentives that are available to developers and establishes the criteria for eligibility according to the type of development and its location within the Fraser Coast Regional Council area. The policy will ensure consistency in application and provide certainty to applicants.

Development that is ineligible for any subsidies will be subject to Council's *adopted infrastructure charges resolution*, pursuant to Section 648D of the *Sustainable Planning Act 2009*.

A copy of the *adopted infrastructure charges* is shown in Attachment 3.

2.1 APPLICABILITY:

The Policy is applicable to development that meets one or more of the following categories, as detailed in Section 2.2 - Assessment Criteria:

- Category 1– Contribution to Fraser Coast Economy; and/or
- Category 2– Infill residential development; Central Business District development & Hervey Bay Nodal development; Employment Generating Businesses; or Small Residential Lots; and/or
- Category 3– Medical Facilities; and/or

- Category 4 – Roll-in provisions for development in the former local government areas of Maryborough, Tiaro and Woocoo; and/or
- Category 5 – Development considered to be of Special Community Benefit.

The maximum amounts of subsidy available for each category are as follows:

- Category 1 – 10%;
- Category 2 – 10%;
- Category 3 – 20%;
- Category 4 – 30%;
- Category 5 – Subject to Individual Assessment.

Where compliance with two or more of the categories is achieved, the subsidy will accumulate as a percentage of the original charge (e.g. 10% subsidy for Category 1 + 20% subsidy for Category 3 = 30% Total Subsidy).

The subsidy applies to the applicable infrastructure charges calculated pursuant to Council's *adopted infrastructure charges resolution* (i.e. the infrastructure charges less any applicable credits or offsets).

Where a development permit provides for staging, the assessment criteria below can be applied to individual stages.

The application of the Policy will be entirely at the discretion of the Council and/or the Chief Executive Officer.

Developers or landowners who wish to determine whether their development is eligible for a subsidy in accordance with this Policy should apply in writing to the Council for advice. Enquiries should be addressed to:

The Chief Executive Officer
Fraser Coast Regional Council
PO Box 1943
Hervey Bay QLD 4655

2.2 ASSESSMENT CRITERIA:

Category 1 – Contribution to Fraser Coast Economy

Purpose:

The purpose of this category is to assist the Fraser Coast Economy in challenging times, by offering an infrastructure charges subsidy to encourage eligible development.

Eligible development:

Eligible development must meet all of the following requirements:

- (a) The development is located within the Priority Infrastructure Area (PIA) as identified in the State Planning Regulatory Provision (Adopted Charges); and
- (b) The Development Permit takes effect no later than 30 June 2013; and

- (c) The applicable infrastructure charges are paid on or before 30 June 2013 or within twelve (12) months of the Development Permit taking effect, whichever is later¹.

Amount of subsidy:

A 10% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

Category 2 – Infill residential development; Development within Central Business Districts (CBDs) and within the Scarness, Torquay and Urangan Nodes, Hervey Bay; Employment Generating Businesses; and/or Small Residential Lots

The purpose of this category is to provide additional incentives for development that meets the eligibility criteria for at least one of the following sub-categories: (a) infill residential development; (b) CBD and Hervey Bay Nodal development; (c) is an employment generating business; or (d) is a small lot subdivision.

(a) Infill residential development

Purpose:

The purpose of this sub-category is to foster the efficient use of small areas of existing zoned and serviced residential land.

Council considers that there are advantages to the wider community in ensuring the development of this land, such as better utilisation of existing infrastructure.

Eligible development:

Eligible development must meet all of the following requirements:

- (a) The development is classified "infill residential development" as defined in this Policy; and
- (b) The Development Permit for reconfiguring of a lot takes effect no later than 30 June 2013; and
- (c) The applicable infrastructure charges are paid in full on or before 30 June 2013 or within twelve (12) months of the Development Permit taking effect, whichever is later².

"Infill residential development" for the purposes of this Policy means land which –

- is situated within an established suburb;
- is substantially surrounded by existing urban development;
- is serviced by urban roads, water and sewer supply and is within 500 metres of a park;
- is less than 1 hectare in area;
- is capable of producing no more than 10 residential lots, or dwellings;
- is located within the identified Priority Infrastructure Area (PIA) as identified in the State Planning Regulatory Provision (Adopted Charges); and
- is generally consistent with the intended density.

¹ Refer to Category 5(b) regarding exceptions.

² Refer to Category 5(b) regarding exceptions.

For the purposes of clarity, "infill residential development" does not include land zoned "Emerging Communities", "Rural Residential" or "Park Residential" in the Hervey Bay City Planning Scheme; "Rural Residential" in the Maryborough City Plan; "Rural Residential" in the Tiaro Planning Scheme; "Rural Residential A" or "Rural Residential B" in the Woocoo Planning Scheme.

Amount of subsidy:

A 10% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

(b) Development within Central Business Districts of Maryborough and Pialba or within the Scarness, Torquay or Urangan Nodes**Purpose:**

The purpose of this sub-category is to encourage development within the Central Business Areas of Maryborough and Pialba, as well as the Scarness, Torquay and Urangan Nodes in Hervey Bay, which will result in better utilisation of existing infrastructure; help to consolidate development within the centres/nodes; and provide greater community benefits.

Eligible development:

Eligible development must meet all of the following requirements:

- (a) Development must be on land located within "Local Area 2" in Map 3.2 - City Centre Local Area (Attachment 1) of the Maryborough City Plan or the "Pialba Core", "Pialba Frame", "Scarness Node", "Torquay Node" or "Urangan Node" within the Hervey Bay CBD & Nodes Plan (Attachment 2);
- (b) The Development Permit takes effect no later than 30 June 2013; and
- (c) The applicable infrastructure charges are paid in full on or before 30 June 2013 or within twelve (12) months of the Development Permit taking effect, whichever is later³.

Amount of subsidy:

A 10% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

(c) Employment Generating Business**Purpose:**

The purpose of this sub-category is to provide incentives for new businesses or existing businesses to expand, which will generate additional employment opportunities after the construction stage.

Eligible development:

Eligible development must meet all of the following requirements:

- (a) The Applicant must demonstrate that the development will provide new permanent employment for six (6) or more full time employees or equivalent after the construction stage is complete or in the case of an existing small business (i.e. with less than 20 employees) the development will provide new permanent employment for two (2) or more full time employees or equivalent; and

³ Refer to Category 5(b) regarding exceptions.

- (b) The Development Permit takes effect no later than 30 June 2013; and
- (c) The applicable infrastructure charges are paid in full on or before 30 June 2013 or within twelve (12) months of the Development Permit taking effect, whichever is later⁴.

Amount of subsidy:

A 10% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

(d) Small residential lots**Purpose:**

The purpose of this sub-category is to encourage higher density residential subdivisions by providing a subsidy for all lots that are 500m² or less.

Eligible development:

Eligible development must meet all of the following requirements:

- (a) Each new allotment eligible for the subsidy must be 500m² or less in area; and
- (b) The development is located within the Priority Infrastructure Area (PIA) as identified in the State Planning Regulatory Provision (Adopted Charges); and
- (c) The Development Permit for Reconfiguring of a Lot takes effect no later than 30 June 2013; and
- (d) The applicable infrastructure charges are paid in full on or before 30 June 2013 or within twelve (12) months of the Development Permit taking effect, whichever is later⁵.

Amount of subsidy:

A 10% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

Category 3 – Medical Facilities**Purpose:**

The purpose of this category is to provide incentives to encourage new medical facilities within the Fraser Coast Regional Council area.

Eligible development:

Eligible development must meet all of the following requirements:

- (a) The development is for Medical Facilities; and

⁴ Refer to Category 5(b) regarding exceptions.

⁵ Refer to Category 5(b) regarding exceptions.

- (b) The Development Permit takes effect no later than 30 June 2013; and
- (c) The applicable infrastructure charges are paid in full on or before 30 June 2013 or within twelve (12) months of the Development Permit taking effect, whichever is later⁶.

Amount of subsidy:

A 20% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

Category 4 – Roll-in provisions for development in the former local government areas of **Maryborough, Tiaro and Woocoo**

Purpose:

The purpose of this category is to provide a roll-in subsidy for infrastructure charges applicable to development within the former local government areas of Maryborough City, Tiaro Shire (as administered by the Fraser Coast Regional Council) and Woocoo Shire, given the significant increases resulting from the new infrastructure charges regime.

Eligible development:

Eligible development must meet all of the following requirements:

- (a) The development is located within the Maryborough City Plan area, the Planning Scheme area for the former Tiaro Shire Council (as administered by Fraser Coast Regional Council) or the Planning Scheme area for the former Shire of Woocoo; and
- (b) The development is not subject to the construction of trunk infrastructure or an infrastructure agreement; and
- (c) The development is located within the Priority Infrastructure Area (PIA) as identified in the State Planning Regulatory Provision (Adopted Charges); and
- (d) The Development Permit takes effect no later than 30 June 2013; and
- (e) The applicable infrastructure charges are paid in full on or before 30 June 2013⁷.

Amount of subsidy:

A 30% subsidy on applicable infrastructure charges pursuant to Council's *adopted infrastructure charges resolution*.

⁶ Refer to Category 5(b) regarding exceptions.

⁷ Refer to Category 5(b) regarding exceptions.

Category 5 – Special Community Benefit**Purpose:**

The purpose of this category is to promote and provide an incentive for development that provides special benefit to the community.

Eligibility Criteria:

Eligible development may include:

- (a) Development that exhibits innovative or leading edge design as an example of 'exemplar' development, incorporates high levels of efficiency and/or sustainability, demonstrates significant environmental awareness or provides special benefit to the community as determined by Council or the Chief Executive Officer; or
- (b) Development that is compliant with at least one of Categories 1- 4 and is of a type or scale that requires extended subsidy deadlines in consideration of the longer lead times; or
- (c) Any other development that is considered by Council or the Chief Executive Officer to warrant special consideration, such as existing development permits that took effect before 1 July 2011, that are significantly disadvantaged as a result of Council's *adopted infrastructure charges resolution*.

Other criteria:

- (d) The Applicant must lodge written representations for incentives under this category; and
- (e) The Development Permit takes effect no later than 30 June 2013; and
- (f) Unless otherwise approved by Council or the Chief Executive Officer, the applicable infrastructure charges are paid in full on or before 30 June 2013 or within twelve (12) months of the Development Permit taking effect, whichever is later.

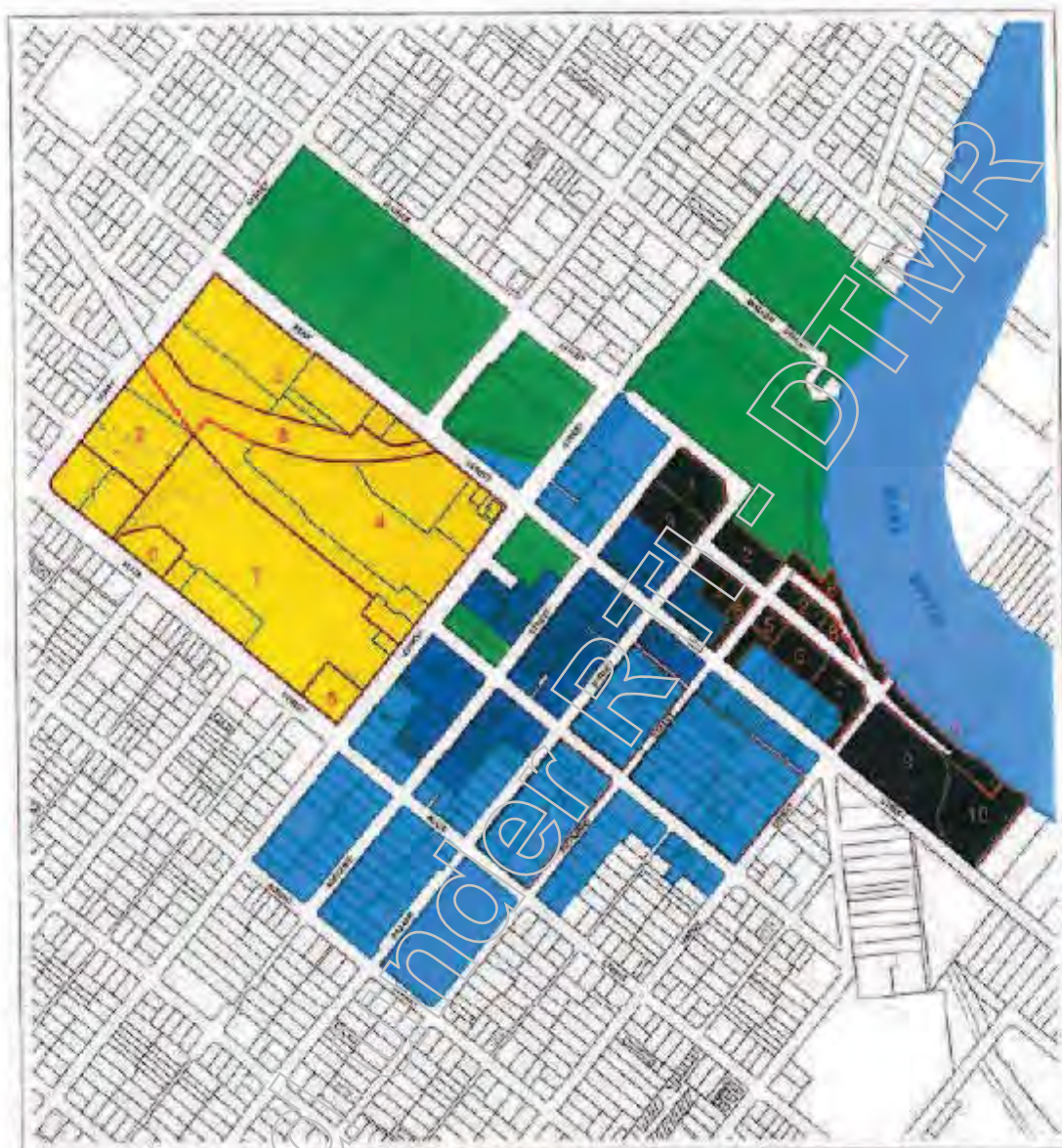
Amount of subsidy:






The applicable subsidy and conditions will be determined by Council or the Chief Executive Officer, having regard to Council's *adopted infrastructure charges resolution*.

2.3 DEFINITIONS:

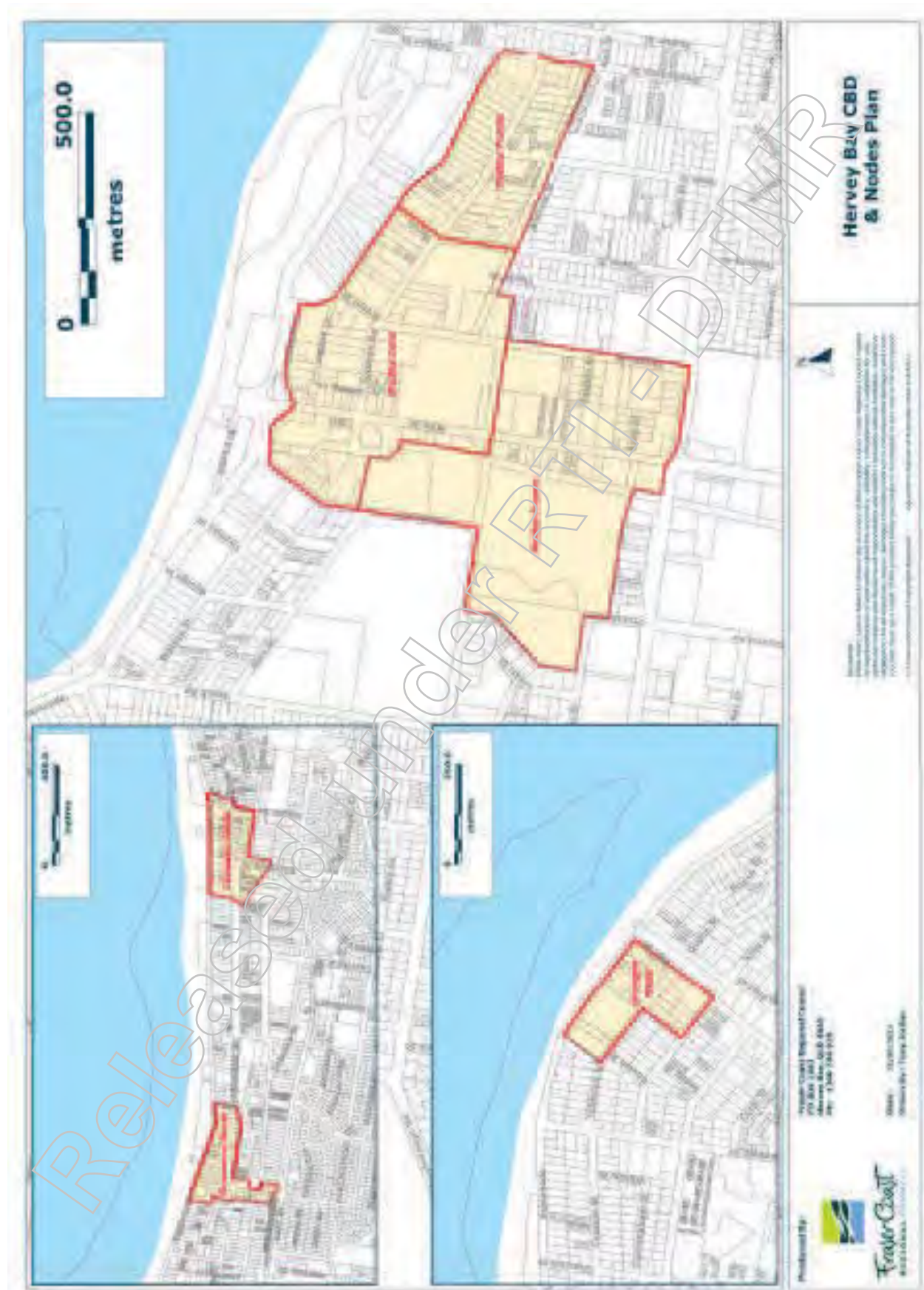
Terms used in this Policy are as defined in the *Sustainable Planning Act 2009* and the *State Planning Regulatory Provision (Adopted Charges)*.

"*Development Permit*" for the purpose of this policy, refers to a Development Permit for Reconfiguring a Lot; Material Change of Use; or Building Works, for which infrastructure charges are payable.

Attachment 1 to Policy**Precincts**

-  Redwood Reddevelopment Area
-  Commercial Core
-  Commercial Frame
-  Wharf Street
-  Community
-  Sub Precinct Boundary and Number

LOCAL AREA 3
City Centre Local Area
map 3.2

Attachment 2 to Policy

Attachment 3 to Policy - Adopted Infrastructure Charges

	Development for which an adopted infrastructure charge may apply	Adopted infrastructure charges	Proportional split of adopted infrastructure charges per network				
			Water	Sewerage	Transport	Comm. Fac. & Parks	Stormwater (SW)
Residential Development	3 or more bedroom dwelling & new lots with dwelling entitlement	\$28,000 per dwelling or allotment	12%	26%	26%	20%	16%
	1 or 2 bedroom dwelling	\$20,000 per dwelling					
	Accommodation (Short Term) tent or caravan site in a tourist park	\$10,000 per 1 or 2 sites; or \$14,000 per 3 sites					
	Accommodation (Short Term) cabin in tourist park	\$10,000 per 1 or 2 bedroom cabin; or \$14,000 per 3 bedroom cabin					
	Accommodation (Short Term) hotel or short term accommodation	\$10,000 per suite (1 or two bedrooms); or \$14,000 per suite (3 + bedrooms)					
	Accommodation (Long Term) relocatable home park	\$20,000 per 1 or 2 bedroom relocatable dwelling site; or \$28,000 per 3 + bedrooms relocatable dwelling site					
	Accommodation (Long Term) community residence, retirement facility or hostel	\$20,000 per suite (1 or 2 bedrooms); or \$28,000 per suite (3 + bedrooms); or \$20,000 per bedroom (for a bedroom that is not within a suite)					
Non-Residential Development	Places of Assembly	\$70 per m ² of GFA + SW	14%	32%	31%	23%	\$10 per impervious m ²
	Commercial (Bulk Goods)	\$140 per m ² of GFA + SW					
	Commercial (Retail)	\$180 per m ² of GFA + SW					
	Commercial (Office)	\$140 per m ² of GFA + SW					
	Education Facility	\$140 per m ² of GFA + SW					
	Entertainment	\$200 per m ² of GFA + SW					
	Indoor Sport and Recreation Facility	Court Areas at \$20 per m ² of GFA, elsewhere \$200 per m ² of GFA + SW					
	Industry	\$50 per m ² of GFA + SW					
	High Impact Industry	\$70 per m ² of GFA + SW					
	Low Impact Rural	Nil Charge					
	High Impact Rural	\$20 per m ² of GFA	14%	32%	31%	23%	Nil Charge
	Essential Services	\$140 per m ² of GFA + SW					\$10 per impervious m ²
	Specialised Uses	Use and demand determined at time of assessment					
	Minor uses	Nil Charge					

Preliminary Town Planning Advice



Site Address	Wide Bay Business Park – Enterprise Circuit, Maryborough
Property Description	Lot 52 SP220088 Lot 53 SP200102
Site area	Lot 52 – 1,999m ² Lot 53 – 9,704m ²
Maryborough Town Plan Zone	Industry – Maryborough West and North Local Area Zone
Wide Burnett Regional Plan 2011	Urban Footprint
Features / Constraints	Accessed directly from a State Controlled Road

Proposal	Service Centre (Shell & Coles)
Approvals required	<ul style="list-style-type: none"> Material change of use – Service Station
Assessment	Code Assessable
Applicable Planning Scheme	Maryborough Town Plan
Applicable Codes (planning scheme)	<ul style="list-style-type: none"> Industry Development Code Filling and Excavation Code Infrastructure Services Code Landscaping Code Vehicle Parking and Access Code;
Applicable State Planning Policies	Nil
Likely issues / identified requirements	<ul style="list-style-type: none"> Maximum plot ratio 0.5:1; Maximum building height = 15m; Front setback 6m or 10m if building is >10m in height; Articulation of elevations required every 30m; Access and circulation for MRV and HRV service vehicles; Number of car parking spaces – 4 spaces per service bay, 1 space per 12m GFA of restaurant or take-a-way food premise, 1 space per 17m of GFA for shop component; Management of stormwater quantity and quality in accordance with Council's Development Manual and State Planning Policy 04/10 – Healthy Water; and Maximum site cover 0.5:1 (building; and Minimum landscape areas 5% with 3m wide strip along frontage.
Infrastructure contributions	TBC
Estimate of Infrastructure Charges including Credit for previous payments (see notes)	
Application fees	TBC
Referrals	Department of Main Road and Transport (DTMR) –

Timeframe for receipt of agency comments = 20 max business days.	concurrence agency referral (Access from a State controlled Road)
Other – Defined as an Environmental Relevant Activity (ERA)	Application required for a permit to operate as an Environmentally Relevant Activity (ERA). To be self regulated from 31/3/13.
Indicative Assessment Timeframe	20-30 business days minimum

Please note

- Calculation of infrastructure charges is undertaken in accordance to the Regulated Infrastructure Charges (SPRP) and Council's infrastructure charges incentives policy (subsidised infrastructure charges policy). This policy identifies the categories with the type of subsidy applicable to the development type proposed.
- Lot 53 paid Open Space contributions. A credit will be factored into the calculation of infrastructure charges.
- Lot 52 paid contributions for water, sewer and parks. A credit will be factored into the calculation of infrastructure charges for water, sewer and parks.

Doc No.2334866

LAND TITLE ACT 1994

SURVEY PLAN

FORM 21 VERSION 1

905100

PLAN MUST BE DRAWN WITHIN BLACK LINES

905100

905100

WARNING - PLAN MAY BE ROLLED - A FOLDED OR MUTILATED PLAN WILL NOT BE ACCEPTED 905100

BRUCE

Emt.B
RP 903779

HIGHWAY

Emt.A
RP 903779

2

3.007 ha

1

3536m²

QUARRY

ROAD

D.J.MATHESON PTY. LTD., ACN 010 380 293
hereby certify that the Company has made this plan
pursuant to Section 25 of the Surveyors Regulation
1992, and that the plan is prepared and compiled
from RP903779 and that the plan is a true and
correct copy of the original plan.



PLAN OF Lots 1 & 2

Cancelling Lot 1 on RP903779

ORIGINAL Por. 223

NO SURVEY RECORDS DEPOSITED

MERIDIAN
RP903779

MAP REF
Parish Map

SCALE
1:1250

ENDORSED
Accredited

ARCHIVED
BRISBANE

PARISH **MARYBOROUGH**
COUNTY **March**
TOWN/LOCALITY
LOCAL GOVERNMENT **MARYBOROUGH C.C.**
LANDS REGION **WIDE BAY**
MINING DISTRICT

REGISTERED PLAN 905100

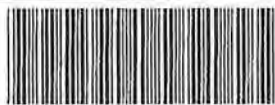
0 10 20 30 40 50 60 70 80 90 100mm

CROWN COPYRIGHT RESERVED

#1220-1

MAT081

10/10/96



7015607E0

\$311.10

20/09/1996 12:05

BE 400 NT PLAN OF SURV ORIG

Lodged by

R.G. KILNER & BLACK

SOLICITORS

15-17 MONTAGUE ST

STONES CORNER

PH: 3397 4355

(Include address, phone number and reference)

196

Particulars entered in the Register on the Titles listed below

REGISTERED

23 SEP 1996

EXAMINTS

1/We CABARITA INVESTMENT CO. PTY. LTD

ACN 001 519 348

(Names in full)

* As Registered Owner of this land * As Lessee/s of Miners Homestead agree to this Plan, # and dedicate the Public Use Land as shown hereon in accordance with Section 50 of the Land Title Act 1994.

Signature of *Owner/s * Lessee/s

Title Reference	Description	New Lots	New Road	Emts
5032840	Lot 1 on RP903779	1 & 2		

EASEMENT	ENCUMBERED LOT
70183964	2

* Rule out whichever is inapplicable

NOTE: A Lessee of a Miners Homestead is unable to dedicate Public Use Land.

* MARYBOROUGH CITY COUNCIL certifies that all the requirements of this Council, the Local Government Act 1993, the Local Government (Planning and Environment) Act 199C and all Local Laws, # and the City of Brisbane Act 1924 and all Ordinances thereunder, have been complied with and approves this plan of Subdivision, SUBJECT TO

Dated this Twenty Sixth day of August 1996

A/ Mayor

~~XXXXXXXXXXXX~~

A/ Chief Executive Officer

* Insert the name of the Local Government

Delete for Local Governments other than the City of Brisbane

For Additional Plan &
Document Notings
Refer to CDP

SURVEY EXAMINATION

Exam. Fee \$

Receipt No.

Date

Deposited

Examined

Passed

S.J. MATHIASON PTY LTD

3.7.96

S.J. MATHIASON PTY LTD

3.7.96

ORIGINAL GRANT

CHARTING

Charting

LODGEMENT FEES

Survey Exam \$ 130

Lodg, Exam & Ass \$ 87

New Titles \$ 80

Photocopy \$ 14

Postage \$ -

TOTAL \$ 311

REFERENCES

Lands File

Local Government Reference

Surveyors Reference 1220-1

REGISTERED PLAN 905100

905100

905100

Land Title Act 1994; Land Act 1994
Form 21 Version 2

SURVEY PLAN

Sheet
1 of
1

Original information compiled from
SP200102 in the Department of Natural
Resources and Water.

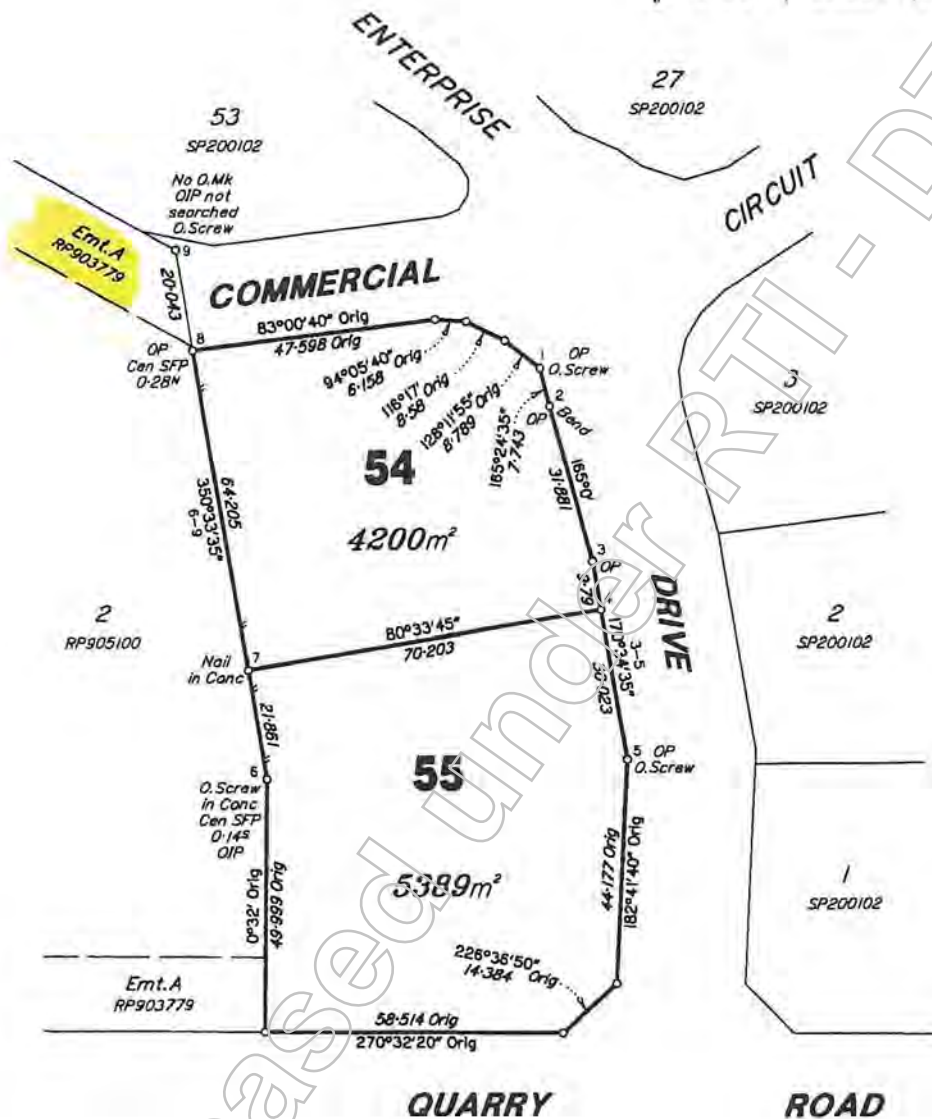
Peg placed at all new corners,
unless otherwise stated.

REFERENCE MARKS

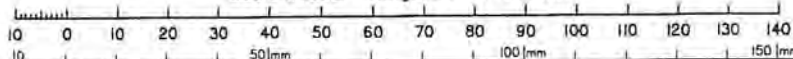
STN	TO	ORIGIN	BEARING	DIST
1	O.Screw in Chnl	25/SP200102	44°33'	5.174
5	O.Screw in Chnl	21/SP200102	86°39'	5.452
6	OIP	8/RP903779	10°07'	1.531
9	OIP not searched	7/RP903779	86°44'35"	1.16
9	O.Screw in Chnl	15/SP200102	151°26'	2.486

PERMANENT MARKS

PM	ORIGIN	BEARING	DIST	NO
5-OPM	SP200102	159°18'10"	58.639	164382
6-OPM	MCH3294	252°04'30"	154.753	24612

New Conn
New Conn

Scale 1:1000 - Lengths are in Metres.



State copyright reserved.

KIM MCCARTHY SURVEYS PTY. LTD. ACN 060 079 012
hereby certify that the land comprised in this plan was surveyed by
the corporation, by Kim Gregory McCarthy cadastral surveyor
for whose work the corporation accepts responsibility and that the
plan is accurate and that the survey was performed in accordance
with the Survey and Mapping Infrastructure Act 2003 and
Surveyors Act 2003 and associated Regulations and Standards
and that the plan was completed on 25/9/2007



Date: 8/11/07

Plan of Lots 54 & 55

Cancelling Lot 54 on SP200102

PARISH: MARYBOROUGH COUNTY: March

Meridian: SP200102

F/N's: No

Scale: 1:1000

Format: STANDARD



SP210388

Plan Status:

DRAWN - STANFIELDS
CCC 050622 KM071012

WARNING : Folded or Mutilated Plans will not be accepted.
Plans may be rolled.
Information may not be placed in the outer margins.

711350887

\$375.30

16/01/2008 16:04

GC 400 NT

Registered

5. Lodged by

(Include address, phone number, reference, and Lodger Code)

1. Certificate of Registered Owners or Lessees.

I/We **FIRST EDITION PROPERTIES PTY LTD**
A.C.N.101 169 439

(Names in full)

* as Registered Owners of this land agree to this plan and dedicate the Public Use Land as shown hereon in accordance with Section 50 of the Land Title Act 1994.

~~* as Lessees of this land agree to this plan.~~

Signature of * Registered Owners * ~~Lessees~~



DIRECTOR

SECRETARY

* Rule out whichever is inapplicable

2. Local Government Approval.

* **MARYBOROUGH CITY COUNCIL**

hereby approves this plan in accordance with the :

% Integrated Planning Act 1997

Dated this TENTH day of JANUARY 2008

..... # MAYOR

..... # CHIEF EXECUTIVE OFFICER

* Insert the name of the Local Government.
Insert designation of signatory or delegation

% Insert Integrated Planning Act 1997 or
Local Government (Planning & Environment) Act 1990

3. Plans with Community Management Statement :

CMS Number :

Name :

4. References :

Dept File :

Local Govt :

Surveyor : CCC 050622

6. Existing

Title Reference	Lot	Plan	Created	Emts	Road
50674480	54	SP200102	54 & 55		

BENEFIT EASEMENT ALLOCATIONS

Easement	Lots Fully Benefited	Lots Partially Benefited
701383964	54 & 55	

Por.223

54 & 55

Orig

Lots

7. Portion Allocation :

8. Map Reference :

9447-32323

9. Locality :

MARYBOROUGH WEST

10. Local Government :

MARYBOROUGH CITY COUNCIL

11. Passed & Endorsed :

By :

Date :

Signed :

Design :

KIM.McCARTHY

8.11.07

Isaiah Officer

12. Building Format Plans only.

I certify that :

- * As far as it is practical to determine, no part of the building shown on this plan encroaches onto adjoining lots or road;
- * Part of the building shown on this plan encroaches onto adjoining * lots and road

Cadastral Surveyor/Director * Date
~~* delete words not required~~

13. Lodgement Fees :

Survey Deposit \$.....
Lodgement \$.....
New Titles \$.....
Photocopy \$.....
Postage \$.....
TOTAL \$.....

14. Insert
Plan
Number

SP210388

LEGEND

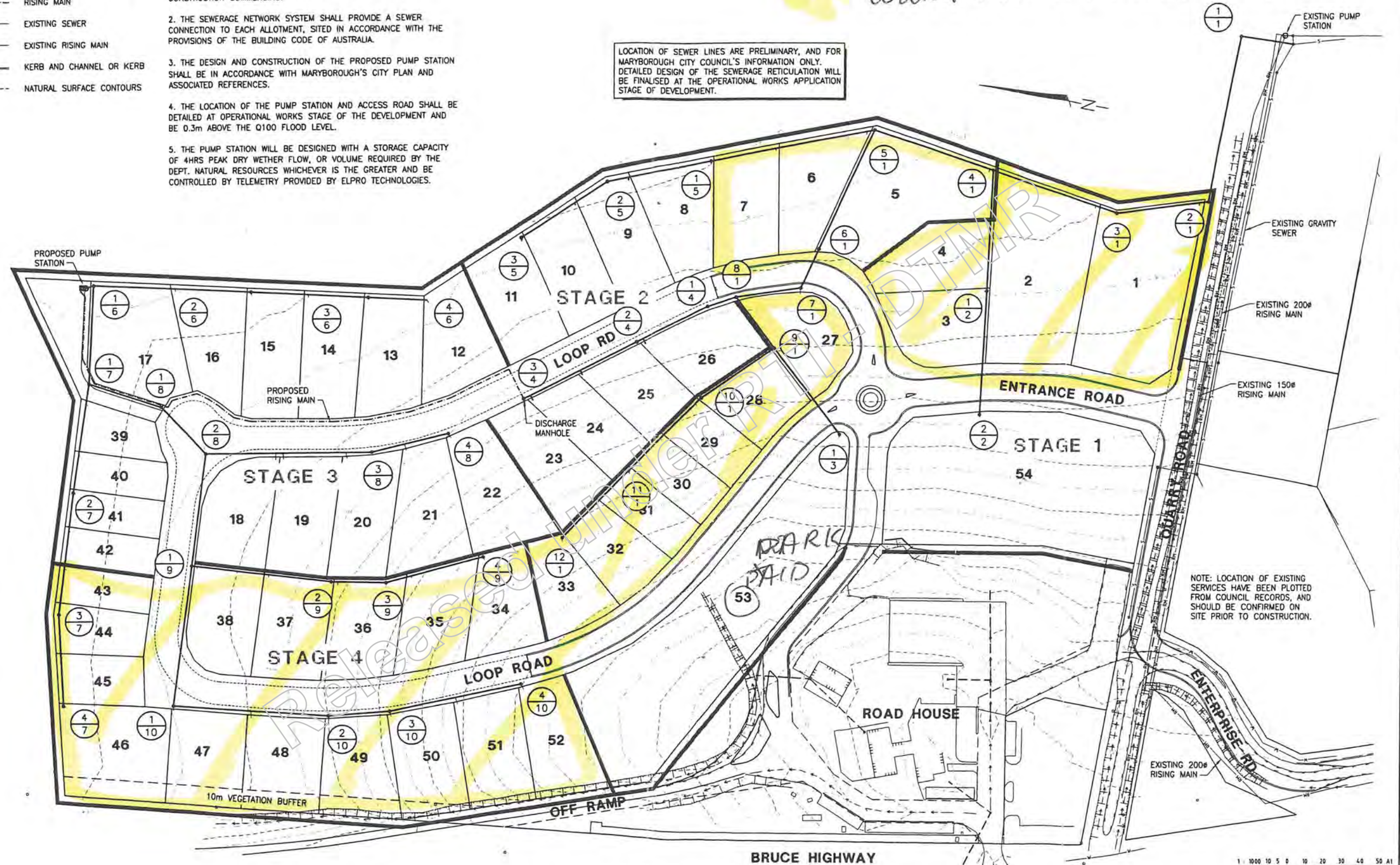
- 150 dia. uPVC CLASS SN8 SEWER
- RISING MAIN
- EXISTING SEWER
- EXISTING RISING MAIN
- KERB AND CHANNEL OR KERB
- NATURAL SURFACE CONTOURS

SEWERAGE NOTES

1. ALL STAGES OF THE DEVELOPMENT WILL HAVE DETAILED DESIGN DRAWINGS AND APPROVED OPERATIONAL WORKS PRIOR TO ANY CONSTRUCTION COMMENCING.
2. THE SEWERAGE NETWORK SYSTEM SHALL PROVIDE A SEWER CONNECTION TO EACH ALLOTMENT, SITED IN ACCORDANCE WITH THE PROVISIONS OF THE BUILDING CODE OF AUSTRALIA.
3. THE DESIGN AND CONSTRUCTION OF THE PROPOSED PUMP STATION SHALL BE IN ACCORDANCE WITH MARYBOROUGH'S CITY PLAN AND ASSOCIATED REFERENCES.
4. THE LOCATION OF THE PUMP STATION AND ACCESS ROAD SHALL BE DETAILED AT OPERATIONAL WORKS STAGE OF THE DEVELOPMENT AND BE 0.3m ABOVE THE Q100 FLOOD LEVEL.
5. THE PUMP STATION WILL BE DESIGNED WITH A STORAGE CAPACITY OF 4HRS PEAK DRY WETHER FLOW, OR VOLUME REQUIRED BY THE DEPT. NATURAL RESOURCES WHICHEVER IS THE GREATER AND BE CONTROLLED BY TELEMETRY PROVIDED BY ELPRO TECHNOLOGIES.

LOCATION OF SEWER LINES ARE PRELIMINARY, AND FOR MARYBOROUGH CITY COUNCIL'S INFORMATION ONLY. DETAILED DESIGN OF THE SEWERAGE RETICULATION WILL BE FINALISED AT THE OPERATIONAL WORKS APPLICATION STAGE OF DEVELOPMENT.

Water + Sewer + Parks Paid



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FILE COPY
RETURN TO RECORDS

District Director
Wide Bay District Office
Department Of Main Roads (1)
P.O. Box 486
BUNDABERG
QLD 4670

[illegible]

Our Ref: 046
Your Ref:



21 March 2005

Dear Sir

**REFERRAL PURSUANT TO SECTION 3.3.3 INTEGRATED PLANNING ACT, 1997
PROPOSED SHOPS, MOTEL & 2 LOT SUBDIVISION
BRUCE HIGHWAY & QUARRY ROAD – MARYBOROUGH
LOT 2 ON RP903779, PARISH OF MARYBOROUGH
ELLAMANDA PTY. LTD.**

REFERRAL TO THE DEPARTMENT OF MAIN ROADS

The attached development application and supporting documentation is referred to the Department of Main Roads pursuant to Section 3.3.3(1)(a) of the *Integrated Planning Act, 1997*. The Assessment Manager for the application is the Maryborough City Council.

A copy of the application is attached.

The land subject of the application is located on the eastern side of Bruce Highway, Maryborough approximately 150 metres north of Quarry Road. The Department of Main Roads is a concurrence agency under the Act.

The application includes a Locality Plan and Proposal Plans, which show the relationship of
the land with the Bruce Highway.

A copy of the Acknowledgement Notice issued by the Assessment Manager is attached.

We have advised the Maryborough City Council of this referral in accordance with Section 3.3.4(1) of the Act. A copy of our letter to the Council is attached for your information and records.

I don't
think it does!

Ref 1st
ref 12/5/05
15 4247

NR

Dip.App.Sc.(Town Planning); B.App.Sc.(Planning), MPIA.

Office: 5 Ballinger Road, Buderim, QLD 4556

Mail: 8 Brampton Court, Buderim, QLD 4556

Telephone: (07) 5476 8144

Mobile	Not Relevant
--------	--------------

Fax: (07) 5477 1718

e-mail: aholliday@hn.ozemail.com.au

We look forward to the early receipt of a copy of your response to the Assessment Manager, pursuant to Section 3.3.16(1) of the Act.

Please contact me at your convenience if you wish to discuss or clarify any aspect of the application.

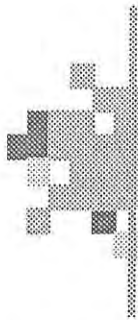
Your cooperation and assistance in expediting the referral would be appreciated.

Yours sincerely

Not Relevant

Consulting Town Planner

Released under RTI - DTMR



ALAN HOLLIDAY PTY. LTD.

"Better Planning, Better Business"

Consulting Town Planners

ABN 80 106 061 929

The Chief Executive Officer
Maryborough City Council
P.O. Box 110
MARYBOROUGH
QLD 4650

COPY

Our Ref: 046

Your Ref: AY:JAA, 7/R/BRUCEHWAY/4

21 March 2005

Attention: Mr. Adam Yem

Dear Sir,

DEVELOPMENT APPLICATION FOR MATERIAL CHANGE OF USE OF PREMISES & RECONFIGURATION OF A LOT

PROPOSED SHOPS, MOTEL & 2 LOT SUBDIVISION
BRUCE HIGHWAY & QUARRY ROAD – MARYBOROUGH
LOT 2 ON RP903779, PARISH OF MARYBOROUGH
ELLAMANDA PTY. LTD.

REFERRAL TO THE DEPARTMENT OF MAIN ROADS

Thank you for your letter of 14 March 2005, forwarding the Acknowledgement Notice pursuant to Section 3.2.3 of the *Integrated Planning Act, 1997*.

Pursuant to Section 3.3.4 of the Act, this letter is to advise that a copy of the application was referred to the Wide Bay District Office of the Department of Main Roads by post on 21 March 2005.

A copy of our letter to the department is attached for your records.

Yours sincerely

Not Relevant

Consulting Town Planner

NR

Dip.App.Sc.(Town Planning); B.App.Sc.(Planning), MPIA.
Office: 5 Ballinger Road, Buderim, Qld 4556
Mail: 8 Brampton Court, Buderim, Qld 4556
Telephone: (07) 5476 8144
Mobile: Not Relevant
Fax: (07) 5479 5081
e-mail: aholliday@hn.ozemail.com.au



MARYBOROUGH CITY COUNCIL

Contact:

Telephone:

Our Ref:

Your Ref:

Date:

Mr Adam Yem
(07) 4190 5800
AY:JAA, 7/R/BRUCEHWAY/4
-
14 March 2005

COPY

RECEIVED
18 MAR 2005

BY: *[Signature]*

Ellamanda Pty Ltd
C/- Alan Holliday Pty Ltd
C/- P O Box 1560
BUDERIM QLD 4556

Dear Sir/Madam

RE: Acknowledgment Notice to Applicant
Bruce Highway and Quarry Road, Maryborough
Code Assessable Reconfigure a Lot – Two (2) Lots

Pursuant to the provisions of Section 3.2.3. of the Integrated Planning Act, enclosed herewith please find Acknowledgment Notice to Applicant.

Please note: This application requires referral to the Department of Main Roads. Pursuant to the Integrated Planning Act, it is the Applicant's responsibility to refer a copy of the application lodged with Council together with the Acknowledgment Notice. Item 8 of the Acknowledgment Notice details the applicable Referral Agency. Council cannot continue processing this application until all Referrals are completed.

Yours faithfully

Not Relevant

P L COCHRANE
ACTING CHIEF EXECUTIVE OFFICER

Enc.

Please address correspondence to:

Chief Executive Officer
Maryborough City Council
PO Box 110
Maryborough QLD 4650
www.maryborough.qld.gov.au

Administration Centre :
431-433 Kent Street
Telephone: (07) 4190 5800
Fax: (07) 4123 1470
Email: council@maryborough.qld.gov.au
A.B.N.: 97 079 827 035





MARYBOROUGH CITY COUNCIL

Acknowledgement Notice

INTEGRATED PLANNING ACT 1997, IDAS DEVELOPMENT APPLICATION

File No: 7/R/BRUCEHWAY/4

For further information
regarding this notice,
please contact:

ADAM YEM

Phone: (07) 4190 5800

MATERIAL CHANGE OF USE – SHOPS & MOTEL AND LOT RECONFIGURATION – TWO (2) LOTS

1. APPLICANT DETAILS

Name: ELLAMANDA PTY LTD, C/- ALAN HOLLIDAY PTY LTD

Postal address: C/- PO BOX 1560, BUDERIM QLD 4556

Phone no: 5476 8144

Mobile no: 0413 625 071

Fax: 5479 5081

2. PROPERTY DESCRIPTION

Street address: BRUCE HIGHWAY AND QUARRY ROAD

Suburb/locality: MARYBOROUGH

Real property
description: LOT 2 RP 903779, PARISH OF MARYBOROUGH

3. OWNER'S DETAILS

Name: ELLAMANDA PTY LTD

Postal address: 2 KAWANA STREET ALEXANDRA HEADLAND QLD

Postcode: 4572

4. APPROVAL TYPE

What approval is being sought?	Preliminary Approval	Development Permit
MATERIAL CHANGE OF USE:	NO	YES
RECONFIGURE A LOT:	NO	YES
OPERATIONAL WORK:	YES	NO

5. CODE ASSESSMENT

Will Code Assessment be required? Yes Refer to Appendix 1.

6. IMPACT ASSESSMENT

Will Impact Assessment be required? No

7. PUBLIC NOTIFICATION DETAILS

What is required for Public Notification?

Nil

8. REFERRAL AGENCIES

What are the names and addresses of Referral Agencies?

REFERRAL AGENCY ADDRESS

REFERRAL - BASIS

DEPARTMENT OF WIDE BAY DISTRICT OFFICE

CONCURRENCE

MAIN ROADS LOCKED MAIL BAG 486, BUNDABERG QLD 4670

9. INFORMATION REQUEST

Will a further Information Request be made by the Assessment Manager?

Council may make an Information Request.

10. REFERRAL COORDINATION

Does the application require Referral Coordination?

No

11. ASSESSMENT MANAGER

Name: P. L. COCHRANE

Signature:

Not Relevant

Date: 14 MARCH
2005

ACTING CHIEF EXECUTIVE
OFFICER

APPENDIX 1**Land Use Specific Codes**

<input type="checkbox"/>	Rural Uses Code
<input type="checkbox"/>	Rural Residential Code
<input type="checkbox"/>	Community Use Code
<input checked="" type="checkbox"/>	Commercial Code
<input type="checkbox"/>	Industry Code
<input type="checkbox"/>	House Code
<input checked="" type="checkbox"/>	Medium Density Residential Code

General Codes

<input type="checkbox"/>	Ecology Protection Code
<input checked="" type="checkbox"/>	Filling and Excavation Code
<input type="checkbox"/>	Flood Management Code
<input type="checkbox"/>	Character Protection
<input checked="" type="checkbox"/>	Infrastructure Services Code
<input checked="" type="checkbox"/>	Landscaping Code
<input checked="" type="checkbox"/>	Lot Reconfiguration Code
<input type="checkbox"/>	Residential Amenity Code
<input checked="" type="checkbox"/>	Signs Code
<input checked="" type="checkbox"/>	Vehicle Parking and Access Code
<input type="checkbox"/>	Assessment and Management of Acid Sulphate Soils (ASS) Code
<input checked="" type="checkbox"/>	Subdivisional and Engineering Works
<input type="checkbox"/>	Temporary Buildings, Demolition and Removal Code
<input type="checkbox"/>	On-Site Effluent Disposal Code

Area Specific Codes

<input type="checkbox"/>	Maryborough Airport Code
<input type="checkbox"/>	Wharf Street Precinct
<input type="checkbox"/>	Railyards Redevelopment Area Precinct Code
<input type="checkbox"/>	Coastal Townships Code
<input type="checkbox"/>	Fraser Island South Code
<input type="checkbox"/>	Erosion Prone Area Code

7. PUBLIC NOTIFICATION DETAILS

What is required for Public Notification?

Nil

8. REFERRAL AGENCIES

What are the names and addresses of Referral Agencies?

REFERRAL AGENCY	ADDRESS	REFERRAL - BASIS
DEPARTMENT OF MAIN ROADS	WIDE BAY DISTRICT OFFICE LOCKED MAIL BAG 486, BUNDABERG QLD 4670	CONCURRENCE

9. INFORMATION REQUEST

Will a further Information Request be made by the Assessment Manager?

Council may make an Information Request.

10. REFERRAL COORDINATION

Does the application require Referral Coordination?

No

11. ASSESSMENT MANAGER

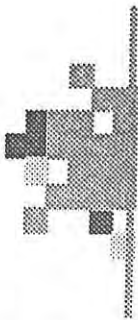
Name: P. L. COCHRANE

Signature:

Not Relevant

Date: 14 MARCH
2005

ACTING CHIEF EXECUTIVE
OFFICER



ALAN HOLLIDAY PTY. LTD.

"Better Planning, Better Business"

Consulting Town Planners

ABN 80 106 061 929

Our Ref: 046
Your Ref:

The Chief Executive Officer
Maryborough City Council
P.O. Box 110
MARYBOROUGH
QLD 4650

COPY

7 March 2005

Dear Sir,

DEVELOPMENT APPLICATION FOR MATERIAL CHANGE OF USE OF PREMISES & RECONFIGURATION OF A LOT
SHOPS AND MOTEL (including Conference Facilities)
BRUCE HIGHWAY NORTH – MARYBOROUGH
LOT 2 ON RP903779
ELLAMANDA PTY. LTD.

A development application is attached for Council's consideration under Chapter 3 of the *Integrated Planning Act, 1997*.

The Application

The application seeks a development permit for a code assessable:

- Reconfiguration of a lot (*create 1 additional lot*); and
- Material Change of Use of Premises (*Shops and Motel*).

Statutory Documents

The following documents are included with the application, consistent with the properly made requirements of Section 3.2.1 of the *Integrated Planning Act, 1997*:

- Properly completed Application Form 1, Parts A, D and F, together with the Referral Checklist;
- Owners' Consent, signed by the sole director of the company that owns the land;
- A cheque for \$1,150.00, being the total prescribed application fee for:
 - a 2 lot subdivision of the type proposed - (\$705.00);
 - D Category Code Assessable application for 5 x shops (960 sq.m gfa) and a 35 room motel (1,720 sq.m gfa)

NR

Dip.App.Sc.(Town Planning); B.App.Sc.(Planning), MPIA.
P.O. Box 1560, Buderim, Qld 4556
5 Ballinger Road, Buderim, Qld
Telephone: (07) 5476 8144
Mobile: Not Relevant
Fax: (07) 5476 7144
e-mail: aholliday@hn.ozemail.com.au

Supporting Documents

The application is supported by:

- Three (3) copies of A3 size Proposal Plans & Elevations prepared by BJS Design & Development Consultants;
- Three copies of a Site Plan showing the proposed location of the development within the context of the subject land.

Generally In Accordance

The application is "*generally in accordance*" with the commercial component of the approved plans forming part of the preliminary approval granted by the Council on 10 January 2001.

Condition (a) to Schedule 1 of the approval states;

"That this approval is a preliminary approval which overrides the Maryborough City Plan gazetted 17 April 2000 for those uses **generally as detailed** on Plan No. SK30501 and described in the supporting Report No 40113 dated August 2000."

The commercial component of the preliminary approval approved a 35 room motel, a 960 sq.m. of retail floor space and a 200 person community hall.

The application proposes 960 sq.m. of shops and a 35 room motel, which includes a nominal 210 sq.m. conference facility.

Landowner's Consent

Owner's consent is provided on Form 1A by Mr. Syd Dittman, the sole Director of Ellamanda Pty. Ltd.

In addition, please note that the land is affected by an access easement for which Ellamanda Pty. Ltd. is the dominant tenement. A copy of the easement document is attached for Council's records.

Section 3.2.1(12) of the Integrated Planning Act states:

"To the extent the land, the subject of the application, has the benefit of an easement and the development is not inconsistent with the terms of the easement, the consent of the owner of the servient tenement is not required."

Ellamanda submits that the consent of the servient tenement is not required in this case because:

- The development is not inconsistent with the terms of the easement – the easement grants vehicular access to the servient tenement. This situation will not change;
- The purpose of the easement is to provide unencumbered and properly maintain vehicular access – the development relies on access from the easement, which is consistent with its intended purpose;
- The Council has already issued a preliminary approval for the proposed development which relied upon access to the easement. The approved application was predicted upon the commercial component of the development being serviced by the easement access. (refer to page 13 of the Planning Report presented by C & B Group). The Council and the Department of Main Roads subsequently approved the development on the basis of easement access.

Referral Agencies

Subject to confirmation through your Acknowledgement Notice, we understand that a copy of the application will be referred to the Department of Main Roads pursuant to Section 3.3.3 of the *Integrated Planning Act, 1997*.

We understand that the application will not be referred to the Department of Natural Resources, Energy & Mines because of revisions to the previous status of the land as being located within an endangered regional eco-system.

Please expedite issue of the Acknowledgement Notice so that we can initiate the referral process as soon as possible.

Communication

We would appreciate your early advice regarding the name of the Council officer assigned to assess the application.

As the applicant's agent, I request that all communications about the application be relayed through me. Similarly, I will relay any communications or concerns that I have about the application or the assessment process through your nominated officer.

I am also available to brief your nominated officer on any aspect of the application at any time during the assessment process.

We look forward to receiving Council's Acknowledgement Notice by no later than 22 March 2005.

Your cooperation and assistance in expediting the application would be appreciated.

Yours sincerely

Not Relevant

Consulting Town Planner

903779

WARNING - PLAN MAY BE ROLLED - A FOLDED OR MUTILATED PLAN WILL NOT BE ACCEPTED 903779

#1220-1 MAT957

FORM 9 Version 2

Land Title Act 1994 and Land Act 1994

EASEMENT

QUEENSLAND LAND REGISTRY



701383964

\$87.00

27/06/1996 15:38

BE 600

EASEMENT

IMAGED FROM MICROFILM

QLD STAMP DUTY - DNEI

1060091784-0

27/06/96 12:44:53

* 1 - 500000

1. Grantor

HERBERT CLAUDE NEIL and DAPHNE HELEN NEIL

Lodger Name, address & phone number Lodger Code

McCarthy Durie Ryan Neil

P.O. Box 178, Cleveland Q 4163

223

(07) 3286 1000 MAC:m:56276

2. Description of Easement/Lot
Servient Tenement (burdened land)

County

Parish

Title Reference

Easement A in Lot 1 on RP 903779

Marib

Maryborough

50132840

*Dominant Tenement (benefited land)

Lot 2 on RP 903779

Marib

Maryborough

50132841

3. Interest being burdened

Fee simple

4. Interest being benefited

Fee simple

* not applicable if easement is gross

5. Grantee

Owner's name

Servient/Compound name and number

(include tenancy if more than one)

HERBERT CLAUDE
DAPHNE HELENNEIL and
NEIL

as joint tenants

6. Consideration

\$1.00

7. Purpose of easement

Right of Way

8. Grant/Execution

The Grantor for the above consideration grants to the Grantee the easement over the servient tenement for the purpose stated in item 7 and the Grantor and Grantee covenant with each other in terms of "the attached schedule."

Witnessing Officer

Execution Date

Ian Alexander Neil

Grantor's Signature

[Signature]
signature

26/6/96

[Signature]
Solicitor

BRUCE MICHAEL DURIE
full name

Solicitor
qualification

as per Schedule 1 of Land Title Act 1994 (eg Legal Practitioner, JP, C.Dee)

HERBERT CLAUDE NEIL and
DAPHNE HELEN NEIL by their duly
constituted Attorney under Powers of
Attorney Nos. L879657R & L879658V
respectively.

Witnessing Officer

Execution Date

Ian Alexander Neil

Grantee's Signature

[Signature]
signature

26/6/96

[Signature]
Solicitor

BRUCE MICHAEL DURIE
full name

Solicitor
qualification

as per Schedule 1 of Land Title Act 1994 (eg Legal Practitioner, JP, C.Dee)

HERBERT CLAUDE NEIL and
DAPHNE HELEN NEIL by their duly
constituted Attorney under Powers of
Attorney Nos. L879657R & L879658V
respectively.

REGISTERED

17 JUL 1996

Title Reference _____

THE GRANTOR GRANTS AND TRANSFERS to the Grantee and its successors and assigns of all or any part of the dominant tenement full and free right and liberty of way and passage for the Grantee and to the lessees, agents, servants, workmen, invitees, licensees, customers, contractors and others authorised by the Grantee [but in common with the Grantor and those authorised by the Grantor] from time to time and at all times hereafter by day and by night to enter, leave, go, return, pass or repass on foot, with or without vehicles (laden or unladen) goods, chattels, plant and equipment of any description on, over, through, above and along the servient tenement for the purposes of a right of way.

The Grantor and the Grantee do hereby mutually covenant and agree the one with the other of them as follows:-

1. THE GRANTOR and its successors in title of the burdened land covenant to maintain the servient tenement in good repair and condition and to construct (if necessary) and/or maintain on the servient tenement a road surface of concrete, bitumen, asphalt, macadam or some such similar material or materials or any combination thereof of a carrying capacity to enable the Grantee (in common with the Grantor and those authorised by the Grantor) to utilise the rights more particularly given pursuant to the provisions of this grant of easement.
2. Neither the Grantor or Grantee nor their respective lessees, servants, agents, employees, workmen, visitors or licensees shall allow, permit or suffer any vehicles of any description laden or unladen or other obstruction of any kind to traverse, stand or remain in or on the servient tenement so as to damage the road surface on the servient tenement to delay or interfere with the traffic thereon or so as to delay interfere or impede any of the rights hereby granted to the Grantee or reserved to the Grantor pursuant to the provisions of the terms of this easement except where the Grantor is repairing, maintaining, constructing or reconstructing the servient tenement.
3. The Grantee shall pay the costs of any necessary survey and the professional costs and expenses in connection with the preparation, stamping and registration of the within easement.

BECAUSE LOT 1 TRANSFERRED TO CARADITO

THE RESPONSIBILITY RESTS WITH THEM.

[Signature] 10/4/00

Form 1 Development Application

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Common details

The completion of **all applicable questions** on Part A is **mandatory** for all applications.

Part A must be accompanied by one (1) or more other completed parts of the Form.

Any information requested in the form may be provided in an attachment to the application.

For further information about completing the following details, refer to **Guide 1 Making an IDAS Application**.

Description of land All land the subject of the application, must be identified.	1. Street address: <i>(including house number, street name, suburb/locality name & postcode) (if applicable)</i> Bruce Highway North, Maryborough, Qld, 4650
A description of the land is not required in relation to a mobile or temporary environmentally relevant activity.	2. Name of water body or watercourse, within which the development is proposed: <i>(if applicable)</i> N/A
Advice for completing Q2 Q2 applies if development is proposed within a water body or watercourse.	3. Lot on plan description <i>(eg. Lot 123 on RP 4567) / GPS coordinates:</i> Lot 2 on RP903779
Advice for completing Q3 Most land can be identified by a lot on plan description. These details can be obtained from title documents or through the local government. However, if the land on which the development is proposed does not have a lot on plan description <i>(i.e. the development is proposed in a water body or watercourse)</i> provide – (i) the lot on plan description for the adjoining/adjacent land; or (ii) GPS coordinates where there is no adjoining/adjacent land <i>(eg. in Moreton Bay)</i> .	4. The above description is for: <i>(tick applicable box)</i> <input checked="" type="checkbox"/> (i) the land on which the development is proposed; or <input type="checkbox"/> (ii) the land adjoining the water body or watercourse, within which the development is proposed; or <input type="checkbox"/> (iii) the water body or watercourse. 5. Shop / tenancy number: <i>(if applicable)</i> N/A 6. Storey / level: <i>(if applicable)</i> N/A
Advice for completing Q7 Q7 does not apply if the development is proposed within a water body or watercourse.	7. Total area of land: <i>(m² or ha) (if applicable)</i> 14.94 ha
Advice for completing Q8 Q8 applies if development is proposed within a local government area. Note: Areas below high water mark are not within a local government's area unless provided for under the <i>Local Government Act 1993</i> .	8. Local government area in which the land is situated: <i>(eg. Brisbane, Esk, Hervey Bay, Woocoo etc.) (if applicable)</i> Maryborough City Council
Advice for completing Q9 Q9 applies if development is proposed on strategic port land or a strategic port land tidal area. For more information refer to <i>Guide 11 Development on strategic port land</i> .	9. Port authority for the strategic port land or strategic port land tidal area on which the development is proposed <i>(eg. Port of Brisbane, Port of Townsville) (if applicable)</i> N/A
Proposal details	10. Existing use of the land: <i>(eg. vacant, single house, shop etc.)</i> Vacant 11. Proposed use of the land: <i>(eg. 6 unit apartment building, 30 lot residential subdivision, ERA for aquaculture in ponds with a total area of 7 ha for which wastes are released into waters etc.)</i> 2 lot subdivision and commercial development comprising a 35 room motel and 5 shops (960 sq.m. gfa)

Other applicable parts of Form 1

Part A of Form 1 must *always* be accompanied by other completed parts of Form 1.

For information about when a part of Form 1 may apply for an application refer to Guide 1 Making an IDAS development application.

12. Other parts of Form 1 completed as part of this application: (eg. Part D, Part I, etc)

Part D and Part F

Applicant details

Clearly identify who is making the application. The applicant need not be the owner of the land.

When signing and lodging this application

The applicant is responsible for ensuring the information provided is correct. The assessment manager, any referral agency and the Chief Executive (where applicable) will rely on this information when assessing and deciding the application.

If the applicant is a company

A contact person must be shown. All correspondence will be mailed to this address.

13. Name:

Ellamanda Pty Ltd ACN 085 666 486 C/- Alan Holliday Pty. Ltd acting as agent for the applicant

14. Postal address:

C/- P.O. Box 1560, Buderim, Qld 4556

15. Signature:

Not Relevant

16. Date:

4 March 2005

17. Contact person:

Not Relevant

18. Telephone number:

07 5476 8144

19. Mobile phone number: (if applicable)

Not Relevant

20. Facsimile number: (if applicable)

07 5479 5081

21. Email address: (if applicable)

aholliday@hn.ozemail.com.au

Land owner's consent (if applicable)

Section 3.2.1(10)(a) of the IPA prescribes that an application can not be taken to be properly made without the land owner's consent.

For more information about land owner's consent refer to Guide 1 Making an IDAS development application.

An application *must* be supported by the consent of the land owner if the application involves:

- (i) a material change of use;
- (ii) reconfiguration of a lot;
- (iii) work on land below high-water mark & not within a canal as defined under the *Coastal Protection and Management Act 1995*; or
- (iv) work on rail corridor land defined under the *Transport Infrastructure Act 1994*.

For a mobile or temporary ERA

Land owner's consent is *not* required.

If an owner has signed this form as applicant

Their signature is not required again in this section.

If there are multiple owners

The consent of *each* owner is required.

If the owner is a company

Refer to Guide 1.

22. Name/s:

Not Relevant

Sole Director of Ellamanda Pty Ltd

23. Signature/s:

Not Relevant

24. Date:

4 March 2005

Resource entitlement (if applicable)

Section 3.2.1(10)(b) of the IPA prescribes that an application can *not* be taken to be properly made without evidence of the resource entitlement.

Advice for completing Q26

Refer to schedule 10 of the *Integrated Planning Regulation 1998* that prescribes the nature of evidence required by the State in support of the lodging of this development application.

25. Does this application involve taking or interfering with (other than interfering with quarry material on State coastal land under the Coastal Protection and Management Act 1995) a State resource?

☒ NO - go to Q28

☐ YES - go to Q26

26. This application is required by regulation to be accompanied by: (tick the applicable box)

☐ (i) evidence of the allocation of, or entitlement to, the resource – *attach evidence*

☐ (ii) evidence the chief executive of the department administering the resource is satisfied the development is consistent with an allocation of, or entitlement to, the resource – go to Q 27

☐ (iii) evidence the chief executive of the department administering the resource is satisfied the development application may proceed in the absence of an allocation of, or entitlement to, the resource – go to Q 27

Advice for completing Q27

The information in (i) – (v) is mandatory if evidence is required under Q26 (ii) or (iii) above.

The official stamp of the Department of Natural Resources and Mines is mandatory where the application involves taking or interfering with water or riverine quarry material under the *Water Act 2000*.

27. Evidence of the resource entitlement:

(i) Resource entitlement / authority details

(ii) Name of delegated officer

(iii) Position of delegated officer

(iv) Signature of delegated officer

(v) Date

(iv) Official stamp of the department administering the resource (if applicable)

Referral triggers

The Referrals Checklist must be completed and lodged with all IDAS development applications, other than those requiring the completion of Parts A and B of the Form only.

28. Is the Referrals Checklist completed and attached to this application?☒ YES

☐ NO – the assessment manager may refuse to accept this application on the grounds that the application has not been properly made

Plans / drawings / reports

Application should be accompanied by details to support the proposal & enable the assessment manager, referral agencies and any person viewing the application during public scrutiny or public notification to understand the scope of the proposal and any potential impact.

29. Plans/drawings/reports accompanying this application:

Plan / Drawing / Report Number	Title	Date
(i) 1879-1	Site Plan	23/02/05
(ii) 1879-2	Shops Plan & Elevation	23/02/05
(iii) 1879-3	Motel Plan & Elevation	23/02/05
(iv)		
(v)		
(vi)		
(vii)		
(viii)		
(ix)		
(x)		

PLEASE NOTE

The assessment manager may refuse to accept an application that, at the time of lodgement, fails to provide all applicable information required by Part A and any other relevant part of Form 1.

OFFICE USE ONLY (applicable to assessment manager/s)

FEE (\$)	DATE RECEIVED	RECEIVING OFFICER'S NAME/S	REFERENCE NUMBER/S
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Form 1 Development Application

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Material change of use

assessable against a local government's planning scheme

Completion of **all applicable questions** on Part D is **mandatory** for all applications involving assessment of a material change of use (MCU) assessable against a local government's planning scheme.

Nature of the application A development permit authorises development to occur, while a preliminary approval is a step in the approval process and does not authorise development to occur.	1. This application is for: (tick 1 or both if applicable) <input type="checkbox"/> Preliminary approval for a material change of use of premises including conceptual design for any associated works that require approval under the planning scheme (i.e. consideration of the proposal concept) AND / OR <input checked="" type="checkbox"/> Development permit for a material change of use of premises including conceptual design for any associated works that require approval under the planning scheme.
The subject land For the definition of "gross floor area" go to the planning scheme against which the application will be assessed.	2. How the subject land is identified in the planning scheme (name the zone, precinct etc.) Industrial Precinct to Local Area 6 - Maryborough West and North 3. Existing gross floor area: (if applicable) N/A 4. Are there any existing easements on the land? <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES – attach plans of the location and details of the purpose of the easement
Material change of use details	5. Details of the change to the use of the land: (eg. vacant land to shopping centre, house to apartment building, vacant land to industry (tyre manufacturing) etc.) Vacant land to shops and motel 6. Number of employees: Not Known 7. Operating days and hours: Shops - 7 days/week between 7am and 9pm Motel & Conference Room - 7 days/week between 6am and 11pm
Associated building works details (if applicable) For the definition of "site cover", "gross floor area" and "storey" go to the planning scheme against which the application will be assessed.	8. Site cover: Approx. 33% on new lot to be created 9. Gross floor area: Approx. 2,680 sq.m. 10. Number of on-site car parking spaces: 80 11. Number of storeys / maximum height above natural ground: One storey/5.4 metres above ground level 12. Number of employees: Not Known 13. Hours and days the use will operate: Refer to 7 above
Associated operational works details (if applicable)	14. Details of associated operational works (eg. landscaping, cut and fill, drainage, road works etc.) Landscaping, parking areas, access driveways, stormwater drainage - not part of this application

PLEASE NOTE

This application **cannot** be accepted unless accompanied by Part A of Form 1

The assessment manager may refuse to accept an application that, at the time of lodgement, fails to provide all applicable information requested by Part A and any other relevant part of Form 1

OFFICE USE ONLY *(applicable to assessment manager)*

DATE RECEIVED	REFERENCE NUMBER/S
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Released under RTI - DTMR

Form 1 Development Application

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Reconfiguring a lot

Completion of **all applicable questions** on Part F is **mandatory** for all applications involving the reconfiguring of a lot (including freehold subdivision, community title subdivision, subdivision by lease, etc.).

<p>Nature of the application</p> <p>A development permit authorises development to occur, while a preliminary approval is a step in the approval process and does not authorise development to occur.</p>	<p>1. This application is for: (tick one (1) or both if applicable)</p> <p><input checked="" type="checkbox"/> Development permit - provide details below eg. stage 1: freehold subdivision of 25 lots, realignment of a boundary, creation of an access easement)</p> <p>Freehold subdivision of 2 lots</p> <p>AND / OR</p> <p><input type="checkbox"/> Preliminary approval - provide details below eg. stages 2, 3 and 4: freehold subdivision of 75 lots, realignment of a boundary, creation of an access easement)</p>
<p>The subject land</p> <p>The information requested in Q2 & 3 is necessary for statistical and planning purposes.</p>	<p>2. Number of existing lots: One</p> <p>3. Total area of land in application: (if staged, total area of the land in this stage) 14.94 hectares</p> <p>4. How the subject land is identified in the planning scheme: (name the zone, precinct etc.) Industrial Precinct to Local Area 6 - Maryborough West and North</p> <p>5. Current use of the land: (if vacant, also identify the previous use) Vacant</p> <p>6. Are there buildings or structures existing on the land? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES - complete Q 7</p> <p>7. Indicate which one of the following circumstances applies: <input type="checkbox"/> All existing buildings and structures on the land will be demolished as part of the development / redevelopment of the site; or <input type="checkbox"/> Some existing buildings and structures on the land are proposed to be retained as part of the development / redevelopment of the site - indicate on the plans prepared in response to Question 6 above, those buildings or structures proposed to be retained</p> <p>8. Existing services on the land: (eg. water & sewerage) - attach plan identifying location if appropriate None</p> <p>9. Are there any existing easements over the land? <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES - attach plan identifying easement location & purpose</p>
<p>The proposal</p> <p>The information requested in Q10-13 is necessary for statistical and planning purposes.</p>	<p>10. Total area of land in the development permit minus any balance area 8,033 sq.m.</p> <p>11. Number of proposed lots: Two</p> <p>12. Number of additional residential lots proposed in development permit: (if applicable) Zero</p>

13. Estate name & stage number: *(applicable if the application is for a stage or stages of an overall subdivision proposal)*
N/A
14. Area of land to be contributed for community purposes: *(if applicable)*
Zero
15. Length of new road to be constructed: *(if applicable)*
Zero

PLEASE NOTE

This application **cannot** be accepted unless accompanied by Part A of Form 1.

The assessment manager may refuse to accept an application that, at the time of lodgement, fails to provide all applicable information requested by Part A and any other relevant part of Form 1.

OFFICE USE ONLY *(applicable to assessment manager)***DATE RECEIVED****REFERENCE
NUMBER/S**

Form 1 Development Application

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Referrals checklist

Completion of **all questions** on the Referrals Checklist is **mandatory** for all applications, other than those requiring the completion of Parts A & B only.

It is the responsibility of the applicant to work with the assessment manager to correctly identify if an application involves referral to an IDAS referral agency for their assessment and determination, or comment and / or the coordination of any information request by the Chief Executive DLGP through the referral coordination process. The checklist contains a number of questions to aid in this determination. If your application does involve referral, the assessment manager will confirm in the acknowledgement notice the referral actions required. To assist you in answering the following questions a series of guides are available (free from www.ipa.qld.gov.au).

REFERRALS THAT CAN APPLY TO DEVELOPMENT

- other than building work assessable against the Standard Building Regulation 1993

Environmentally relevant activity

For more information refer to Guide 4, schedule 8A of the IPA & schedule 2 of the IP Regulation.

Is you answered "none of the above" to Q1, the application requires assessment by the administering authority¹. If an agency other than the administering authority is the assessment manager for the application, the administering authority is a concurrence agency for the application in relation to this matter.

Note: An application involving ERA 19 and/or 20 will also require completion of Part K₁ of Form 1 for approval where an allocation under the Water Act 2000 is required.

1. The application involves (tick applicable box/es) -

- ☐ (i) an environmentally relevant activity (ERA) for which a code for environmental compliance has **not** been made - complete Part G of Form 1
- ☐ (ii) a mobile or temporary ERA for which a code of environmental compliance has **not** been made - complete Part G of Form 1
- ☒ (iii) none of the above

State-controlled road matters

For more information refer to Guide 3, schedule 8A of the IPA & schedule 2 of the IP Regulation.

Unless you answered "none of the above" to Q2, the application triggers referral to Main Roads as referral agency.

In certain circumstances Main Roads will be an advice agency, while in other circumstances Main Roads will be a concurrence agency. Schedule 2 of the IP Regulation will assist you to determine where Main Roads is an advice or concurrence agency for the application.

2. The application involves development on land: (tick applicable box/es) -

(a) **contiguous**² to a State controlled road that is for -

- ☒ (i) a material change of use assessable against the planning scheme;
- ☒ (ii) reconfiguring a lot - unless the number of lots does not increase and the number of lots abutting the State-controlled road does not increase;
- ☐ (iii) operational work not associated with a material change of use assessable against the planning scheme or reconfiguring a lot that-
 - is associated with access to a State-controlled road;
 - is for filling or excavation;
- ☐ (iv) operational work or building work (for a non-residential purpose and not associated with an assessable reconfiguration or a material change of use assessable against a planning scheme) that involves the redirection or intensification of site stormwater from the site, through a pipe with a cross-sectional area greater than 250mm² that directs stormwater to a State-controlled road;

(b) **not contiguous** to a State-controlled road that is -

- ☐ (iv) proposed within a local government area that has a transitional planning scheme and is for development -
 - mentioned in schedule 5 of the IP Regulation and exceeds the thresholds set in that schedule
- ☐ (v) proposed within a local government area that has an IPA planning scheme and is for development -
 - mentioned in schedule 5 of the IP Regulation and exceeds the thresholds set in that schedule
 - inconsistent with plans for State-controlled road infrastructure

(c) ☐ none of the above

¹ The administering authority may be either the Environmental Protection Agency, the relevant local government (for a devolved ERA) or the Queensland Department of Primary Industries and Fisheries (for a delegated ERA).

² Land contiguous to a State-controlled road is defined in schedule 14 of the IP Regulation to mean land if part of the land is within 100m of the State-controlled road or land that is part of a future State-controlled road)

<p>Clearing vegetation</p> <p>For more information refer to <u>Guide 12</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation. Unless you answered "none of the above" to Q3, the application requires assessment by NR&M³. If an agency other than NR&M is the assessment manager for the application, NR&M is a concurrence agency for the application in relation to this matter.</p>	<p>3. The application involves: (tick applicable box) -</p> <p><input type="checkbox"/> (a) operational work for the clearing of native vegetation where the vegetation clearing is made assessable under Schedule 8 of the IPA - complete Part J of Form 1</p> <p><input type="checkbox"/> (b) a material change of if -</p> <p>(i) the lot contains -</p> <ul style="list-style-type: none"> a category 1, 2 or 3 area shown on a property map of assessable vegetation; or if there is no property map of assessable vegetation for the lot - remnant vegetation; <p>&</p> <p>(ii) the existing use of the land is a rural or environmental use; and</p> <p>(iii) the size of the land is 2 hectares or larger - complete Part J of Form 1</p> <p><input type="checkbox"/> (c) reconfiguration of a lot if -</p> <p>(i) the lot contains -</p> <ul style="list-style-type: none"> a category 1, 2 or 3 area shown on a property map of assessable vegetation; or there is no property map of assessable vegetation for the lot - remnant vegetation; <p>(ii) the size of the lot before the reconfiguration is 2 hectares or larger; and</p> <p>(iii) 2 or more lots are created; and</p> <p>(iv) the size of any lot created is 25 hectares or smaller - complete Part J of Form 1</p> <p><input checked="" type="checkbox"/> (d) none of the above</p>
<p>Strategic port land</p> <p>For more information refer to <u>Guide 11</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation. If you answered "YES" to Q4, the relevant Port Authority is the assessment manager and Queensland Transport is a concurrence agency for the application.</p>	<p>4. Does the application involve a material change of use on strategic port land that is inconsistent with the approved land use plan under the <i>Transport Infrastructure Act 1994</i>?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part I of Form 1</p>
<p>Acid sulfate soils</p> <p>For more information refer to <u>Guide 10</u> & schedule 2 of the IP Regulation. Unless you answered "none of the above" to Q5, the application requires assessment by NR&M. If an agency other than NR&M is the assessment manager for the application, NR&M is an advice agency for the application in relation to this matter.</p>	<p>5. The application involves assessable development (other than building work only assessable against the Standard Building Regulation) on land situated in an identified⁴ local government area and where the surface of the land is: (tick applicable box) -</p> <p><input type="checkbox"/> (i) below 20m AHD⁵ and the development involves the excavation of 1000m³ or more of soil or sediment at or below 5m AHD; or</p> <p><input type="checkbox"/> (ii) at or below 5m AHD and the development involves filling the site with 1000m³ or more of material</p> <p><input checked="" type="checkbox"/> (iii) none of the above</p>
<p>Major hazard facilities or possible major hazard facilities</p> <p>For more information refer to <u>Guide 17</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation. If you answered "YES" to Q6, the application requires assessment by DES⁶. If an agency other than DES is the assessment manager for the application, DES is a concurrence agency for the application in relation to this matter.</p>	<p>6. Does the application involve a material change of use for a major hazard facility or possible major hazard facility as defined under the <i>Dangerous Goods Safety Management Act 2000</i>?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part L of Form 1</p>
<p>Water related development</p> <p>For more information about items (i) - (iv), refer to <u>Guide 15</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>For more information about item (v), refer to <u>Guide 14</u> Does my application involve assessment of a referable dam?, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>Unless you answered "none of the above", the application requires assessment by NR&M. If an agency other than NR&M is the assessment manager for the application, NR&M is a concurrence agency for the application in relation to this matter.</p>	<p>7. The application involves:</p> <p><input type="checkbox"/> (a) operational work that is: (tick applicable box/es)</p> <p><input type="checkbox"/> (i) in a watercourse (eg. a pump, gravity diversion, stream re-direction, weir or dam)</p> <p><input type="checkbox"/> (ii) for an artesian bore anywhere in the State, no matter what the use</p> <p><input type="checkbox"/> (iii) for a subartesian bore, in declared groundwater area⁷, for use for purposes other than stock and/or domestic use</p> <p><input type="checkbox"/> (iv) for a subartesian bore, in certain declared groundwater area, for use for stock and/or domestic purposes</p> <p><input type="checkbox"/> (v) for a referable dam⁸</p> <p><input type="checkbox"/> (vi) for taking overland flow water;</p> <p><input checked="" type="checkbox"/> (b) none of the above.</p>

³ Department of Natural Resources and Mines

⁴ The identified local government areas are: Ayrakun, Bowen, Brisbane, Broadsound, Bundaberg, Burdekin, Burke, Burnett, Caboolture, Cairns, Calliope, Caloundra, Cardwell, Carpentaria, Cook, Cooolool, Douglas, Fitzroy, Gladstone, Gold Coast, Hervey Bay, Hinchinbrooke, Isis, Johnstone, Livingstone, Logan, Mackay, Maroochy, Maryborough, Minum Vale, Morningson, Noosa, Pine Rivers, Redcliffe, Redland, Rockhampton, Sanna, Thuringowa, Tiara, Torres, Townsville, Whitsunday.

⁵ Australian Height Datum (AHD)

⁶ Department of Emergency Services

⁷ The declared ground water areas are listed in Guide 13 Development in a declared catchment area

⁸ Referable dam is defined under the *Water Act 2000*

<p>Removal of quarry material from a watercourse</p> <p>For more information refer to <u>Guide 16</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q8, the application requires assessment by NR&M. If an agency other than NR&M is the assessment manager for the application, NR&M is a concurrence agency for the application in relation to this matter.</p> <p><i>Note: Part G of Form 1 is required to be completed as the activity of removing quarry material from a watercourse is also an Environmentally Relevant Activity (ERA).</i></p>	<p>8. Does the application involve development for the removal of quarry material from a watercourse⁹ under an allocation notice given under the <i>Water Act 2000</i>?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part K₇ and G of Form 1</p>
<p>Operational works in a tidal area or coastal management district</p> <p>For more information refer to <u>Guide 18</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q9, the application requires assessment by EPA. If an agency other than EPA is the assessment manager for the application, EPA is a concurrence agency for the application in relation to this matter.</p>	<p>9. Does the application involve operational works in a tidal area or coastal management district as defined under the <i>Coastal Protection and Management Act 1995</i>?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part M of Form 1</p>
<p>Tidal works and coastal management</p> <p>For more information refer to <u>Guide 18</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>Unless you answered "none of the above", the application triggers referral to QT¹⁰ (Maritime Safety as concurrence agency).</p>	<p>10. The application involves operational work that is: (tick the applicable box(es))</p> <p><input type="checkbox"/> (i) tidal work¹¹ - complete Part M of Form 1</p> <p><input type="checkbox"/> (ii) disposing of dredge spoil or other solid material in tidal water - complete Part M of Form 1</p> <p><input type="checkbox"/> (iii) reclaiming land under tidal water - complete Part M of Form 1</p> <p><input type="checkbox"/> (iv) constructing a canal¹² if the canal is associated with reconfiguring a lot - complete Part M of Form 1</p> <p><input checked="" type="checkbox"/> (v) none of the above.</p>
<p>Coastal management</p> <p>For more information refer to <u>Guide 18</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>Unless you answered "none of the above", the application requires assessment by EPA. If an agency other than EPA is the assessment manager for the application, EPA is a concurrence agency for the application in relation to this matter.</p>	<p>11. The application involves: (tick the applicable box(es))</p> <p><input type="checkbox"/> (i) a material change of use involving operational work carried out completely or partly in a coastal management district¹³ and assessable under a planning scheme</p> <p><input type="checkbox"/> (ii) a material change of use involving building work carried out completely or partly in a coastal management district and assessable under a planning scheme that is -</p> <ul style="list-style-type: none"> the construction of a new premises with a GFA¹⁴ of at least 1000m² the enlargement of the GFA of an existing premises by more than 1000m² <p><input type="checkbox"/> (iii) assessable reconfiguration of a lot where the land is situated completely or partly in a coastal management district</p> <p><input type="checkbox"/> (iv) assessable reconfiguration of a lot¹⁵ in connection with the construction of a canal - complete Part M of Form 1</p> <p><input checked="" type="checkbox"/> (v) none of the above</p>
<p>Development below high water mark</p> <p>For more information refer to <u>Guide 18</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q12, the application is referral to the Port Authority.</p> <p>The Port Authority is concurrence agency if the development is -</p> <ul style="list-style-type: none"> within 200m of a shipping channel or an entry and exit shipping corridor for the port within 1000m of a swing basin, a commercial shipping wharf, a mooring, anchorage or spoil grounds; within 1000m of a planned port facility identified in a land use plan approved under the <i>Transport Infrastructure Act 1994</i>. <p>In all other situation the Port Authority is advice agency.</p>	<p>12. Does the application involve development below high water mark¹⁶ and within the limits of a port under the <i>Transport Infrastructure Act 1994</i>?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part M of Form 1</p>
<p>Marinas</p> <p>For more information refer to <u>Guide 18</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q13, the application triggers referral to Queensland Fire and Rescue Service as an advice agency.</p>	<p>13. Does the application involve operational work that is tidal work for a marina¹⁷ with more than 6 vessel berths?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part M of Form 1</p>

⁹ Watercourse is defined in sch 10 of the IPA

¹⁰ Queensland Transport

¹¹ Tidal work is defined in sch 10 of the IPA

¹² Canal means canal as defined under the *Coastal Protection and Management Act 1995*

¹³ Coastal management district is defined in sch 10 of the IPA and means a coastal management district under the *Coastal Protection and Management Act 1995*, other than an area declared as a coastal management district under section 47(2) of that Act

¹⁴ GFA is defined in sch 14 of the IPA to mean the gross floor area. For a definition of how to calculate GFA, go to the planning scheme against which the application is being assessed

¹⁵ Under s117 of the *Coastal Protection and Management Act 1995*, an application for reconfiguration, where the reconfiguration is associated with the construction of an artificial waterway, must be accompanied by the application for the operational works to construct the artificial waterway.

¹⁶ High water mark is defined in the *Coastal Protection and Management Act 1995* and means the ordinary high water mark at spring tide

¹⁷ Marina is defined in the *Transport Operations (Maritime Pollution) Regulation 1995*

<p>Tidal works in strategic port land tidal areas</p> <p>For more information refer to <u>Guide 18</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q14, the relevant port authority is the assessment manager for the application and EPA and Queensland Transport are concurrence agencies for the application.</p>	<p>14. Does the application involve tidal works within the limits of strategic port land tidal areas¹⁸?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part M of Form 1</p>
<p>Heritage</p> <p>For further information refer to <u>Guide 19</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q15, the application triggers referral to the Queensland Heritage Council as concurrence agency for the application.</p>	<p>15. Does the application involve development in a heritage registered place as defined under the <i>Queensland Heritage Act 1992</i>?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part C of Form 1</p>
<p>Declared catchment areas</p> <p>For more information, including a list of the declared catchment areas within Queensland, refer to <u>Guide 13</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>Unless you answered "none of the above", the application requires assessment by NR&M. If an agency other than NR&M is the assessment manager for the application, NR&M is a concurrence agency for the application in relation to this matter.</p>	<p>16. The application involves development in an area declared to be a catchment area under the <i>Water Act 2000</i> for: (tick the applicable box/es)</p> <p><input type="checkbox"/> (i) reconfiguration of a lot, if any lot resulting from the reconfiguration is less than 16 hectares;</p> <p><input type="checkbox"/> (ii) the establishment or expansion of a waste water disposal system, other than a disposal system for carrying out an environmentally relevant activity under the <i>Environmental Protection Act 1994</i></p> <p><input checked="" type="checkbox"/> (iii) none of the above</p>
<p>Contaminated land</p> <p>Applications involving material change of use and / or reconfiguring a lot may trigger this referral.</p> <p>For more information refer to <u>Guide 5</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q17, the application requires assessment by EPA. If an agency other than EPA is the assessment manager for the application, EPA will be a concurrence agency for the application in relation to this matter.</p>	<p>17. This application involves: (tick the applicable box/es) -</p> <p><input type="checkbox"/> (a) reconfiguring a lot for which all or part of the premises are -</p> <ul style="list-style-type: none"> (i) premises mentioned in the IPA, schedule 8, part 1, table 2 - <ul style="list-style-type: none"> • item 5, including the exemption otherwise provided for by paragraph (d); • item 6, including the exemption otherwise provided for by paragraph (e); or • item 7, • including the exemption otherwise provided for a mining activity or petroleum activity; or (ii) in an area for which an area management advice has been given for unexploded ordnance - complete Part N of Form 1 <p><input type="checkbox"/> (b) a material change of use -</p> <ul style="list-style-type: none"> (i) made assessable under the IPA, schedule 8, part 1, table 2, items 5 to 7; or (ii) if all or part of the premises is in an area for which an area management advice has been given for unexploded ordnance - complete Part N of Form 1 <p><input checked="" type="checkbox"/> (c) none of the above</p>
<p>Electricity infrastructure</p> <p>For more information refer to schedule 2 of the IP Regulation.</p> <p>Unless you answered "none of the above", the application triggers referral to the agency to which the easement is granted in favour of as advice.</p>	<p>18. The application involves: (tick the applicable box/es)</p> <p><input type="checkbox"/> (i) reconfiguration of a lot where any part of the lot is -</p> <ul style="list-style-type: none"> • subject to an easement in favour of a distribution entity or transmission entity under the <i>Electricity Act 1994</i> and the easement is for a transmission grid or supply network under that Act; or • situated within 100m of a substation site; <p><input checked="" type="checkbox"/> (ii) a material change of use, assessable against a planning scheme and not associated with reconfiguring a lot if -</p> <ul style="list-style-type: none"> • any part of the premises is subject to an easement in favour of a distribution entity or transmission entity under the <i>Electricity Act 1994</i> and the easement is for a transmission grid or supply network under that Act; and • any structure or work that is the natural and ordinary consequence of the use is, or will be, located wholly or partly in the easement; <p><input type="checkbox"/> (iii) a material change of use, assessable against a planning scheme and not associated with reconfiguring a lot if any part of the premises is situated within 100m of a substation site</p> <p><input type="checkbox"/> (iv) operational work that is filling or excavation, not associated with reconfiguring a lot, if -</p> <ul style="list-style-type: none"> • any part of the premises is subject to an easement in favour of a distribution entity or transmission entity under the <i>Electricity Act 1994</i>; and • the work is located wholly or partly in the easement <p><input checked="" type="checkbox"/> (v) none of the above.</p>

¹⁸ Strategic port land tidal areas are the areas generally 50 meters seaward of high water mark adjacent to strategic port land

<p>Land designated for community infrastructure Applications involving development on land designated for community infrastructure may trigger this referral. For more information refer to schedule 2 of the IP Regulation. If you answered "YES" to Q19, the application requires assessment by the chief executive of the department administering the Act authorising the development for the designated purpose. If an agency other than the designator is the assessment manager for the application, the designating agency will be a concurrence agency for the application in relation to this matter.</p>	<p>19. Does the application involve development on land designated for community infrastructure –</p> <ul style="list-style-type: none"> (i) intended to be supplied by a public sector entity; and (ii) on land not owned by or on behalf of the State; and (iii) other than development – <ul style="list-style-type: none"> • for the designated purpose; or • carried out by, or on behalf of, the designator <p><input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p>
<p>SEQ Regional Plan For more information refer to schedule 2 of the IP Regulation. If you answered "YES" to Q20, the application requires assessment by the Office of Urban Management (OUM).</p>	<p>20. Does the application involve a material change of use for urban purposes¹⁹ in the SEQ Region²⁰, other than for a single dwelling on an existing lot, for which all or part of the premises, the subject of the development, is in the –</p> <ul style="list-style-type: none"> (i) Regional Landscape and Rural Production Area; (ii) Rural Living Area; (iii) Investigation Area; or (iv) Mt Lindesay/North Beaudesert Investigation Area, unless the premises is designated or zoned for urban purposes in the relevant planning scheme. <p><input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p>
<p>Fisheries matters For more information refer to schedule 2 of the IP Regulation. Unless you answered "none of the above", the application requires assessment by the Department of Primary Industries and Fisheries (DPI&F).</p>	<p>21. The application involves: (tick the applicable box(es))</p> <ul style="list-style-type: none"> <input type="checkbox"/> (i) an assessable material change of use for aquaculture; <input type="checkbox"/> (ii) assessable operational work that is the construction or raising of a waterway barrier; <input type="checkbox"/> (iii) assessable operational work completely or partly with a declared fish habitat area; <input type="checkbox"/> (iv) assessable operational work that is the removal, destruction or damage of a marine plant; <input checked="" type="checkbox"/> (v) none of the above.
<p>Referral coordination An information request requires referral coordination if the application involves –</p> <ul style="list-style-type: none"> (i) 3 or more concurrence agencies; or (ii) a facility or area assessable under a planning scheme and prescribed in schedule 7 or 8 of the IP Regulation; or (iii) development which is subject to an application for preliminary approval mentioned in section 3.1.6 of the IPA. <p>For more information go to Guide 2 & Guide 5.</p>	<p>22. Does the application trigger referral coordination?</p> <p><input checked="" type="checkbox"/> NO <input type="checkbox"/> YES, as the application:</p> <ul style="list-style-type: none"> <input type="checkbox"/> (i) triggers 3 or more concurrence agencies; <input type="checkbox"/> (ii) involves a facility made assessable under a planning scheme and prescribed in schedule 7 of the IP Regulation; <input type="checkbox"/> (iii) involves development made assessable under a planning scheme and in an area prescribed in schedule 8 of the IP Regulation; <input type="checkbox"/> (iv) is for a preliminary approval mentioned in section 3.1.6 of the IPA
<p>Referral agency responses prior to lodgement Under section 3.3.2 of IPA a referral agency may give a referral agency response on a matter within its jurisdiction about a proposal before an application for the proposal is made to the assessment manager. This is commonly the case where an application requires referral to a building referral agency (eg Qld Fire and Rescue Service).</p>	<p>23. Did a referral agency give a referral agency response under s3.3.2 of the IPA <u>before</u> the application was made to the assessment manager?</p> <p><input checked="" type="checkbox"/> NO <input type="checkbox"/> YES - attach a copy of the referral agency/s response/s</p>

PLEASE NOTE: The assessment manager may refuse to accept an application, which, at the time of lodgement, fails to provide the completed Referrals Checklist (if applicable).

OFFICE USE ONLY (applicable to assessment manager)

DATE RECEIVED

REFERENCE NUMBER/S

¹⁹ Urban purposes is defined in schedule 10 of the IPA. To make it clear, urban purposes does not include rural residential purposes as defined in schedule 2 of the Draft South East Queensland Regional Plan

²⁰ Local Governments within the SEQ Region are identified in the Draft South East Queensland Regional Plan as Beaudesert Shire, Boonah Shire, Brisbane City, Caboolture Shire, Caloundra City, Esk Shire, Gatton Shire, Gold Coast City, Ipswich City, Kilcoy Shire, Laidley Shire, Logan City, Maroochy Shire, Noosa Shire, Pine Rivers Shire, Redcliffe City, Redland Shire and Toowoomba City.

BUILDING REFERRALS (advice only)

Below is a list of the referrals that can apply to an application involving building work assessable against the Standard Building Regulation. This information is provided for **advice purposes only** and this section of the referrals checklist is **not** required to be completed and lodged with an application.

Fire safety For more information go to schedule 2 of the <u>IP Regulation</u>	1. An application may trigger referral to Qld Fire and Rescue Services as an advice agency if the building work the subject of the application requires the installation of a fire safety system.
Fire safety for budget accommodation For more information go to schedule 2 of the <u>IP Regulation</u>	2. An application may trigger referral to Qld Fire and Rescue Services as an advice agency if the building work the subject of the application requires the installation of a fire safety system for a budget accommodation building.
Spray painting For more information go to schedule 2 of the <u>IP Regulation</u>	3. An application may trigger referral to the Department of Industrial Relations (DIR) as a concurrence agency in the application involves a workplace incorporating spray painting.
Retail meat premises For more information go to schedule 2 of the <u>IP Regulation</u>	4. An application may trigger referral to Safe Food Qld as a concurrence agency if the application involves a retail meat premises.
Private health facilities For more information go to schedule 2 of the <u>IP Regulation</u>	5. An application may trigger referral to the Department of Health as a concurrence agency is the application involves a private health facility.
Workplace area less than 2.3m² For more information go to schedule 2 of the <u>IP Regulation</u>	6. An application may trigger referral to the Department of Industrial Relations (DIR) as an advice agency if the application involves a work place area less than 2.3m ² .
Land contiguous to a State-controlled road For more information go to schedule 2 of the <u>IP Regulation</u>	7. An application may trigger referral to the Department of Main Roads as a concurrence agency or advice agency if the application involves land contiguous to a State-controlled road.
Pastoral workers accommodation For more information go to schedule 2 of the <u>IP Regulation</u>	8. An application may trigger referral to the Department of Industrial Relations (DIR) as a concurrence agency if the application involves pastoral workers accommodation.
Child care centre For more information go to schedule 2 of the <u>IP Regulation</u>	9. An application may trigger referral to the Department of Communities as a concurrence agency if the application involves a child care centre.
Coastal development For more information go to schedule 2 of the <u>IP Regulation</u>	10. An application may trigger referral to the Environmental Protection Agency (EPA) as a concurrence agency if the application involves land completely or partly seaward of a coastal building line ²¹ .
Heritage For more information go to schedule 2 of the <u>IP Regulation</u>	11. An application may trigger referral to the Heritage Council as a concurrence agency if the application involves a heritage registered place.
Fisheries matters For more information go to schedule 2 of the <u>IP Regulation</u>	12. An application may trigger referral to the Department of Primary Industries and Fisheries (DPI&F) as a concurrence agency if the application involves assessable building work in a declared fish habitat area.

²¹ Coastal building lines are prescribed under the Coastal Protection and Management Act 1995

TOTAL AREA: 8033m²

COMMERCIAL AREA

5 SHOPS: 192m²

each

TOTAL : 960m²

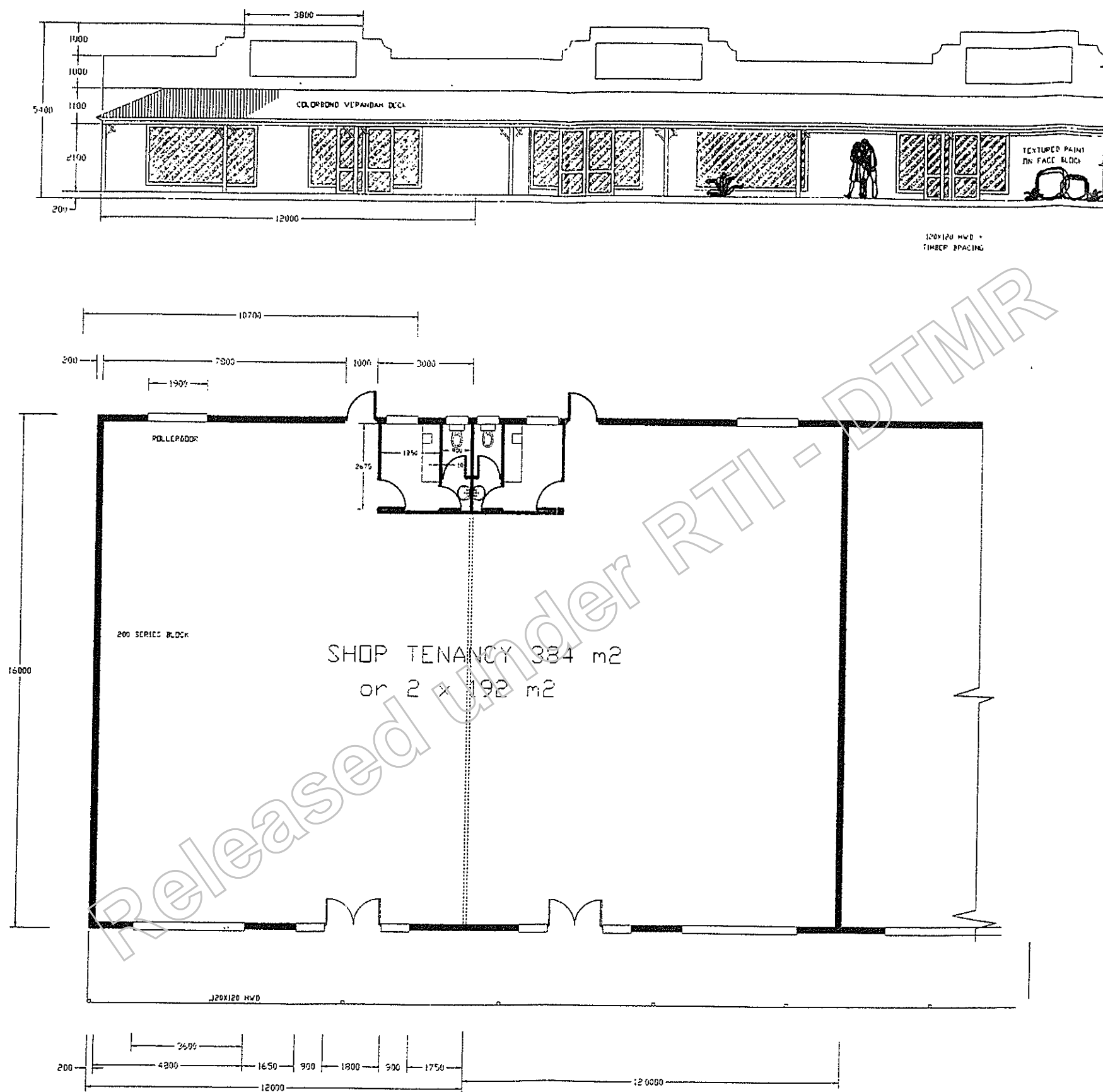
PARKING: 45 Vehicles
including 4 Disable

MOTEL

35 ROOMS

PARKING: 35 Vehicles

<table border="1"><thead><tr><th>MARK</th><th>BY</th><th>DATE</th><th>APP</th><th>REVISION</th></tr></thead><tbody><tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr></tbody></table>				MARK	BY	DATE	APP	REVISION																LOCAL AUTHORITY REFERENCE MARYBOROUGH SHIRE		DESIGNED <i>B.S.</i>	CLIENT ELLAMANDA PTY LTD
				MARK	BY	DATE	APP	REVISION																			
SURVEYORS		LEVEL DATUM AHD	DRAWN <i>B.S.</i>	PROJECT WINDMILL RIDGE RECREATION & ACCOMMODATION CENTRE LOT 2 RP905779 MARYBOROUGH		SCALE 1:100	BJS DESIGN & DEVELOPMENT CONSULTANTS B.J. & S. PATTERSON PTY LTD 2/222 DUNDAS ST MELB. VIC 3000 * COOLOOLA RECREATION CENTRE * 10 CHALMERS STREET, STANFORD 4570 TEL. (07) 54827401 FAX (07) 54826677																				
			CHECKED <i>K.M.</i>	DRAWING TITLE SITE PLAN		DATE 23/02/05																					
			APPROVED	JOB NO. E016-01		FILE NO. .../.../...																					
DRAWING NO. 1879-1																											



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MARK	BY	DATE	APP	REVISION

LOCAL AUTHORITY REFERENCE MARYBOROUGH SHIRE	
SURVEYORS	LEVEL DATUM
	AHD

DESIGNED B.P.	CLIENT ELLAMANDA PTY LTD
DRAWN D.P.	PROJECT WINDMILL RIDGE RECREATION & ACCOMMODATION CENTRE LOT 2 RP905779 MARYBOROUGH
CHECKED N.H.	SCALE 1:150
APPROVED	DATE 23/02/05
	JOB NO. E016-01
	FILE NO. J20X120 MMD

DRAWING TITLE SHOPS PLAN & ELEVATION	DRAWING NO. 1879-2
---	-----------------------

DESIGN & DEVELOPMENT CONSULTANTS
 B.J.S. & PETERSON PTY LTD
 G.P.O. BOX 1000
 PERTH, W.A. 6000
 "CONSULTANTS IN DEVELOPMENT CENTRES"
 84 CHANDLER STREET, PERTH, W.A. 6000
 TEL (09) 54824000 FAX (09) 54824077

24 May 2005

Ellamanda Pty Ltd

Not Relevant

Alan Holliday Pty Ltd
PO Box 1560
Buderim Qld 4556

Dear

Not Relevant

REQUEST FOR ADDITIONAL INFORMATION

Maryborough City: State-controlled road (10C) Bruce Highway (Maryborough – Gin Gin)

Applicant: Ellamanda Pty Ltd

Proposal: Reconfiguring a lot – 51 lot industrial subdivision

Subject land: Part of Lot 2 on RP903779 and Easement A on RP903779

Situated at Bruce Highway and Quarry Road, Maryborough

Access location: 10C at 3.950R and 10C at 4.440R

Thank you for your development application for the proposal and Maryborough City Council's acknowledgement notice dated 6 May 2005, which I received on 11 May 2005. — P8 7057

My comments are: -

- I note the proposed layout as shown on design & Development Consultants' Drawing No. 1879-02 dated 11/03/05.
- Traffic generated by the proposal may have a significant adverse impact on the existing access arrangements and the operation of Easement A on RP903779.
- The state-controlled road network may be adversely affected if the proposal changes the flow characteristics of stormwater runoff to, across or along the Bruce Highway.

Following a review of the application I have concluded that I require further information to assess its full impact on the state-controlled road network. The information requested is set out below.

- 1 A Road Impact Assessment in accordance with Main Roads' *Guidelines for Assessment of Road Impacts of Development Proposals*.

The assessment shall include, but not be limited to, an analysis of: how traffic generated by the proposal will affect the operation of the high speed exit and the existing access arrangements at the end of the exit.

Wide Bay District
District Office
23 Quay Street Bundaberg Queensland 4670
Locked Bag 486 Bundaberg DC Queensland 4670
ABN 57 836 727 711

Our ref 830/273 E42772
Your ref 046A
Enquiries Development Control Officer
Telephone +61 7 4154 0200
Facsimile +61 7 4152 3878
Website www.mainroads.qld.gov.au

- 2 A stormwater report, including a plan(s), prepared by a Registered Professional Engineer of Queensland that demonstrates how stormwater from the site will be dealt with, such that it will not interfere with existing stormwater flow on the Bruce Highway, cause ponding or diversion of stormwater drainage onto the roadway.

The plan(s) shall be drawn to scale and include all relevant detail, including Relative Levels.

Please note it will not be sufficient for the hydraulics consultant to merely state that the Bruce Highway will not be adversely affected by stormwater drainage from the site.

When you respond please indicate whether you are supplying all, part, or none of the information requested. Failure to submit information could result in a refusal of your application, approval of part only of the development, or a preliminary approval only.

If you have any queries regarding the scope and detail of the information requested, I encourage you to contact our Development Control Officer on (07) 4154 0200.

I have sent a copy of this letter the Maryborough City Council for information, as the assessment manager for the application.

Yours sincerely

Not Relevant

Albert Chiu

for District Director (Wide Bay)

File No: 830/273
Your Ref: 7/R/BRUCEHWAY/4

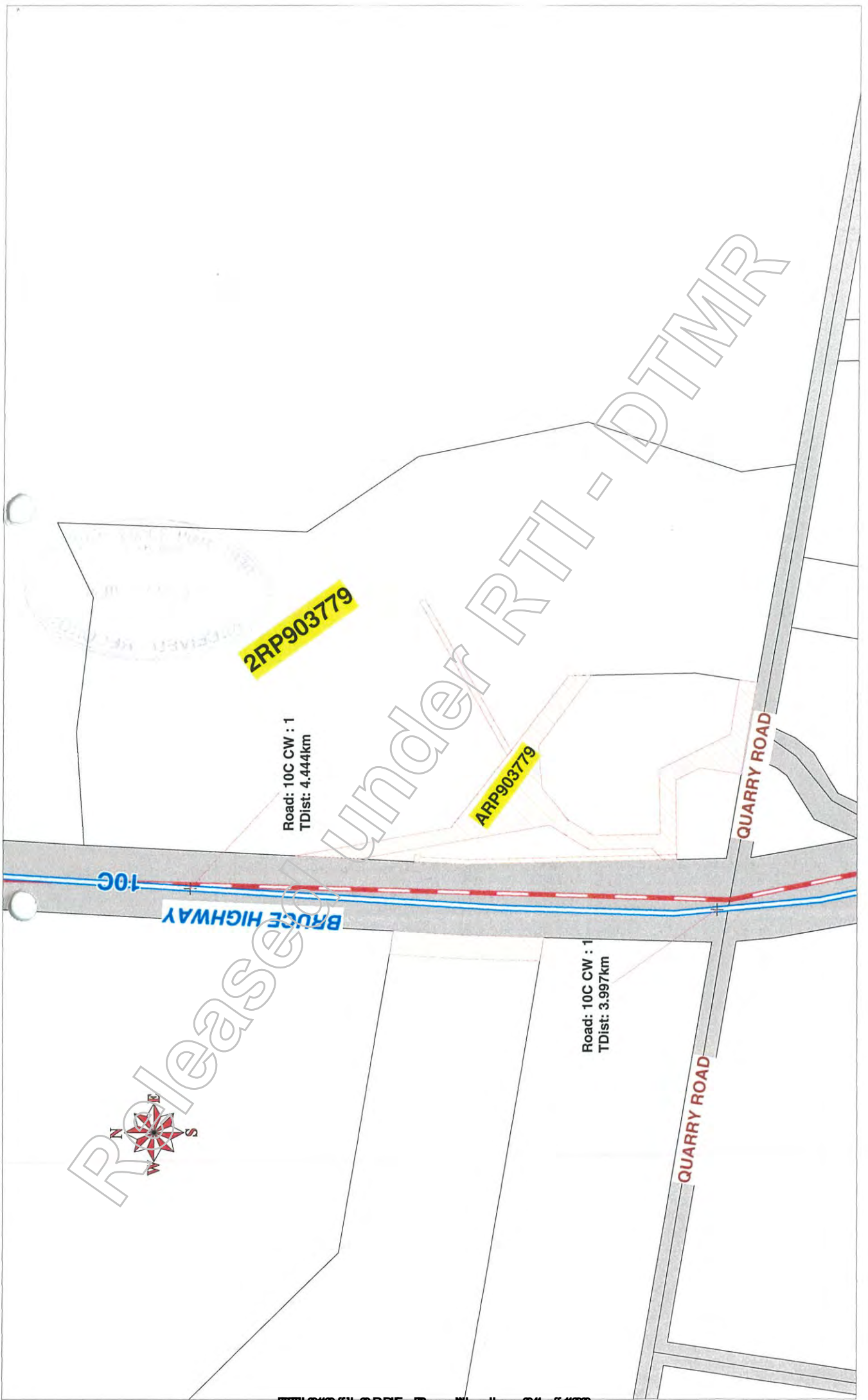
C/c

Mr Noel Gorrie
Chief Executive Officer
Maryborough City Council
PO Box 110
Maryborough Qld 4650

For your information.

Albert Chiu
District Director (Wide Bay)

24 May 2005



12 May 2005

Ellamanda Pty Ltd
C/- Alan Holliday Pty Ltd
PO Box 1560
Buderim Qld 4556

Dear Sir

REQUEST FOR ADDITIONAL INFORMATION

Maryborough City: State-controlled road (10C) Bruce Highway (Maryborough – Gin Gin)

Applicant: Ellamanda Pty Ltd

Proposal: Part 1: Material change of use – shops and motel

Part 2: Reconfiguring a lot

Subject land: Lot 2 on RP903779

Situated at Bruce Highway and Quarry Road, Maryborough

Access location: 10C at 3.95R (entry/exit) and 10C at 4.440R (high speed entry)

I refer to the following:

- (i) Your development application for the proposal and Maryborough City Council's acknowledgement notice dated 14 March 2005, which I received on 22 March 2005; - P86219
- (ii) My letter of 21 April 2005 advising your application had not been properly made; - E42061
- (iii) Your letter of 27 April 2005 advising the applicant has given written notice to the assessment manager to change the submitted application by including Easement "A" on RP903779 into the land which is the subject of the application; - P86795
- (iv) Maryborough City Council's facsimile of 6 May 2005 enclosing an amended acknowledgement notice dated 14 March 2005. - E42432 .

My comments are: -

- The information supplied does not show the location of the proposed shops and motel in relation to the balance of the subject land and the Bruce Highway.
- Mr Brendan Patterson verbally advised that an amended layout has been issued subsequent to the one submitted with the application. The new plan includes a manager's residence.

Wide Bay District
District Office
23 Quay Street Bundaberg Queensland 4670
Locked Bag 486 Bundaberg DC Queensland 4670
ABN 57 836 727 711

Our ref 830473 E42473
Your ref 046
Enquiries Development Control Officer
Telephone +61 7 4154 0200
Facsimile +61 7 4152 3878
Website www.mainroads.qld.gov.au

9

- Traffic generated by the proposal may have a significant adverse impact on the existing access arrangements and the operation of Easement A on RP903779.
- The state-controlled road network may be adversely affected if the proposal changes the flow characteristics of stormwater runoff to, across or along the Bruce Highway.

Following the review of the application I have concluded that I require further information to assess its full impact on the state-controlled road network. The information requested is set out below.

- 1 A layout plan of the proposal that includes where it is located in relation to the balance of the subject land (including easements) and the Bruce Highway.
- 2 A Road Impact Assessment in accordance with Main Roads' *Guidelines for Assessment of Road Impacts of Development Proposals*.

The assessment shall include, but not be limited to, an analysis of how the proposal will affect the existing access arrangements and the operation of Easement A on RP903779. Where appropriate, the assessment shall be supported by a plan(s) drawn to a standard scale.

- 3 A stormwater report, including a plan(s), prepared by a Registered Professional Engineer of Queensland that demonstrates how stormwater from the site will be dealt with, such that it will not interfere with existing stormwater flow on the Bruce Highway, cause ponding or diversion of stormwater drainage onto the roadway.

The plan(s) shall be drawn to scale and include all relevant detail, including Relative Levels.

Please note it will not be sufficient for the hydraulics consultant to merely state that the Bruce Highway will not be adversely affected by stormwater drainage from the site.

When you respond please indicate whether you are supplying all, part, or none of the information requested. Failure to submit information could result in a refusal of your application, approval of part only of the development, or a preliminary approval only.

If you have any queries regarding the scope and detail of the information requested, I encourage you to contact our Development Control Officer on (07) 4154 0200.

I have sent a copy of this letter the Maryborough City Council for information, as the assessment manager for the application.

Yours sincerely



Albert Chiu
District Director (Wide Bay)

File No: 836/273
Your Ref: 7/R/BRUCEHWAY/4

C/c

Mr Noel Gorrie
Chief Executive Officer
Maryborough City Council
PO Box 110
Maryborough Qld 4650

For your information.

Albert Chiu
District Director (Wide Bay)

12 May 2005

We look forward to the early receipt of a copy of your response to the Assessment Manager, pursuant to Section 3.3.16(1) of the Act.

Please contact me at your convenience if you wish to discuss or clarify any aspect of the application.

Your cooperation and assistance in expediting the referral would be appreciated.

Yours sincerely

Not Relevant

Consulting Town Planner

Released under RTI - DTMR



ALAN HOLLIDAY PTY. LTD.

"Better Planning, Better Business"

Consulting Town Planners

ABN 80 106 061 929

Our Ref: 046A

Your Ref:

The Chief Executive Officer
Maryborough City Council
P.O. Box 110
Maryborough
QLD 4650

COPY

24 March 2005

Dear Sir,

**DEVELOPMENT APPLICATION FOR THE RECONFIGURATION OF A LOT
51 LOT INDUSTRIAL SUBDIVISION
BRUCE HIGHWAY NORTH – MARYBOROUGH
LOT 2 ON RP903779
ELLAMANDA PTY. LTD.**

A development application is attached for Council's consideration under Chapter 3 of the *Integrated Planning Act, 1997*.

The Application

- The application seeks a development permit for a code assessable Reconfiguration Of A Lot (51 industrial lots).

Statutory Documents

The following documents are included with the application, consistent with the properly made requirements of Section 3.2.1 of the *Integrated Planning Act, 1997*;

- Properly completed Application Form 1, Parts A and F, together with the Referral Checklist;
- Owners' Consent, signed by the sole director of the company that owns the land;
- A cheque for \$4,743.00, being the total prescribed application fee for a 51 lot subdivision @ \$93 per lot.

Supporting Documents

The application is supported by three (3) copies of A1 size Proposal Plans prepared by BJS Design & Development Consultants.

Basis Of The Application

The application is made under authority of the Industrial Precinct to Local Area No. 6 of the Maryborough City Plan. Approval of the application will supersede the use rights conveyed over this part of the land by the previous preliminary approval of 10 January 2001.

NR

Dip.App.Sc.(Town Planning); B.App.Sc.(Planning), MPIA.
P.O. Box 1560, Buderim, Qld 4556
5 Ballinger Road, Buderim, Qld
Telephone: (07) 5476 8144
Mobile: Not Relevant
Fax: (07) 5476 7144
e-mail: aholliday@dodo.com.au

Landowner's Consent & Easement Access

Owner's consent is provided on Form 1A by Mr Syd Dittman, the sole director of Ellamanda Pty. Ltd.

The land is accessed via an existing access easement. Ellamanda Pty. Ltd. is the dominant tenement.

Section 3.2.1(12) of the Integrated Planning Act states

"To the extent the land, the subject of the application, has the benefit of an easement and the development is not inconsistent with the terms of the easement, the consent of the owner of the servient tenement is not required."

Ellamanda Pty. Ltd. submits that the consent of the servient tenement is not required in this case because:

- The development is not inconsistent with the terms of the easement – the easement grants vehicular access to the Grantee. This situation will not change;
- The purpose of the easement is to provide an unencumbered and properly maintained vehicular access to the Grantee – this situation does not change;
- The Council has already issued a preliminary approval for a caravan park and commercial development on the land. The approved development relied upon easement access. The Council and the Department of Main Roads subsequently approved the development on the basis of the access easement – this situation does not change;
- Changing the use of the land from caravan park to industrial (which is consistent with the planning intent), does not alter the purpose of the easement, which is to provide unencumbered and properly maintained access to the Grantee.

Referral Agencies

Subject to confirmation through your Acknowledgement Notice, we will refer a copy of the application to the Department of Main Roads pursuant to Section 3.3.3 of the *Integrated Planning Act, 1997*:

We understand that the application will not be referred to the Department of Natural Resources, Energy and Mines because of revisions to the previous status of the land as being located within an endangered regional eco-system.

Please expedite issue of the Acknowledgement Notice so that we can initiate the referral process as soon as possible.

Communication

We would appreciate your early advice regarding the name of the Council officer assigned to assess the application.

As the applicant's agent, I request that all communications about the application be relayed through me. Similarly, I will relay any communications or concerns that I have about the application or the assessment process through your nominated officer.

I am also available to brief your nominated officer on any aspect of the application at any time during the assessment process.

We look forward to receiving Council's Acknowledgement Notice by no later than 12 April 2005.

Your cooperation and assistance in expediting the application would be appreciated.

Yours sincerely

Not Relevant

Consulting Town Planner

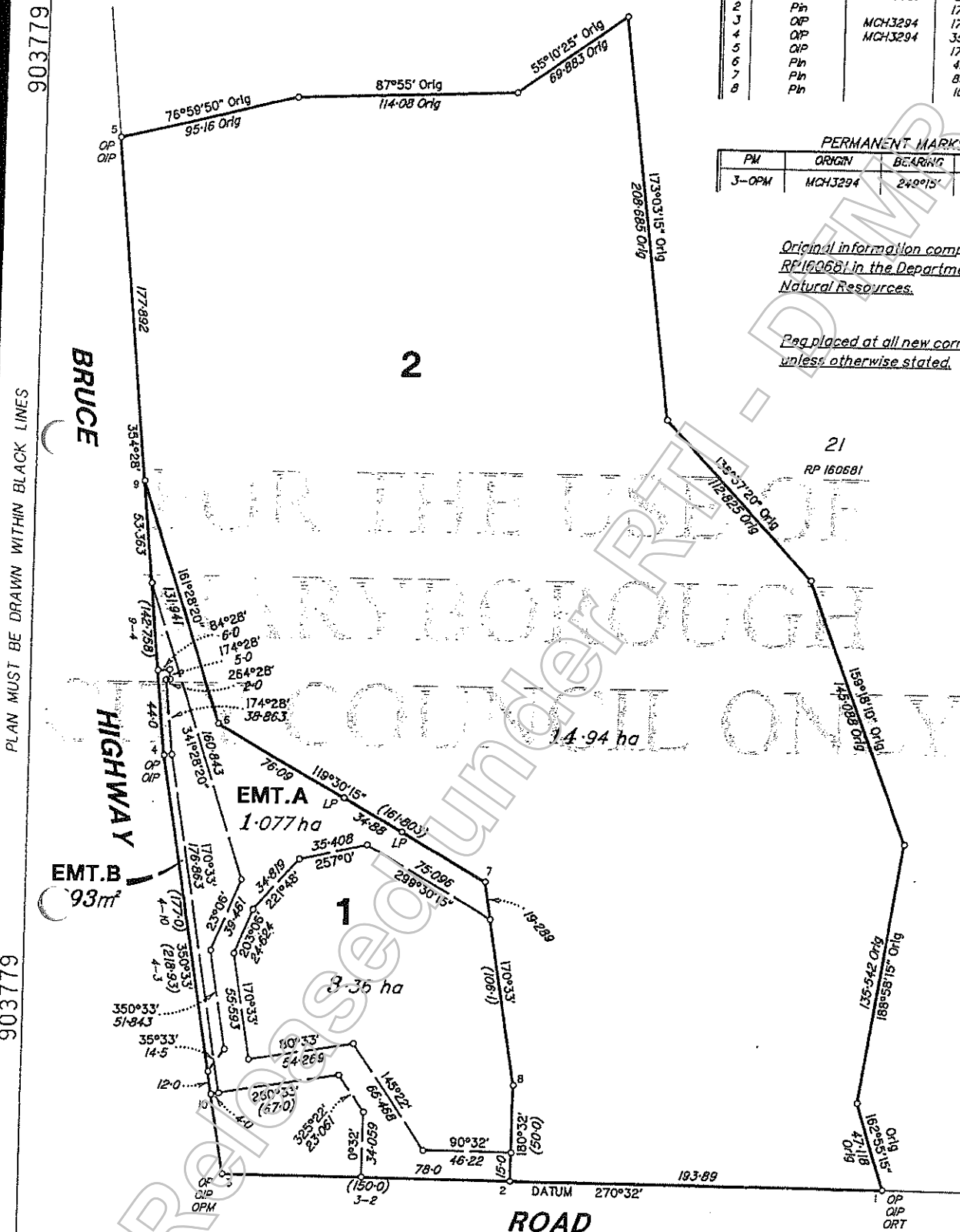
Released under RTI - DTMR

REFERENCE MARKS				
STN	TO	ORIGIN	BEARING	DIST
1	OP	RP160681	162°55'15"	1.23
1	ORT	RP160681	32°51'	21.785
2	Pin		179°38'	1.477
3	OP	MCH3294	170°33'	1.328
4	OP	MCH3294	350°33'	1.006
5	OP		174°28'	1.0
6	Pin		48°42'	1.373
7	Pin		86°44'	1.16
8	Pin		10°07'	1.531

PERMANENT MARKS				
PM	ORIGIN	BEARING	DIST	NO
3-OPM	MCH3294	249°15'	1.642	24612

Original information compiled from
RP160681 in the Department of
Natural Resources.

Flag placed at all new corners,
unless otherwise stated.



D.J. MATHESON PTY. LTD., ACN 010 380 293
hereby certify that the Company has surveyed the land
comprised in this plan by Maxwell James SMITH
(Licensed Surveyor) and Bruce Roderick MACKIE
(Surveying Graduate) who are both members of the company
accepts responsibility for the plan's accuracy,
that the said survey was conducted in accordance with
the Survey Act 1972 and the Survey Regulation
1992 and that the said survey was conducted on
8/5/1996.

COMMON SEAL
D.J. MATHESON
Bruce Roderick MACKIE
Director
Date: 12.5.1996

PLAN OF Lots 1, 2 and Proposed Emts. A & B
in Lot 1
Cancelling Lot 22 on RP160681

ORIGINAL Par. 223

NO SURVEY RECORDS DEPOSITED

MERIDIAN	MAP REF	SCALE	ENDORSED	ARCHIVED
RP160681	Parish Map	1:2000	ACCREDITED	BRISBANE

PARISH **MARYBOROUGH**
COUNTY **March**
TOWN/LOCALITY
LOCAL GOVERNMENT **MARYBOROUGH C.C.**
LANDS REGION **WIDE BAY**
MINING DISTRICT

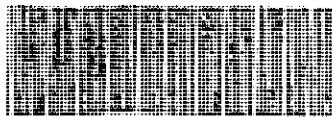
REGISTERED PLAN 903779

0 10 20 30 40 50 60 70 80 90 100mm CROWN COPYRIGHT RESERVED

#1220-1 MAT957

Copyright protects this plan. Unauthorized reproduction or amendment is not permitted. Contact the surveyor or Consulting Surveyors Queensland for information.

903779
WARNING - PLAN MAY BE ROLLED - A FOLDED OR MUTILATED PLAN WILL NOT BE ACCEPTED 903779



701383964

\$87.00

27/06/1996 15:38

BE 600

EASEMENT

IMAGED FROM MICROFILM

QLD STAMP DUTY - DNEI

1060091784-0

27/06/96 12:44:53
\$ 1.50 (INV)

1. Grantor

HERBERT CLAUDE NEIL and DAPHNE HELEN NEIL

Lodger Name, address & phone number Lodger Code
McCarthy Durie Ryan Neil
P.O. Box 178, Cleveland Q 4163 223
(07) 3246 3048 MAC:tm:96276

2. Description of Easement/Lot
Servient Tenement (burdened land)

County

Parish

Title Reference

Easement A is Lot 1 on RP 903779

March

Maryborough

50132840

*Dominant Tenement (benefited land)

Lot 2 on RP 903779

March

Maryborough

50132841

3. Interest being burdened

Fee simple

4. Interest being benefited

Fee simple

*not applicable if easement is gross

5. Grantee

Other names

Servient/Company name and number

(include tenancy if more than one)

HERBERT CLAUDE
DAPHNE HELEN

NEIL and
NEIL

as joint tenants

6. Consideration

\$1.00

7. Purpose of easement

Right of Way

8. Grant/Execution

The Grantor for the above consideration grants to the Grantee the easement over the servient tenement for the purpose stated in item 7 and the Grantor and Grantee covenant with each other in terms of the attached schedule.

Witnessing Officer

Execution Date

Ian Alexander Neil

Grantor's Signature

Signature

26/6/96

Solicitor

BRUCE MICHAEL DURIE full name

Solicitor qualification

as per Schedule 1 of Land Title Act 1994 (eg Legal Practitioner, JP, C.Dec)

HERBERT CLAUDE NEIL and
DAPHNE HELEN NEIL by their duly
constituted Attorney under Powers of
Attorney Nos. L879657R & L879658V
respectively.

Witnessing Officer

Execution Date

Ian Alexander Neil

Grantee's Signature

Signature

26/6/96

Solicitor

BRUCE MICHAEL DURIE full name

Solicitor qualification

as per Schedule 1 of Land Title Act 1994 (eg Legal Practitioner, JP, C.Dec)

HERBERT CLAUDE NEIL and
DAPHNE HELEN NEIL by their duly
constituted Attorney under Powers of
Attorney Nos. L879657R & L879658V
respectively.

REGISTERED

17 JUL 1996

Title Reference _____

THE GRANTOR GRANTS AND TRANSFERS to the Grantee and its successors and assigns of all or any part of the dominant tenement full and free right and liberty of way and passage for the Grantee and to the lessees, agents, servants, workmen, invitees, licensees, customers, contractors and others authorised by the Grantee (but in common with the Grantor and those authorised by the Grantor) from time to time and at all times hereafter by day and by night to enter, leave, go, return, pass or repass on foot, with or without vehicles (laden or unladen) goods, chattels, plant and equipment of any description on, over, through, above and along the servient tenement for the purposes of a right of way.

The Grantor and the Grantee do hereby mutually covenant and agree the one with the other of them as follows:-

1. THE GRANTOR and its successors in title of the burdened land covenant to maintain the servient tenement in good repair and condition and to construct (if necessary) and/or maintain on the servient tenement a road surface of concrete, bitumen, asphalt, macadam or some such similar material or materials or any combination thereof of a carrying capacity to enable the Grantee (in common with the Grantor and those authorised by the Grantor) to utilise the rights more particularly given pursuant to the provisions of this grant of easement.
2. Neither the Grantor or Grantee nor their respective lessees, servants, agents, employees, workmen, visitors or licensees shall allow, permit or suffer any vehicles of any description laden or unladen or other obstruction of any kind to traverse, stand or remain in or on the servient tenement so as to damage the road surface on the servient tenement to delay or interfere with the traffic thereon or so as to delay interfere or impede any of the rights hereby granted to the Grantee or reserved to the Grantor pursuant to the provisions of the terms of this easement except where the Grantor is repairing, maintaining, constructing or reconstructing the servient tenement.
3. The Grantee shall pay the costs of any necessary survey and the professional costs and expenses in connection with the preparation, stamping and registration of the within easement.

BECAUSE LOT 1 TRANSFERRED TO CARADITA
THE RESPONSIBILITY RESTS WITH THEM.

10/4/00

Form 1 Development Application

idas

Common details

PART
A

The completion of **all applicable questions** on Part A is **mandatory** for all applications.

Part A must be accompanied by one (1) or more other completed parts of the Form.

Any information requested in the form may be provided in an attachment to the application.

For further information about completing the following details, refer to **Guide 1 Making an IDAS Application**.

<p>Description of land</p> <p>All land the subject of the application, must be identified.</p> <p>A description of the land is not required in relation to a mobile or temporary environmentally relevant activity.</p> <p>Advice for completing Q2 Q2 applies if development is proposed within a water body or watercourse.</p> <p>Advice for completing Q3 Most land can be identified by a lot on plan description. These details can be obtained from title documents or through the local government.</p> <p>However, if the land on which the development is proposed does <i>not</i> have a lot on plan description (i.e. the development is proposed in a water body or watercourse) provide –</p> <p>(i) the lot on plan description for the adjoining/adjacent land; or</p> <p>(ii) GPS coordinates where there is no adjoining/adjacent land (eg. in Moreton Bay).</p> <p>Advice for completing Q7 Q7 does not apply if the development is proposed within a water body or watercourse.</p> <p>Advice for completing Q8 Q8 applies if development is proposed within a local government area.</p> <p>Note: Areas below high water mark are <i>not</i> within a local government's area unless provided for under the <i>Local Government Act 1993</i>.</p> <p>Advice for completing Q9 Q9 applies if development is proposed on strategic port land or a strategic port land tidal area.</p> <p>For more information refer to Guide 11 Development on strategic port land</p>	<p>1. Street address: (including house number, street name, suburb/locality name & postcode) (if applicable) Bruce Highway North, Maryborough, Qld, 4650</p> <p>2. Name of water body or watercourse, within which the development is proposed: (if applicable) N/A</p> <p>3. Lot on plan description (eg. Lot 123 on RP 4567) / GPS coordinates: Lot 2 on RP903779</p> <p>4. The above description is for: (tick applicable box) <input checked="" type="checkbox"/> (i) the land on which the development is proposed; or <input type="checkbox"/> (ii) the land adjoining the water body or watercourse, within which the development is proposed; or <input type="checkbox"/> (iii) the water body or watercourse.</p> <p>5. Shop / tenancy number: (if applicable) N/A</p> <p>6. Storey / level: (if applicable) N/A</p> <p>7. Total area of land: (m² or ha) (if applicable) 14.94 ha</p> <p>8. Local government area in which the land is situated: (eg. Brisbane, Esk, Hervey Bay, Woocoo etc.) (if applicable) Maryborough City Council</p> <p>9. Port authority for the strategic port land or strategic port land tidal area on which the development is proposed (eg. Port of Brisbane, Port of Townsville) (if applicable) N/A</p>
<p>Proposal details</p>	<p>10. Existing use of the land: (eg. vacant, single house, shop etc.) Vacant</p> <p>11. Proposed use of the land: (eg. 6 unit apartment building, 30 lot residential subdivision, ERA for aquaculture in ponds with a total area of 7 ha for which wastes are released into waters etc). 51 lot industrial subddivision, comprising Lots 1 to 50 and Lot 52 on the submitted plans</p>

Other applicable parts of Form 1

Part A of Form 1 must *always* be accompanied by other completed parts of Form 1.

For information about when a part of Form 1 may apply for an application refer to Guide 1 Making an IDAS development application.

Applicant details

Clearly identify who is making the application. The applicant need not be the owner of the land.

When signing and lodging this application
The applicant is responsible for ensuring the information provided is correct. The assessment manager, any referral agency and the Chief Executive (where applicable) will rely on this information when assessing and deciding the application.

If the applicant is a company

A contact person must be shown. All correspondence will be mailed to this address.

12. Other parts of Form 1 completed as part of this application: (eg. Part D, Part I, etc)

Part F

13. Name:

Ellamanda Pty Ltd ACN 085 666 486 C/- Alan Holliday Pty. Ltd acting as agent for the applicant

14. Postal address:

C/- P.O. Box 1560, Buderim, Qld 4556

15. Signature:

16. Date:

24 March 2005

17. Contact person:

Not Relevant

18. Telephone number:

07 5476 8144

19. Mobile phone number: (if applicable)

Not Relevant

20. Facsimile number: (if applicable)

07 5476 7144

21. Email address: (if applicable)

Land owner's consent (if applicable)

Section 3.2.1(10)(a) of the IPA prescribes that an application can not be taken to be properly made without the land owner's consent.

For more information about land owner's consent refer to Guide 1 Making an IDAS development application.

An application *must* be supported by the consent of the land owner if the application involves:

- (i) a material change of use;
- (ii) reconfiguration of a lot;
- (iii) work on land below high-water mark & not within a canal as defined under the *Coastal Protection and Management Act 1995*; or
- (iv) work on rail corridor land defined under the *Transport Infrastructure Act 1994*.

mobile or temporary ERA

Land owner's consent is *not* required.

If an owner has signed this form as applicant

Their signature is not required again in this section.

If there are multiple owners

The consent of *each* owner is required.

If the owner is a company

Refer to Guide 1.

22. Name/s:

Sydney William Dittman Sole Director of Ellamanda Pty Ltd

23. Signature/s:

24. Date:

24 March 2005

Resource entitlement (if applicable)

Section 3.2.1(10)(b) of the IPA prescribes that an application can *not* be taken to be properly made without evidence of the resource entitlement.

Advice for completing Q25

Refer to schedule 10 of the *Integrated Planning Regulation 1998* that prescribes the nature of evidence required by the State in support of the lodging of this development application.

25. Does this application involve taking or interfering with (other than interfering with quarry material on State coastal land under the *Coastal Protection and Management Act 1995*) a State resource?

☒ NO - go to Q28

☐ YES - go to Q26

26. This application is required by regulation to be accompanied by: (tick the applicable box)

☐ (i) evidence of the **allocation** of, or entitlement to, the resource – attach evidence

☐ (ii) evidence the chief executive of the department administering the resource is satisfied the development **is consistent with an allocation** of, or entitlement to, the resource – go to Q 27

☐ (iii) evidence the chief executive of the department administering the resource is satisfied the development application **may proceed in the absence of an allocation** of, or

entitlement to, the resource – go to Q 27

Advice for completing Q27

The information in (i) – (v) is mandatory if evidence is required under Q26 (ii) or (iii) above.

The official stamp of the Department of Natural Resources and Mines is mandatory where the application involves taking or interfering with water or riverine quarry material under the *Water Act 2000*.

27. Evidence of the resource entitlement:

(i) Resource entitlement / authority details

(ii) Name of delegated officer

(iii) Position of delegated officer

(iv) Signature of delegated officer

(v) Date

(iv) Official stamp of the department administering the resource (if applicable)

Referral triggers

The Referrals Checklist must be completed and lodged with all IDAS development applications, other than those requiring the completion of Parts A and B of the Form only.

28. Is the Referrals Checklist completed and attached to this application?☒ YES

☐ NO – the assessment manager may refuse to accept this application on the grounds that the application has not been properly made

Plans / drawings / reports

An application should be accompanied by details to support the proposal & enable the assessment manager, referral agencies and any person viewing the application during public scrutiny or public notification to understand the scope of the proposal and any potential impact.

29. Plans/drawings/reports accompanying this application:

Plan / Drawing / Report Number	Title	Date
(i) 1879-02	Industrial Estate Plan	11/03/05
(ii)		
(iii)		
(iv)		
(v)		
(vi)		
(vii)		
(viii)		
(ix)		
(x)		

PLEASE NOTE

The assessment manager may refuse to accept an application that, at the time of lodgement, fails to provide all applicable information required by Part A and any other relevant part of Form 1.

OFFICE USE ONLY (applicable to assessment manager's)

FEE (\$)	DATE RECEIVED	RECEIVING OFFICER'S NAME/S	REFERENCE NUMBER/S

Form 1 Development Application

idas

Reconfiguring a lot

Completion of **all applicable questions** on Part F is **mandatory** for all applications involving the reconfiguring of a lot (including freehold subdivision, community title subdivision, subdivision by lease, etc.).

Nature of the application

A development permit authorises development to occur, while a preliminary approval is a step in the approval process and does not authorise development to occur.

1. This application is for: (tick one (1) or both if applicable)

☒ **Development permit** - provide details below eg. stage 1: freehold subdivision of 25 lots, realignment of a boundary, creation of an access easement)

Freehold subdivision of 51 industrial lots, comprising Lots 1 to 50 and lot 52 on submitted plans

AND / OR

☐ **Preliminary approval** - provide details below eg. stages 2, 3 and 4: freehold subdivision of 75 lots, realignment of a boundary, creation of an access easement)

The subject land

The information requested in Q2 & 3 is necessary for statistical and planning purposes.

2. Number of existing lots:

One

3. Total area of land in application: (if staged, total area of the land in this stage)

14.94 hectares

4. How the subject land is identified in the planning scheme: (name the zone, precinct etc.)

Industrial Precinct to Local Area 6 - Maryborough West and North

5. Current use of the land: (if vacant, also identify the previous use)

Vacant

6. Are there buildings or structures existing on the land?

☒ NO

☐ YES - complete Q 7

7. Indicate which one of the following circumstances applies:

☐ All existing buildings and structures on the land will be **demolished** as part of the development / redevelopment of the site; or

☐ Some existing buildings and structures on the land are proposed to be **retained** as part of the development / redevelopment of the site - indicate on the plans prepared in response to Question 6 above, those buildings or structures proposed to be retained

8. Existing services on the land: (eg. water & sewerage) - attach plan identifying location if appropriate)

None

9. Are there any existing easements over the land?

☐ NO

☒ YES - attach plan identifying easement location & purpose

The proposal

The information requested in Q10-13 is necessary for statistical and planning purposes.

10. Total area of land in the development permit minus any balance area

14.1367 hectares

11. Number of proposed lots:

51

12. Number of additional **residential** lots proposed in development permit: (if applicable)

Zero

13. Estate name & stage number: *(applicable if the application is for a stage or stages of an overall subdivision proposal)*

Wide Bay Industrial Park
14. Area of land to be contributed for community purposes: *(if applicable)*

Zero
15. Length of new road to be constructed: *(if applicable)*

Approx. 1,200 metres

PLEASE NOTE

This application **cannot** be accepted unless accompanied by Part A of Form 1.

The assessment manager may refuse to accept an application that, at the time of lodgement, fails to provide all applicable information requested by Part A and any other relevant part of Form 1.

OFFICE USE ONLY *(applicable to assessment manager)*

DATE RECEIVED		REFERENCE NUMBER/S	
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Form 1 Development Application

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Referrals checklist

Completion of **all questions** on the Referrals Checklist is **mandatory** for all applications, other than those requiring the completion of Parts A & B only.

It is the responsibility of the applicant to work with the assessment manager to correctly identify if an application involves referral to an IDAS referral agency for their assessment and determination, or comment and / or the coordination of any information request by the Chief Executive DLGP through the referral coordination process. The checklist contains a number of questions to aid in this determination. If your application does involve referral, the assessment manager will confirm in the acknowledgement notice the referral actions required. To assist you in answering the following questions a series of guides are available free from www.ipa.qld.gov.au.

REFERRALS THAT CAN APPLY TO DEVELOPMENT

- other than building work assessable against the Standard Building Regulation 1993

Environmentally relevant activity

For more information refer to [Guide 4](#), schedule 8A of the IPA & schedule 2 of the IP Regulation. Unless you answered 'none of the above' to Q1, the application requires assessment by the administering authority¹. If an agency other than the administering authority is the assessment manager for the application, the administering authority is a concurrence agency for the application in relation to this matter.

Note: An application involving ERA 19 and/or 20 will also require completion of Part K₁ of Form 1 for approval where an allocation under the Water Act 2000 is required.

1. The application involves (tick applicable box/es) –

- ☐ (i) an environmentally relevant activity (ERA) for which a code for environmental compliance has **not** been made - complete Part G of Form 1
- ☐ (ii) a mobile or temporary ERA for which a code of environmental compliance has **not** been made - complete Part G of Form 1
- ☒ (iii) none of the above

State-controlled road matters

For more information refer to [Guide 3](#), schedule 8A of the IPA & schedule 2 of the IP Regulation. Unless you answered 'none of the above' to Q2, the application triggers referral to Main Roads as referral agency.

In certain circumstances Main Roads will be an advice agency, while in other circumstances Main Roads will be a concurrence agency. Schedule 2 of the IP Regulation will assist you to determine where Main Roads is an advice or concurrence agency for the application.

2. The application involves development on land: (tick applicable box/es) -

(a) **contiguous**² to a State controlled road that is for -

- ☒ (i) a material change of use assessable against the planning scheme;
- ☒ (ii) reconfiguring a lot - unless the number of lots does not increase and the number of lots abutting the State-controlled road does not increase;
- ☐ (iii) operational work not associated with a material change of use assessable against the planning scheme or reconfiguring a lot that-
- is associated with access to a State-controlled road;
 - is for filling or excavation;
- ☐ (iv) operational work or building work (for a non-residential purpose and not associated with an assessable reconfiguration or a material change of use assessable against a planning scheme) that involves the redirection or intensification of site stormwater from the site, through a pipe with a cross-sectional area greater than 250mm² that directs stormwater to a State-controlled road;

(b) **not contiguous** to a State-controlled road that is -

- ☐ (iv) proposed within a local government area that has a transitional planning scheme and is for development -
- mentioned in schedule 5 of the IP Regulation and exceeds the thresholds set in that schedule
- ☐ (v) proposed within a local government area that has an IPA planning scheme and is for development -
- mentioned in schedule 5 of the IP Regulation and exceeds the thresholds set in that schedule
 - inconsistent with plans for State-controlled road infrastructure

(c) ☐ none of the above

¹ The administering authority may be either the Environmental Protection Agency, the relevant local government (for a devolved ERA) or the Queensland Department of Primary Industries and Fisheries (for a delegated ERA).

² Land contiguous to a State-controlled road is defined in schedule 14 of the IP Regulation to mean land if part of the land is within 100m of the State-controlled road or land that is part of a future State-controlled road)

<p>Clearing vegetation</p> <p>For more information refer to <u>Guide 12</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>Unless you answered "none of the above" to Q3, the application requires assessment by NR&M. If an agency other than NR&M is the assessment manager for the application, NR&M is a concurrence agency for the application in relation to this matter.</p>	<p>3. The application involves: (tick applicable box) -</p> <p><input type="checkbox"/> (a) operational work for the clearing of native vegetation where the vegetation clearing is made assessable under Schedule 8 of the IPA - complete Part J of Form 1</p> <p><input type="checkbox"/> (b) a material change of if -</p> <p>(i) the lot contains -</p> <ul style="list-style-type: none"> a category 1, 2 or 3 area shown on a property map of assessable vegetation; or if there is no property map of assessable vegetation for the lot - remnant vegetation; & <p>(ii) the existing use of the land is a rural or environmental use; and</p> <p>(iii) the size of the land is 2 hectares or larger - complete Part J of Form 1</p> <p><input type="checkbox"/> (c) reconfiguration of a lot if -</p> <p>(i) the lot contains -</p> <ul style="list-style-type: none"> a category 1, 2 or 3 area shown on a property map of assessable vegetation; or there is no property map of assessable vegetation for the lot - remnant vegetation; & <p>(ii) the size of the lot before the reconfiguration is 2 hectares or larger; and</p> <p>(iii) 2 or more lots are created; and</p> <p>(iv) the size of any lot created is 25 hectares or smaller - complete Part J of Form 1</p> <p><input checked="" type="checkbox"/> (d) none of the above</p>
<p>Strategic port land</p> <p>For more information refer to <u>Guide 11</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q4, the relevant Port Authority is the assessment manager and Queensland Transport is a concurrence agency for the application.</p>	<p>4. Does the application involve a material change of use on strategic port land that is inconsistent with the approved land use plan under the <i>Transport Infrastructure Act 1994</i>?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part I of Form 1</p>
<p>Acid sulfate soils</p> <p>For more information refer to <u>Guide 10</u> & schedule 2 of the IP Regulation.</p> <p>Unless you answered "none of the above" to Q5, the application requires assessment by NR&M. If an agency other than NR&M is the assessment manager for the application, NR&M is an advice agency for the application in relation to this matter.</p>	<p>5. The application involves assessable development (other than building work only assessable against the Standard Building Regulation) on land situated in an identified⁴ local government area and where the surface of the land is: (tick applicable box)</p> <p><input type="checkbox"/> (i) below 20m AHD⁵ and the development involves the excavation of 1000m³ or more of soil or sediment at or below 5m AHD; or</p> <p><input type="checkbox"/> (ii) at or below 5m AHD and the development involves filling the site with 1000m³ or more of material</p> <p><input checked="" type="checkbox"/> (iii) none of the above</p>
<p>Major hazard facilities or possible major hazard facilities</p> <p>For more information refer to <u>Guide 17</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q6, the application requires assessment by DES⁶. If an agency other than DES is the assessment manager for the application, DES is a concurrence agency for the application in relation to this matter.</p>	<p>6. Does the application involve a material change of use for a major hazard facility or possible major hazard facility as defined under the <i>Dangerous Goods Safety Management Act 2000</i>?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part L of Form 1</p>
<p>Water related development</p> <p>For more information about items (i) - (iv), refer to <u>Guide 15</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>For more information about item (v), refer to <u>Guide 14</u> Does my application involve assessment of a referable dam?, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>Unless you answered "none of the above", the application requires assessment by NR&M. If an agency other than NR&M is the assessment manager for the application, NR&M is a concurrence agency for the application in relation to this matter.</p>	<p>7. The application involves:</p> <p><input type="checkbox"/> (a) operational work that is: (tick applicable box/es)</p> <p><input type="checkbox"/> (i) in a watercourse (eg. a pump, gravity diversion, stream re-direction, weir or dam)</p> <p><input type="checkbox"/> (ii) for an artesian bore anywhere in the State, no matter what the use</p> <p><input type="checkbox"/> (iii) for a subartesian bore, in declared groundwater area⁷, for use for purposes other than stock and/or domestic use</p> <p><input type="checkbox"/> (iv) for a subartesian bore, in certain declared groundwater area, for use for stock and/or domestic purposes</p> <p><input type="checkbox"/> (v) for a referable dam⁸</p> <p><input type="checkbox"/> (vi) for taking overland flow water;</p> <p><input checked="" type="checkbox"/> (b) none of the above.</p>

³ Department of Natural Resources and Mines

⁴ The identified local government areas are: Aurukun, Bowen, Brisbane, Broadsound, Bundaberg, Burdekin, Burke, Burnett, Caboolture, Cairns, Calliope, Caloundra, Cardwell, Carpentaria, Cook, Coooloolo, Douglas, Fitzroy, Gladstone, Gold Coast, Hervey Bay, Hinchinbrooke, Isis, Johnstone, Livingstone, Logan, Mackay, Maroochy, Maryborough, Miriam Vale, Mornington, Noosa, Pine Rivers, Raddcliffe, Redland, Rockhampton, Sarina, Thuringowa, Tiaro, Torres, Townsville, Whitsunday.

⁵ Australian Height Datum (AHD)

⁶ Department of Emergency Services

⁷ The declared ground water areas are listed in Guide 13 Development in a declared catchment area

⁸ Referable dam is defined under the *Water Act 2000*

<p>Removal of quarry material from a watercourse</p> <p>For more information refer to <u>Guide 16</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q8, the application requires assessment by NR&M. If an agency other than NR&M is the assessment manager for the application, NR&M is a concurrence agency for the application in relation to this matter.</p> <p><i>Note: Part G of Form 1 is required to be completed as the activity of removing quarry material from a watercourse is also an Environmentally Relevant Activity (ERA).</i></p>	<p>8. Does the application involve development for the removal of quarry material from a watercourse⁹ under an allocation notice given under the <i>Water Act 2000</i>?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part K₇ and G of Form 1</p>
<p>Operational works in a tidal area or coastal management district</p> <p>For more information refer to <u>Guide 18</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q9, the application requires assessment by EPA. If an agency other than EPA is the assessment manager for the application, EPA is a concurrence agency for the application in relation to this matter.</p>	<p>9. Does the application involve operational works in a tidal area or coastal management district as defined under the <i>Coastal Protection and Management Act 1995</i>?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part M of Form 1</p>
<p>Tidal works and coastal management</p> <p>For more information refer to <u>Guide 18</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>Unless you answered "none of the above", the application triggers referral to QT¹⁰ (Maritime Safety Queensland) as a concurrence agency.</p>	<p>10. The application involves operational work that is: (tick the applicable box/es)</p> <p><input type="checkbox"/> (i) tidal work¹¹ - complete Part M of Form 1</p> <p><input type="checkbox"/> (ii) disposing of dredge spoil or other solid material in tidal water - complete Part M of Form 1</p> <p><input type="checkbox"/> (iii) reclaiming land under tidal water - complete Part M of Form 1</p> <p><input type="checkbox"/> (iv) constructing a canal¹² if the canal is associated with reconfiguring a lot - complete Part M of Form 1</p> <p><input checked="" type="checkbox"/> (v) none of the above.</p>
<p>Coastal management</p> <p>For more information refer to <u>Guide 18</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>Unless you answered "none of the above", the application requires assessment by EPA. If an agency other than EPA is the assessment manager for the application, EPA is a concurrence agency for the application in relation to this matter.</p>	<p>11. The application involves: (tick the applicable box/es)</p> <p><input type="checkbox"/> (i) a material change of use involving operational work carried out completely or partly in a coastal management district¹³ and assessable under a planning scheme</p> <p><input type="checkbox"/> (ii) a material change of use involving building work carried out completely or partly in a coastal management district and assessable under a planning scheme that is -</p> <ul style="list-style-type: none"> • the construction of a new premises with a GFA¹⁴ of at least 1000m² • the enlargement of the GFA of an existing premises by more than 1000m² <p><input type="checkbox"/> (iii) assessable reconfiguration of a lot where the land is situated completely or partly in a coastal management district</p> <p><input type="checkbox"/> (iv) assessable reconfiguration of a lot¹⁵ in connection with the construction of a canal - complete Part M of Form 1</p> <p><input checked="" type="checkbox"/> (v) none of the above</p>
<p>Development below high water mark</p> <p>For more information refer to <u>Guide 18</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q12, the application triggers referral to the Port Authority.</p> <p>The Port Authority is concurrence agency if the development is -</p> <ul style="list-style-type: none"> • within 200m of a shipping channel or an entry and exit shipping corridor for the port • within 1000m of a swing basin, a commercial shipping wharf, a mooring, anchorage or spoil grounds; • within 1000m of a planned port facility identified in a land use plan approved under the <i>Transport Infrastructure Act 1994</i>. <p>In all other situation the Port Authority is advice agency.</p>	<p>12. Does the application involve development below high water mark¹⁶ and within the limits of a port under the <i>Transport Infrastructure Act 1994</i>?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part M of Form 1</p>
<p>Marinas</p> <p>For more information refer to <u>Guide 18</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q13, the application triggers referral to Queensland Fire and Rescue Service as an advice agency.</p>	<p>13. Does the application involve operational work that is tidal work for a marina¹⁷ with more than 6 vessel berths?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part M of Form 1</p>

⁹ Watercourse is defined in sch 10 of the IPA

¹⁰ Queensland Transport

¹¹ Tidal work is defined in sch 10 of the IPA

¹² Canal means canal as defined under the *Coastal Protection and Management Act 1995*

¹³ Coastal management district is defined in sch 10 of the IPA and means a coastal management district under the *Coastal Protection and Management Act 1995*, other than an area declared as a coastal management district under section 47(2) of that Act

¹⁴ GFA is defined in sch 14 of the IPA to mean the gross floor area. For a definition of how to calculate GFA, go to the planning scheme against which the application is being assessed.

¹⁵ Under s117 of the *Coastal Protection and Management Act 1995*, an application for reconfiguration, where the reconfiguration is associated with the construction of an artificial waterway, must be accompanied by the application for the operational works to construct the artificial waterway.

¹⁶ High water mark is defined in the *Coastal Protection and Management Act 1995* and means the ordinary high water mark at spring tide

¹⁷ Marina is defined in the *Transport Operations (Maritime Pollution) Regulation 1995*

<p>Tidal works in strategic port land tidal areas</p> <p>For more information refer to <u>Guide 18</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q14, the relevant port authority is the assessment manager for the application and EPA and Queensland Transport are concurrence agencies for the application.</p>	<p>14. Does the application involve tidal works within the limits of strategic port land tidal areas¹⁸?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part M of Form 1</p>
<p>Heritage</p> <p>For further information refer to <u>Guide 19</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q15, the application triggers referral to the Queensland Heritage Council as concurrence agency for the application.</p>	<p>15. Does the application involve development in a heritage registered place as defined under the <i>Queensland Heritage Act 1992</i>?</p> <p><input checked="" type="checkbox"/> NO</p> <p><input type="checkbox"/> YES - complete Part C of Form 1</p>
<p>Declared catchment areas</p> <p>For more information, including a list of the declared catchment areas within Queensland, refer to <u>Guide 13</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>Unless you answered "none of the above", the application requires assessment by NR&M. If an agency other than NR&M is the assessment manager for the application, NR&M is a concurrence agency for the application in relation to this matter.</p>	<p>16. The application involves development in an areas declared to be a catchment area under the <i>Water Act 2000</i> for: (tick the applicable box/es)</p> <p><input type="checkbox"/> (i) reconfiguration of a lot, if any lot resulting from the reconfiguration is less than 16 hectares;</p> <p><input type="checkbox"/> (ii) the establishment or expansion of a waste water disposal system, other than a disposal system for carrying out an environmentally relevant activity under the <i>Environmental Protection Act 1994</i></p> <p><input checked="" type="checkbox"/> (iii) none of the above</p>
<p>Contaminated land</p> <p>Actions involving material change of use and / or reconfiguring a lot may trigger this referral. For more information refer to <u>Guide 5</u>, schedule 8A of the IPA & schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q17, the application requires assessment by EPA. If an agency other than EPA is the assessment manager for the application, EPA will be a concurrence agency for the application in relation to this matter.</p>	<p>17. This application involves: (tick the applicable box/es) -</p> <p><input type="checkbox"/> (a) reconfiguring a lot for which all of part of the premises are -</p> <ul style="list-style-type: none"> (i) premises mentioned in the IPA, schedule 8, part 1, table 2 - <ul style="list-style-type: none"> • item 5, including the exemption otherwise provided for by paragraph (d); • item 6, including the exemption otherwise provided for by paragraph (e); or • item 7, • including the exemption otherwise provided for a mining activity or petroleum activity; or (ii) in an area for which an area management advice has been given for unexploded ordnance - complete Part N of Form 1 <p><input type="checkbox"/> (b) a material change of use -</p> <ul style="list-style-type: none"> (i) made assessable under the IPA, schedule 8, part 1, table 2, items 5 to 7; or (ii) if all or part of the premises is in an area for which an area management advice has been given for unexploded ordnance - complete Part N of Form 1 <p><input checked="" type="checkbox"/> (c) none of the above</p>
<p>Electricity infrastructure</p> <p>For more information refer to schedule 2 of the IP Regulation.</p> <p>Unless you answered "none of the above", the application triggers referral to the agency to which the easement is granted in favour of as advice</p>	<p>18. The application involves: (tick the applicable box/es)</p> <p><input type="checkbox"/> (i) reconfiguration of a lot where any part of the lot is -</p> <ul style="list-style-type: none"> • subject to an easement in favour of a distribution entity or transmission entity under the <i>Electricity Act 1994</i> and the easement is for a transmission grid or supply network under that Act; or • situated within 100m of a substation site; <p><input type="checkbox"/> (ii) a material change of use, assessable against a planning scheme and not associated with reconfiguring a lot if -</p> <ul style="list-style-type: none"> • any part of the premises is subject to an easement in favour of a distribution entity or transmission entity under the <i>Electricity Act 1994</i> and the easement is for a transmission grid or supply network under that Act; and • any structure or work that is the natural and ordinary consequence of the use is, or will be, located wholly or partly in the easement; <p><input type="checkbox"/> (iii) a material change of use, assessable against a planning scheme and not associated with reconfiguring a lot if any part of the premises is situated within 100m of a substation site</p> <p><input type="checkbox"/> (iv) operational work that is filling or excavation, not associated with reconfiguring a lot, if -</p> <ul style="list-style-type: none"> • any part of the premises is subject to an easement in favour of a distribution entity or transmission entity under the <i>Electricity Act 1994</i>; and • the work is located wholly or partly in the easement <p><input checked="" type="checkbox"/> (v) none of the above.</p>

¹⁸ Strategic port land tidal areas are the areas generally 50 meters seaward of high water mark adjacent to strategic port land.

<p>Land designated for community infrastructure</p> <p>Applications involving development on land designated for community infrastructure may trigger this referral.</p> <p>For more information refer to schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q19, the application requires assessment by the chief executive of the department administering the Act authorising the development for the designated purpose. If an agency other than the designator is the assessment manager for the application, the designating agency will be a concurrence agency for the application in relation to this matter.</p>	<p>19. Does the application involve development on land designated for community infrastructure –</p> <ul style="list-style-type: none"> (i) intended to be supplied by a public sector entity; and (ii) on land not owned by or on behalf of the State; and (iii) other than development – <ul style="list-style-type: none"> • for the designated purpose; or • carried out by, or on behalf of, the designator <p><input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p>
<p>SEQ Regional Plan</p> <p>For more information refer to schedule 2 of the IP Regulation.</p> <p>If you answered "YES" to Q20, the application requires assessment by the Office of Urban Management (OUM).</p>	<p>20. Does the application involve a material change of use for urban purposes¹⁹ in the SEQ Region²⁰, other than for a single dwelling on an existing lot, for which all or part of the premises, the subject of the development, is in the –</p> <ul style="list-style-type: none"> (i) Regional Landscape and Rural Production Area; (ii) Rural Living Area; (iii) Investigation Area; or (iv) Mt Lindesay/North Beaudesert Investigation Area, unless the premises is designated or zoned for urban purposes in the relevant planning scheme. <p><input checked="" type="checkbox"/> NO <input type="checkbox"/> YES</p>
<p>Fisheries matters</p> <p>For more information refer to schedule 2 of the IP Regulation.</p> <p>Unless you answered "none of the above", the application requires assessment by the Department of Primary Industries and Fisheries (DPI&F).</p>	<p>21. The application involves: (tick the applicable box/es)</p> <ul style="list-style-type: none"> <input type="checkbox"/> (i) an assessable material change of use for aquaculture; <input type="checkbox"/> (ii) assessable operational work that is the construction or raising of a waterway barrier; <input type="checkbox"/> (iii) assessable operational work completely or partly with a declared fish habitat area; <input type="checkbox"/> (iv) assessable operational work that is the removal, destruction or damage of a marine plant; <input checked="" type="checkbox"/> (v) none of the above.
<p>Referral coordination</p> <p>An information request requires referral coordination if the application involves –</p> <ul style="list-style-type: none"> (i) 3 or more concurrence agencies; or (ii) a facility or area assessable under a planning scheme and prescribed in schedule 7 or 8 of the IP Regulation; or (iii) development which is subject to an application for preliminary approval mentioned in section 3.1.6 of the IPA. <p>For more information go to Guide 2 & Guide 6.</p>	<p>22. Does the application trigger referral coordination?</p> <p><input checked="" type="checkbox"/> NO <input type="checkbox"/> YES, as the application:</p> <ul style="list-style-type: none"> <input type="checkbox"/> (i) triggers 3 or more concurrence agencies; <input type="checkbox"/> (ii) involves a facility made assessable under a planning scheme and prescribed in schedule 7 of the IP Regulation; <input checked="" type="checkbox"/> (iii) involves development made assessable under a planning scheme and in an area prescribed in schedule 8 of the IP Regulation; <input type="checkbox"/> (iv) is for a preliminary approval mentioned in section 3.1.6 of the IPA
<p>Referral agency responses prior to lodgement</p> <p>Under section 3.3.2 of IPA a referral agency may give a referral agency response on a matter within its jurisdiction about a proposal before an application for the proposal is made to the assessment manager.</p> <p>This is commonly the case where an application requires referral to a building referral agency (eg Old Fire and Rescue Service).</p>	<p>23. Did a referral agency give a referral agency response under s3.3.2 of the IPA before the application was made to the assessment manager?</p> <p><input checked="" type="checkbox"/> NO <input type="checkbox"/> YES - attach a copy of the referral agency/s response/s</p>

PLEASE NOTE: The assessment manager may refuse to accept an application, which, at the time of lodgement, fails to provide the completed Referrals Checklist (if applicable).

OFFICE USE ONLY (applicable to assessment manager)

DATE RECEIVED	REFERENCE NUMBER/S	
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¹⁹ Urban purposes is defined in schedule 10 of the IPA. To make it clear, urban purposes does not include rural residential purposes as defined in schedule 2 of the Draft South East Queensland Regional Plan

²⁰ Local Governments within the SEQ Region are identified in the Draft South East Queensland Regional Plan as Beaudesert Shire, Boonah Shire, Brisbane City, Caboolture Shire, Caloundra City, Esk Shire, Gatton Shire, Gold Coast City, Ipswich City, Kilcoy Shire, Laidley Shire, Logan City, Maroochy Shire, Noosa Shire, Pine Rivers Shire, Redcliffe City, Redland Shire and Toowoomba City.

BUILDING REFERRALS (*advice only*)

Below is a list of the referrals that can apply to an application involving building work assessable against the Standard Building Regulation. This information is provided for **advice purposes only** and this section of the referrals checklist if **not** required to be completed and lodged with an application.

Fire safety For more information go to schedule 2 of the IP Regulation	1. An application may trigger referral to Qld Fire and Rescue Services as an advice agency if the building work the subject of the application requires the installation of a fire safety system.
Fire safety for budget accommodation For more information go to schedule 2 of the IP Regulation	2. An application may trigger referral to Qld Fire and Rescue Services as an advice agency if the building work the subject of the application requires the installation of a fire safety system for a budget accommodation building.
Spray painting For more information go to schedule 2 of the IP Regulation	3. An application may trigger referral to the Department of Industrial Relations (DIR) as a concurrence agency in the application involves a workplace incorporating spray painting.
Retail meat premises For more information go to schedule 2 of the IP Regulation	4. An application may trigger referral to Safe Food Qld as a concurrence agency if the application involves a retail meat premises.
Private health facilities For more information go to schedule 2 of the IP Regulation	5. An application may trigger referral to the Department of Health as a concurrence agency is the application involves a private health facility.
Workplace area less than 2.3m² For more information go to schedule 2 of the IP Regulation	6. An application may trigger referral to the Department of Industrial Relations (DIR) as an advice agency if the application involves a work place area less than 2.3m ² .
Land contiguous to a State-controlled road For more information go to schedule 2 of the IP Regulation	7. An application may trigger referral to the Department of Main Roads as a concurrence agency or advice agency if the application involves land contiguous to a State-controlled road.
Pastoral workers accommodation For more information go to schedule 2 of the IP Regulation	8. An application may trigger referral to the Department of Industrial Relations (DIR) as a concurrence agency is the application involves pastoral workers accommodation.
Child care centre For more information go to schedule 2 of the IP Regulation	9. An application may trigger referral to the Department of Communities as a concurrence agency if the application involves a child care centre.
Coastal development For more information go to schedule 2 of the IP Regulation	10. An application may trigger referral to the Environmental Protection Agency (EPA) as a concurrence agency if the application involves land completely or partly seaward of a coastal building line ²¹ .
Heritage For more information go to schedule 2 of the IP Regulation	11. An application may trigger referral to the Heritage Council as a concurrence agency if the application involves a heritage registered place.
Fisheries matters For more information go to schedule 2 of the IP Regulation	12. An application may trigger referral to the Department of Primary Industries and Fisheries (DPI&F) as a concurrence agency if the application involves assessable building work in a declared fish habitat area.

²¹ Coastal building lines are prescribed under the Coastal Protection and Management Act 1995.



MARYBOROUGH CITY COUNCIL

Contact: Mr Adam Yem
Telephone: (07) 4190 5800
Our Ref: AY:SMP, 7/R/BRUCEHWAY/4
Your Ref: -
Date: 6 May 2005

RECEIVED
10 MAY 2005

BY:.....

The Director
Ellamanda Pty Ltd
C/- Alan Holliday Pty Ltd
C/- PO Box 1560
BUDERIM QLD 4556

COPY

Dear Sir/Madam

RE: Acknowledgment Notice to Applicant
Bruce Highway and Timbertop Estate, Maryborough
Lot Reconfiguration – Fifty-One (51) Lots

Pursuant to the provisions of Section 3.2.3. of the Integrated Planning Act, enclosed herewith please find Acknowledgment Notice to Applicant.

Please note: This application requires referral to the Department of Main Roads. Pursuant to the Integrated Planning Act, it is the Applicant's responsibility to refer a copy of the application lodged with Council together with the Acknowledgment Notice. Item 8 of the Acknowledgment Notice details the applicable Referral Agency. Council cannot continue processing this application until all Referrals are completed.

Yours faithfully

NR

N E GORRIE
CHIEF EXECUTIVE OFFICER

Enc.

Please address correspondence to:

Chief Executive Officer
Maryborough City Council
PO Box 110
Maryborough QLD 4650
www.maryborough.qld.gov.au

Administration Centre :
431-433 Kent Street
Telephone: (07) 4190 5800
Fax: (07) 4123 1470
Email: council@maryborough.qld.gov.au
A.B.N. 97 679 822 035





MARYBOROUGH CITY COUNCIL

Acknowledgement Notice

INTEGRATED PLANNING ACT 1997, IDAS DEVELOPMENT
APPLICATION

File No: 7/R/BRUCEHWAY/4

For further information
regarding this notice,
please contact:

ADAM YEM

Phone: (07) 4190 5800

LOT RECONFIGURATION – FIFTY-ONE (51) LOTS

1. APPLICANT DETAILS

Name: ELLAMANDA PTY LTD, C/- ALAN HOLLIDAY PTY LTD

Postal address: C/- PO BOX 1560, BUDERIM QLD 4556

Phone no: 5476 8144

Mobile no: 0413 625 071

Fax: 5476 7144

2. PROPERTY DESCRIPTION

Street address: BRUCE HIGHWAY AND TIMBERTOP ESTATE

Suburb/locality: MARYBOROUGH

Real property description: PART OF LOT 2 AND EASEMENT A ON RP903779, PARISH OF MARYBOROUGH

3. OWNER'S DETAILS

Name: ELLAMANDA PTY LTD

Postal address: 2

Postcode: 4572

4. APPROVAL TYPE

What approval is being sought?	Preliminary Approval	Development Permit
MATERIAL CHANGE OF USE:	NO	NO
RECONFIGURE A LOT:	NO	YES
OPERATIONAL WORK:	YES	NO

5. CODE ASSESSMENT

Will Code Assessment be required? Yes Refer to Appendix 1.

6. IMPACT ASSESSMENT

Will Impact Assessment be required? No

7. PUBLIC NOTIFICATION DETAILS

What is required for Public Notification?

Nil

8. REFERRAL AGENCIES

What are the names and addresses of Referral Agencies?

REFERRAL AGENCY ADDRESS

REFERRAL - BASIS

DEPARTMENT OF WIDE BAY DISTRICT OFFICE

CONCURRENCE

MAIN ROADS LOCKED MAIL BAG 486, BUNDABERG QLD 4670

9. INFORMATION REQUEST

Will a further Information Request be made by the Assessment Manager?

Council may make an Information Request.

10. REFERRAL COORDINATION

Does the application require Referral Coordination?

No

11. ASSESSMENT MANAGER

Not Relevant

Name: N E GORRIE

Signature:

Date: 6 MAY 2005

CHIEF EXECUTIVE OFFICER

+ CEO

APPENDIX 1**Land Use Specific Codes**

<input type="checkbox"/>	Rural Uses Code
<input type="checkbox"/>	Rural Residential Code
<input type="checkbox"/>	Community Use Code
<input type="checkbox"/>	Commercial Code
<input type="checkbox"/>	Industry Code
<input type="checkbox"/>	House Code
<input type="checkbox"/>	Medium Density Residential Code

General Codes

<input checked="" type="checkbox"/>	Ecology Protection Code
<input checked="" type="checkbox"/>	Filling and Excavation Code
<input checked="" type="checkbox"/>	Flood Management Code
<input type="checkbox"/>	Character Protection
<input checked="" type="checkbox"/>	Infrastructure Services Code
<input checked="" type="checkbox"/>	Landscaping Code
<input checked="" type="checkbox"/>	Lot Reconfiguration Code
<input type="checkbox"/>	Residential Amenity Code
<input checked="" type="checkbox"/>	Signs Code
<input type="checkbox"/>	Vehicle Parking and Access Code
<input type="checkbox"/>	Assessment and Management of Acid Sulphate Soils (ASS) Code
<input checked="" type="checkbox"/>	Subdivisional and Engineering Works
<input type="checkbox"/>	Temporary Buildings, Demolition and Removal Code
<input type="checkbox"/>	On-Site Effluent Disposal Code

Area Specific Codes

<input type="checkbox"/>	Maryborough Airport Code
<input type="checkbox"/>	Wharf Street Precinct
<input type="checkbox"/>	Railyards Redevelopment Area Precinct Code
<input type="checkbox"/>	Coastal Townships Code
<input type="checkbox"/>	Fraser Island South Code
<input type="checkbox"/>	Erosion Prone Area Code



ALAN HOLLIDAY PTY. LTD.

"Better Planning, Better Business"

Consulting Town Planners

ABN 80 106 061 929

The Chief Executive Officer
Maryborough City Council
P.O. Box 110
MARYBOROUGH
QLD 4650

Our Ref: 046A

Your Ref: AY:SMP, 7/R/BRUCEHWAY/4

COPY

10 May 2005

Attention: **Mr. Adam Yem**

Dear Sir,

**DEVELOPMENT APPLICATION FOR RECONFIGURATION OF A LOT
PROPOSED 51 LOT INDUSTRIAL LOT SUBDIVISION
BRUCE HIGHWAY & QUARRY ROAD – MARYBOROUGH
LOT 2 & EASEMENT "A" ON RP903779, PARISH OF MARYBOROUGH
ELLAMANDA PTY. LTD.**

REFERRAL TO THE DEPARTMENT OF MAIN ROADS

Thank you for your letter of 6 May 2005, forwarding the Acknowledgement Notice pursuant to Section 3.2.3 of the *Integrated Planning Act, 1997*.

Pursuant to Section 3.3.4 of the Act, this letter is to advise that a copy of the application was referred to the Wide Bay District Office of the Department of Main Roads by post on 10 May 2005.

A copy of our letter to the department is attached for your records.

Yours sincerely

Not Relevant

Consulting Town Planner

NR

Dip.App.Sc.(Town Planning); B.App.Sc.(Planning), MPIA.

P. O. Box 1560, Buderim, Qld 4556

5 Ballinger Road, Buderim, Qld

Phone: (07) 5476 8144

Mobile: Not Relevant

Fax: (07) 5476 7144

e-mail: aholliday@dodo.com.au



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"Better Planning, Better Business"

Consulting Town Planners

ABN 80 106 061 929

Our Ref: 046A
Your Ref:

District Director
Wide Bay District Office
Department Of Main Roads
Locked Bag 486
BUNDABERG DC
QLD 4670

COPY

27 April 2005

Dear Sir,

**CHANGE TO DEVELOPMENT APPLICATION FOR RECONFIGURATION OF A LOT
51 INDUSTRIAL LOTS
BRUCE HIGHWAY NORTH – MARYBOROUGH
PART OF LOT 2 AND EASEMENT "A" ON RP903779
ELLAMANDA PTY. LTD.**

I refer to the above development application submitted to Maryborough City Council on 24 March 2005. At this stage the assessment manager has not issued an Acknowledgement Notice, nor has the application been referred to you as yet.

However your response to a related application (your ref; 830/273 E42061) prompts us to give notice to the assessment manager to amend the land particulars of the proposal, in order to avoid a similar issue with the properly made status of the application.

Accordingly the applicant has given written notice to the assessment manager to change the submitted application by including Easement "A" on RP903779 into the land which is the subject of the application.

A copy of our notice to the assessment manager is attached for your information and records.

We trust that the properly made status of the application is now satisfactory and your assistance in progressing the assessment would be appreciated.

Yours sincerely

Not Relevant

Sole Director, Ellamanda Pty. Ltd. (the applicant)

NR

Dip.App.Sc.(Town Planning); B.App.Sc.(Planning), MPIA.

P.O. Box 1560, Buderim, Qld 4556

5 Ballinger Road, Buderim, Qld

Phone: (07) 5476 8144

Mobile Not Relevant

Fax: (07) 5476 7144

e-mail: aholliday@dodo.com.au



ALAN HOLLIDAY PTY. LTD.

"Better Planning, Better Business"

Consulting Town Planners

ABN 80 106 061 929

Our Ref: 046A
Your Ref:

The Chief Executive Officer
Maryborough City Council
P.O. Box 110
Maryborough
QLD 4650

COPY

27 April 2005

Dear Sir,

**CHANGE TO DEVELOPMENT APPLICATION FOR THE RECONFIGURATION OF A LOT
51 INDUSTRIAL LOTS
BRUCE HIGHWAY NORTH – MARYBOROUGH
PART OF LOT 2 & EASEMENT "A" ON RP903779
ELLAMANDA PTY. LTD.**

I refer to the above development application submitted to Council on 24 March 2005.

Pursuant to Section 3.2.9 of the Integrated Planning Act, 1997 the applicant hereby gives written notice of a change to the application.

The Change

The change is to include the following additional land into the application:

- Easement A on RP903779; and
- Amend the description of the land in the original application from Lot 2 on RP903779 to Part of Lot 2 on RP903779.

The change is necessary as a consequence of written advice received from the Department of Main Roads (DMR), dated 21 April 2005 (copy attached), concerning Development Application Reference AY:JAA, 7/R/BRUCEHWAY/4.

DMR formed the opinion in that case that *"the application is not properly made, because access to the proposal will be obtained via Easement A on RP903779 and the easement does not form part of the application."*

Therefore it is likely that the DMR will form the same opinion for the subject application and this notice is submitted to address that likelihood.

IDAS Process Does Not Stop In This Case

Please note Section 3.2.9(4) of the Act, which states that the IDAS process does not stop if:

(a) *the change merely corrects a mistake about –*

(i)

Not Relevant

Dip.App.Sc.(Town Planning); B.App.Sc.(Planning), MPIA.
P.O. Box 1560, Buderim, Qld 4556
5 Ballinger Road, Buderim, Qld
Phone: (07) 5476 8144
Mobile: Not Relevant
Fax: (07) 5476 7144
e-mail: aholliday@dodo.com.au

- (ii) *The address or other property details of the land to which the application applies; and*
- (b) *The assessment manager is satisfied the change would not adversely affect the ability of a person to assess the changed application.*

The applicant submits that the IDAS process does not stop in this case because:

1. the correction is solely related to correcting the address or other property details of the land to which the application relates; and
2. the change does not adversely affect the ability of the assessment manager or the DMR to assess the application because the change does not alter the substance of the proposal in any way. The only effect of the change is to correct the description of the land to which the application is intended to apply.

Consent of the Servient Tenement Not Required In This Case

The applicant submits that in this case the inclusion of Easement "A" into the application does not require consent of the servient tenement in order for the application to be declared properly made.

Ellamanda Pty. Ltd. (the applicant) is the dominant tenement to Easement "A" on RP903779. A copy of the easement document was presented with the original application.

Section 3.2.1(12) of the Integrated Planning Act, 1997 states

"To the extent the land, the subject of the application, has the benefit of an easement and the development is not inconsistent with the terms of the easement, the consent of the owner of the servient tenement is not required."

The applicant submits that the consent of the servient tenement is not required in this case because:

- The development is not inconsistent with the terms of the easement -- the easement grants vehicular access to the servient tenement. This situation will not change;
- The purpose of the easement is to provide an unencumbered and properly maintained vehicular access -- the development relies on access from the easement, which is consistent with its intended purpose. The proposal does not promote a situation that is likely to encumber the easement or abrogate maintenance responsibilities in any way;
- The Council has already issued a preliminary approval for the proposed development which relied upon access to the easement. The approved application was predicated upon the caravan park component of the approved development being serviced by Easement "A" (refer to page 13 of the Planning Report presented by C & B Group). The Council and the Department of Main Roads subsequently approved the development with vehicular access via Easement "A".

It is interesting to note that the preliminary approval issued on 10 January 2001, relied upon the same easement access as the current application. However in that case the approval related only to Lot 2 on RP903779 and Easement "A" did not form part of the land specified in the approval.

In that case, neither the Assessment Manager nor the DMR raised the properly made status of the application in the context of Easement "A".

Referral Agencies - DMR

Please note Section 3.2.9(2) of the *Integrated Planning Act, 1997* which states:

"When the assessment manager receives notice of the change, the assessment manager must advise any referral agencies for the original application and the changed application of the receipt of the notice and its effect under sub-section (3)."

Accordingly the applicant would appreciate your early attention to this matter.

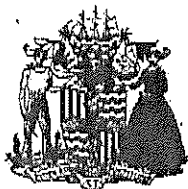
Notwithstanding Council's obligation under Section 3.2.9(2), we have also referred a copy of this letter to the DMR for information purposes and to confirm our actions as a consequence of its letter of 21 April 2005.

We trust that the properly made status of the application is now confirmed and your assistance in progressing the assessment would be appreciated.

Yours sincerely

Not Relevant

Sole Director, Ellamanda Pty. Ltd. (the applicant)



MARYBOROUGH CITY COUNCIL

Postal Address:
PO Box 110
Maryborough QLD 4650

Administration Centre:
431-433 Kent Street
Maryborough QLD 4650

Telephone: (07) 4190 5800
Fax: (07) 4123 1470
council@maryborough.qld.gov.au

FACSIMILE TRANSMISSION

To: Mr Les Kenneday Date: 06 May 2005
Council Ref.: 6/MC/BRUCEHWAY/3
Fax No: 4152 3878 From: Adam Yem
NUMBER OF PAGES (INCLUDING THIS PAGE): 5
RE: Amended Acknowledgement Notice for Bruce Highway & Quarry Road, Maryborough

Regards
Adam Yem

AUTHORISED BY

This facsimile is intended only for the addressee and may contain confidential information. If you are not the addressee, you are notified that any transmission, distribution or photocopying of this facsimile is strictly prohibited. The confidentiality attached to this facsimile is not waived, lost or destroyed by reasons or a mistaken delivery to you.

If you have received this facsimile in error, please notify us immediately by telephone. Thank you.



MARYBOROUGH CITY COUNCIL

Councillor

Telephone

Email

Fax

Address

Mr Adam Yem
(07) 4190 5800
AY:SMP, 6/MC/BRUCEHWAY/3
-
6 May 2005

The Director
Ellamanda Pty Ltd
C/- Alan Holliday Pty Ltd
C/- PO Box 1560
BUDERIM QLD 4556

Dear Sir/Madam

RE: **Amended Acknowledgment Notice to Applicant**
Bruce Highway and Quarry Road, Maryborough
Code Assessable Material Change of Use – Shops and Motel and Reconfigure
a Lot – Two (2) Lots

Further to your letter dated 27 April 2005 and in accordance with Section 3.2.9 of the Integrated Planning Act, enclosed herewith please find an Amended Acknowledgement Notice.

The attached amended Acknowledgement Notice is dated 14 March 2005 and is to replace the original Acknowledgement Notice sent to you previously.

Please note that the IDAS process does not stop as it is deemed that the change is in accordance with Section 3.2.9(4)(a)(ii) of the Integrated Planning Act. A copy of the Acknowledgement Notice has been sent to the Department of Main Roads.

Yours faithfully

B/C Mr Les Kenneday
Department of Main Roads
Fax No. 4152 3878

For your information.

N E GORRIE
CHIEF EXECUTIVE OFFICER

Enc.

Not Relevant

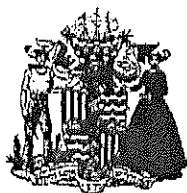
N E GORRIE
CHIEF EXECUTIVE OFFICER

Please address correspondence to:

Chief Executive Officer
Maryborough City Council
PO Box 110
Maryborough QLD 4650
www.maryborough.qld.gov.au

Administration Centre :
431-433 Kent Street
Telephone: (07) 4190 5800
Fax: (07) 4123 1470
Email: council@maryborough.qld.gov.au
A.B.N. 97 679 627 035





MARYBOROUGH CITY COUNCIL

Acknowledgement Notice

INTEGRATED PLANNING ACT 1997, IDAS DEVELOPMENT APPLICATION

File No: 8/MC/BRUCEHWAY/3

For further information
regarding this notice,
please contact:

ADAM YEM

Phone: (07) 4190 5800

MATERIAL CHANGE OF USE – SHOPS & MOTEL AND LOT RECONFIGURATION – TWO (2) LOTS

1. APPLICANT DETAILS

Name: ELLAMANDA PTY LTD, C/- ALAN HOLLIDAY PTY LTD

Postal address: C/- PO BOX 1560, BUDERIM QLD 4556

Phone no: 5476 8144

Mobile no: 0413 625 071

Fax: 5479 5081

2. PROPERTY DESCRIPTION

Street address: BRUCE HIGHWAY AND QUARRY ROAD

Suburb/locality: MARYBOROUGH

Real property description: LOT 2 RP 903779 AND EASEMENT A ON RP903779, PARISH OF MARYBOROUGH

3. OWNER'S DETAILS

Name: ELLAMANDA PTY LTD

Postal address:

Postcode: 4572

4. APPROVAL TYPE

What approval is being sought?

Preliminary
Approval

Development
Permit

MATERIAL CHANGE OF USE:

NO

YES

RECONFIGURE A LOT:

NO

YES

OPERATIONAL WORK:

YES

NO

5. CODE ASSESSMENT

Will Code Assessment be required? Yes Refer to Appendix 1.

6. IMPACT ASSESSMENT

Will Impact Assessment be required? No

MARYBOROUGH CITY COUNCIL IDAS Development Application Acknowledgment Notice

2 of 3

7. PUBLIC NOTIFICATION DETAILS

What is required for Public Notification?

Nil

8. REFERRAL AGENCIES

What are the names and addresses of Referral Agencies?

REFERRAL AGENCY	ADDRESS	REFERRAL - BASIS
DEPARTMENT OF MAIN ROADS	WIDE BAY DISTRICT OFFICE LOCKED MAIL BAG 486, BUNDABERG QLD 4670	CONCURRENCE

9. INFORMATION REQUEST

Will a further Information Request be made by the Assessment Manager?

Council may make an Information Request.

10. REFERRAL COORDINATION

Does the application require Referral Coordination?

No

11. ASSESSMENT MANAGER

Name: P. L. COCHRANE

Signature:

Not Relevant

Date: 14 MARCH
2005ACTING CHIEF EXECUTIVE
OFFICER

MARYBOROUGH CITY COUNCIL IDAS Development Application Acknowledgment Notice

3 of 3

APPENDIX 1**Land Use Specific Codes**

<input type="checkbox"/>	Rural Uses Code
<input type="checkbox"/>	Rural Residential Code
<input type="checkbox"/>	Community Use Code
<input checked="" type="checkbox"/>	Commercial Code
<input type="checkbox"/>	Industry Code
<input type="checkbox"/>	House Code
<input checked="" type="checkbox"/>	Medium Density Residential Code

General Codes

<input type="checkbox"/>	Ecology Protection Code
<input checked="" type="checkbox"/>	Filling and Excavation Code
<input type="checkbox"/>	Flood Management Code
<input type="checkbox"/>	Character Protection
<input checked="" type="checkbox"/>	Infrastructure Services Code
<input checked="" type="checkbox"/>	Landscaping Code
<input checked="" type="checkbox"/>	Lot Reconfiguration Code
<input type="checkbox"/>	Residential Amenity Code
<input checked="" type="checkbox"/>	Signs Code
<input checked="" type="checkbox"/>	Vehicle Parking and Access Code
<input type="checkbox"/>	Assessment and Management of Acid Sulphate Soils (ASS) Code
<input checked="" type="checkbox"/>	Subdivisional and Engineering Works
<input type="checkbox"/>	Temporary Buildings, Demolition and Removal Code
<input type="checkbox"/>	On-Site Effluent Disposal Code

Area Specific Codes

<input type="checkbox"/>	Maryborough Airport Code
<input type="checkbox"/>	Wharf Street Precinct
<input type="checkbox"/>	Railyards Redevelopment Area Precinct Code
<input type="checkbox"/>	Coastal Townships Code
<input type="checkbox"/>	Fraser Island South Code
<input type="checkbox"/>	Erosion Prone Area Code



ALAN HOLLIDAY PTY. LTD.

"Better Planning, Better Business"

Consulting Town Planners

ABN 80 106 061 929

Our Ref: 046A
Your Ref:

The Chief Executive Officer
Maryborough City Council
P.O. Box 110
Maryborough
QLD 4650

27 April 2005

Dear Sir,

**CHANGE TO DEVELOPMENT APPLICATION FOR THE RECONFIGURATION OF A LOT
51 INDUSTRIAL LOTS
BRUCE HIGHWAY NORTH – MARYBOROUGH
PART OF LOT 2 & EASEMENT "A" ON RP903779
ELLAMANDA PTY. LTD.**

I refer to the above development application submitted to Council on 24 March 2005.

Pursuant to Section 3.2.9 of the Integrated Planning Act, 1997 the applicant hereby gives written notice of a change to the application.

The Change

The change is to include the following additional land into the application:

- Easement A on RP903779; and
- Amend the description of the land in the original application from Lot 2 on RP903779 to Part of Lot 2 on RP903779.

The change is necessary as a consequence of written advice received from the Department of Main Roads (DMR), dated 21 April 2005 (copy attached), concerning Development Application Reference AY:JAA, 7/R/BRUCEHWAY/4.

DMR formed the opinion in that case that *"the application is not properly made, because access to the proposal will be obtained via Easement A on RP903779 and the easement does not form part of the application."*

Therefore it is likely that the DMR will form the same opinion for the subject application and this notice is submitted to address that likelihood.

IDAS Process Does Not Stop In This Case

Please note Section 3.2.9(4) of the Act, which states that the IDAS process does not stop if:

- (a) *the change merely corrects a mistake about –*

(i)

NR

Dip.App.Sc.(Town Planning); B.App.Sc.(Planning), MPIA.
P.O. Box 1560, Buderim, Qld 4556
5 Ballinger Road, Buderim, Qld
Phone: (07) 5476 8144
Mobile: Not Relevant
Fax: (07) 5476 7144
e-mail: aholliday@dodo.com.au

- (ii) *The address or other property details of the land to which the application applies; and*
- (b) *The assessment manager is satisfied the change would not adversely affect the ability of a person to assess the changed application.*

The applicant submits that the IDAS process does not stop in this case because:

1. the correction is solely related to correcting the address or other property details of the land to which the application relates; and
2. the change does not adversely affect the ability of the assessment manager or the DMR to assess the application because the change does not alter the substance of the proposal in any way. The only effect of the change is to correct the description of the land to which the application is intended to apply.

Consent of the Servient Tenement Not Required In This Case

The applicant submits that in this case the inclusion of Easement "A" into the application does not require consent of the servient tenement in order for the application to be declared properly made.

Ellamanda Pty. Ltd. (the applicant) is the dominant tenement to Easement "A" on RP903779. A copy of the easement document was presented with the original application.

Section 3.2.1(12) of the Integrated Planning Act, 1997 states

"To the extent the land, the subject of the application, has the benefit of an easement and the development is not inconsistent with the terms of the easement, the consent of the owner of the servient tenement is not required."

The applicant submits that the consent of the servient tenement is not required in this case because:

- The development is not inconsistent with the terms of the easement – the easement grants vehicular access to the servient tenement. This situation will not change;
- The purpose of the easement is to provide an unencumbered and properly maintained vehicular access – the development relies on access from the easement, which is consistent with its intended purpose. The proposal does not promote a situation that is likely to encumber the easement or abrogate maintenance responsibilities in any way;
- The Council has already issued a preliminary approval for the proposed development which relied upon access to the easement. The approved application was predicated upon the caravan park component of the approved development being serviced by Easement "A" (refer to page 13 of the Planning Report presented by C & B Group). The Council and the Department of Main Roads subsequently approved the development with vehicular access via Easement "A".

It is interesting to note that the preliminary approval issued on 10 January 2001, relied upon the same easement access as the current application. However in that case the approval related only to Lot 2 on RP903779 and Easement "A" did not form part of the land specified in the approval.

In that case, neither the Assessment Manager nor the DMR raised the properly made status of the application in the context of Easement "A".

Referral Agencies - DMR

Please note Section 3.2.9(2) of the *Integrated Planning Act, 1997* which states:

"When the assessment manager receives notice of the change, the assessment manager must advise any referral agencies for the original application and the changed application of the receipt of the notice and its effect under sub-section (3)."

Accordingly the applicant would appreciate your early attention to this matter.

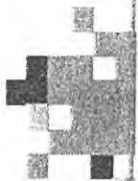
Notwithstanding Council's obligation under Section 3.2.9(2), we have also referred a copy of this letter to the DMR for information purposes and to confirm our actions as a consequence of its letter of 21 April 2005.

We trust that the properly made status of the application is now confirmed and your assistance in progressing the assessment would be appreciated.

Yours sincerely

Not Relevant

Sole Director, Ellamanda Pty. Ltd. (the applicant)



ALAN HOLLIDAY PTY. LTD.

"Better Planning, Better Business"

Consulting Town Planners

ABN 80 106 061 929

Our Ref: 046

Your Ref: AY:JAA, 7/R/BRUCEHWAY/4

The Chief Executive Officer
Maryborough City Council
P.O. Box 110
Maryborough
QLD 4650

COPY

27 April 2005

Dear Sir,

CHANGE TO DEVELOPMENT APPLICATION FOR MATERIAL CHANGE OF USE OF PREMISES & RECONFIGURATION OF A LOT

SHOPS AND MOTEL (including Conference Facilities)
BRUCE HIGHWAY NORTH – MARYBOROUGH
PART OF LOT 2 AND EASEMENT "A" ON RP903779
ELLAMANDA PTY. LTD.

I refer to the above development application submitted to Council on 7 March 2005.

Pursuant to Section 3.2.9 of the Integrated Planning Act, 1997 the applicant hereby gives written notice of a change to the application.

The Change

The change is to include the following additional land into the application:

- Easement A on RP903779;
- Amend the description of the land in the original application from Lot 2 on RP903779 to Part of Lot 2 on RP903779.

The change is necessary as a consequence of written advice received from the Department of Main Roads (DMR), dated 21 April 2005 (copy attached). DMR has formed the opinion that *"the application is not properly made, because access to the proposal will be obtained via Easement A on RP903779 and the easement does not form part of the application."*

IDAS Process Does Not Stop In This Case

Please note Section 3.2.9(4) of the Act, which states that the IDAS process does not stop if:

- (a) *the change merely corrects a mistake about –*
- (i)
- (ii) *The address or other property details of the land to which the application applies; and*

NR

Dip.App.Sc.(Town Planning); B.App.Sc.(Planning), MPIA.
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5 Ballinger Road, Buderim, Qld
Phone: (07) 5476 8144
Mobile: Not Relevant
Fax: (07) 5476 7144
e-mail: aholliday@dodo.com.au

- (b) *The assessment manager is satisfied the change would not adversely affect the ability of a person to assess the changed application.*

The applicant submits that the IDAS process does not stop in this case because:

1. the correction is solely related to correcting the address or other property details of the land to which the application relates; and
2. the change does not adversely affect the ability of the assessment manager or the DMR to assess the application because the change does not alter the substance of the proposal in any way. The only effect of the change is to correct the description of the land to which the application is intended to apply.

Consent of the Servient Tenement Not Required In This Case

The applicant submits that in this case the inclusion of Easement A into the application does not require consent of the servient tenement in order for the application to be declared properly made.

Ellamanda Pty. Ltd. (the applicant) is the dominant tenement to Easement A on RP903779. A copy of the easement document was presented with the original application.

Section 3.2.1(12) of the Integrated Planning Act, 1997 states

"To the extent the land, the subject of the application, has the benefit of an easement and the development is not inconsistent with the terms of the easement, the consent of the owner of the servient tenement is not required."

The applicant submits that the consent of the servient tenement is not required in this case because:

- The development is not inconsistent with the terms of the easement – the easement grants vehicular access to the servient tenement. This situation will not change;
- The purpose of the easement is to provide an unencumbered and properly maintained vehicular access – the development relies on access from the easement, which is consistent with its intended purpose. The proposal does not promote a situation that is likely to encumber the easement or abrogate maintenance responsibilities in any way;
- The Council has already issued a preliminary approval for the proposed development which relied upon access to the easement. The approved application was predicated upon the commercial component of the development being serviced by the easement access (refer to page 13 of the Planning Report presented by C & B Group). The Council and the Department of Main Roads subsequently approved the development on the basis of the access easement.

It is interesting to note that the preliminary approval issued on 10 January 2001, relied upon the same easement access as the current application. However in that case, Easement A did not form part of the land under the approval. The assessment manager was the City of Maryborough and the DMR was a concurrence agency.

Referral Agencies - DMR

Please note Section 3.2.9(2) of the *Integrated Planning Act, 1997* which states:

"When the assessment manager receives notice of the change, the assessment manager must advise any referral agencies for the original application and the changed application of the receipt of the notice and its effect under sub-section (3)."

Accordingly the applicant would appreciate your early attention to this matter.

Notwithstanding Council's obligation under Section 3.2.9(2), we have also referred a copy of this letter to the DMR for information purposes and to confirm our actions in response to its letter of 21 April 2005.

We trust that the properly made status of the application is now satisfactory and your assistance to expedite the assessment would be appreciated.

Yours sincerely

Not Relevant

Sole Director, Ellamanda Pty. Ltd. (the applicant)

Released under RTI - DTMR

21 April 2005

Ellamanda Pty Ltd

C/ Not Relevant

Alan Holliday Pty Ltd

PO Box 1560

Buderim Qld 4556

Dear Sir

APPLICATION NOT PROPERLY MADE

Maryborough City: State-controlled road (10C) Bruce Highway (Maryborough – Gin Gin)

Applicant: Ellamanda Pty Ltd

Proposal: Part 1: Material change of use – shops and motel

Part 2: Reconfiguring a lot

Subject land: Lot 2 on RP903779

Situated at Bruce Highway and Quarry Road, Maryborough

Access location: 10C at 3.95R (entry/exit) and 10C at 4.440R (high speed entry)

I refer to the following: -

- (i) Your development application for the proposal and Maryborough City Council's acknowledgement notice dated 14 March 2005, which I received on 22 March 2005; and - P86219
- (ii) Mr Alan Holliday's discussions with our Les Kennedy on 20 April 2005

Main Roads believes the application is not properly made, because access to the proposal will be obtained via Easement A on RP903779 and the easement does not form part of the application.

Accordingly, you need to submit an amended application to the Maryborough City Council that includes Easement A on RP903779.

To assist you in preparing additional information for the department, I have attached an undated and unsigned draft request for information. The request is based on the assumption that access to the proposal will be via Easement A on RP903779.

I have sent a copy of this letter to Maryborough City Council.

Yours sincerely

NR

Albert Chiu

District Director (Wide Bay)

Encl – Undated unsigned draft Request for Additional Information letter

Wide Bay District

District Office

23 Quay Street Bundaberg Queensland 4670

Locked Bag 486 Bundaberg DC Queensland 4670

ABN 57 836 727 711

Our ref 830/273 E42061

Your ref 046

Enquiries Development Control Officer

Telephone +61 7 4154 0200

Facsimile +61 7 4152 3878

Website www.mainroads.qld.gov.au

JYR LWK 21/4/05

File No: 830/273
Your Ref: 7/R/BRUCEHWAY/4

C/c

Mr Noel Gorrie
Chief Executive Officer
Maryborough City Council
PO Box 110
Maryborough Qld 4650

For your information.

Albert Chiu
District Director (Wide Bay)

21 April 2005

Ellamanda Pty Ltd
C/- Alan Holliday Pty Ltd
PO Box 1560
Buderim Qld 4556

Dear Sir

REQUEST FOR ADDITIONAL INFORMATION

Maryborough City: State-controlled road (10C) Bruce Highway (Maryborough – Gin Gin)

Applicant: Ellamanda Pty Ltd

Proposal: Part 1: Material change of use – shops and motel

Part 2: Reconfiguring a lot

Subject land: Lot 2 on RP903779

Situated at Bruce Highway and Quarry Road, Maryborough

Access location: 10C at 3.95R (entry/exit) and 10C at 4.440R (high speed entry)

Thank you for your development application for the proposal and Maryborough City Council acknowledgement notice dated 14 March 2005, which we received on 22 March 2005.

Our comments are: -

- The information supplied does not show the location of the proposed shops and motel in relation to the balance of the subject land and the Bruce Highway.
- Mr Brendan Patterson verbally advised that an amended layout has been issued subsequent to the one submitted with the application. The new plan includes a manager's residence.
- Traffic generated by the proposal may have a significant adverse impact on the existing access arrangements and the operation of Easement A on RP903779.
- The state-controlled road network may be adversely affected if the proposal changes the flow characteristics of stormwater runoff to, across or along the Bruce Highway.

Following our review of the application we have concluded that we require further information to assess its full impact on the state-controlled road network. The information requested is set out below.

- 1 A layout plan that shows where the proposal is located in relation to the balance of the subject land (including easements) and the Bruce Highway.

Wide Bay District
District Office
23 Quay Street Bundaberg Queensland 4670
Locked Bag 486 Bundaberg DC Queensland 4670
ABN 57 836 727 711

Our ref 830/273
Your ref 046
Enquiries Development Control Officer
Telephone +61 7 4154 0200
Facsimile +61 7 4152 3878
Website www.mainroads.qld.gov.au

- 2 A Road Impact Assessment in accordance with Main Roads' *Guidelines for Assessment of Road Impacts of Development Proposals*.

The assessment shall include, but not be limited to, an analysis of how the proposal will affect the existing access arrangements and the operation of Easement A on RP903779. Where appropriate, the assessment shall be supported by a plan(s) drawn to a standard scale.

- 3 A stormwater report, including a plan(s), prepared by a Registered Professional Engineer of Queensland that demonstrates how stormwater from the site will be dealt with, such that it will not interfere with existing stormwater flow on the Bruce Highway, cause ponding or diversion of stormwater drainage onto the roadway.

The plan(s) shall be drawn to scale and include all relevant detail, including Relative Levels.

Please note it will not be sufficient for the hydraulics consultant to merely state that the Bruce Highway will not be adversely affected by stormwater drainage from the site.

When you respond please indicate whether you are supplying all, part, or none of the information requested. Failure to submit information could result in a refusal of your application, approval of part only of the development, or a preliminary approval only.

If you have any queries regarding the scope and detail of the information requested, I encourage you to contact our Development Control Officer on (07) 4154 0200.

I have sent a copy of this letter the Maryborough City Council for information, as the assessment manager for the application.

Yours sincerely

Albert Chiu
District Director (Wide Bay)



Facsimile Transmission

Our Ref 830273 E41685

Your Ref 046

Date 7 April 2005

Attention

Not Relevant

Alan Holliday Pty Ltd

From

Les Kenneday

Facsimile No. 5477 1718

Subject

EXTENSION OF INFORMATION REQUEST PERIOD

**Maryborough City: State-controlled road (10C) Bruce Highway
(Maryborough – Gin Gin)**

Applicant: Ellamanda Pty Ltd

Proposal: Material change of use – shops & motel

Reconfiguration of a lot

Subject land: Lot 2 on RP903779

Access location: 10C at 3.95R & 10c at 4.440R



No of pages (incl cover sheet) 1

Thank you for your development application for the proposal that we received on 22 March 2005.

I advise that we have extended the information request period by 10 business days.

I give this notice in accordance with to Section 3.3.6 of the *Integrated Planning Act 1997*.

The amended date for us to complete our information request is now 21 April 2005.

I have sent a copy of this letter to Maryborough City Council for information.

If you wish to discuss this matter, please contact Les Kenneday on (07) 4154 0200.

Yours sincerely

Not Relevant

Albert Chiu

District Director (Wide Bay)

IMPORTANCE NOTICE CONFIDENTIALITY AND LEGAL PRIVILEGE

This facsimile is intended only for the addressee and may contain legally privileged and confidential information. If you are not the addressee you are notified that the transmission, distribution, or photocopying of this facsimile is strictly prohibited. The legal privilege and confidentiality attached to this facsimile is not waived, lost or destroyed by reason of a mistaken delivery to you. If you have received this facsimile in error please immediately notify me by telephone and return the original to me at my address.

Wide Bay District
District Office
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ABN 57 836 727 711

Enquiries
Telephone +617 4154 0200
Facsimile +617 4152 3878
Website www.mainroads.qld.gov.au

3



Facsimile Transmission

Our Ref 830/273 E41685
Your Ref AY:JAA, 7/R/BRUCEHWY/4
Date 7 April 2005

Attention Mr Adam Yem
C/- Chief Executive Officer
Maryborough City Council

From Les Kenneday

Facsimile No. 4123 1470

No of pages (incl cover sheet) 2

Find attached for your information, a copy of Main Roads' facsimile to Alan Holliday Pty Ltd dated 7 April 2005.

Not Relevant

Albert Chiu
District Director (Wide Bay)



IMPORTANCE NOTICE CONFIDENTIALITY AND LEGAL PRIVILEGE

This facsimile is intended only for the addressee and may contain legally privileged and confidential information. If you are not the addressee you are notified that the transmission, distribution, or photocopying of this facsimile is strictly prohibited. The legal privilege and confidentiality attached to this facsimile is not waived, lost or destroyed by reason of a mistaken delivery to you. If you have received this facsimile in error please immediately notify me by telephone and return the original to me at my address.

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ABN 57 836 727 711

Enquiries
Telephone +617 4154 0200
Facsimile +617 4152 3878
Website www.mainroads.qld.gov.au

File Note

File number 830/273 E41782
Subject: Maryborough City: State-controlled road (10C) Bruce Highway
(Maryborough – Gin Gin)
Applicant: Ellamanda Pty Ltd
Proposal: Part 1: Development Permit - material change of use – shops & motel
Part 2: Development Permit -reconfiguring a lot
Subject land: Lot 2 on RP903779
Access location: 10C at 3.95R & 10C at 4.440R
Author Les Kennedy
Date 7 April 2005

Meeting held District Office on 7 April 2005, attended by:

Les Kennedy	LWK	Main Roads
Jay Rosenberg	JLR	Main Roads
Not Relevant		Design & Development Consultants (on behalf of Applicant)

- BP The proposal is to change the commercial component of the existing preliminary approval to a development permit.
- BP There has been an amended layout issued subsequent to the one submitted with the application. The new plan includes a manager's residence.
- BP The Applicant has recently made application to council for the area that currently has a preliminary approval for caravan park etc. to revert to its original industrial zone.
- LWK The following was discussed/advised at our meeting with Not Relevant (Dare Sutton Clarke) on 12 August 2004. Refer to File Note E36653.
- RK To maintain the integrity of High Speed Exit we propose a left turn lane adjacent to the High Speed Exit that will veer across to the motel. There will be a grassed median at the end of the High Speed Exit.
- Vehicles that enter via the main service station access will be directed onto the road contained within the easement. They will have to give way to traffic on the High Speed Exit. The road will be one way between the High Speed Exit and the motel. Exit will be via Quarry road, Enterprise Street and Industrial Avenue.
- LK Main Roads wants to maintain the integrity of High Speed Exit. Due to the types (standard cars and trucks) and the expected significant number of vehicles crossing the High Speed Exit it is unlikely that a GIVE WAY sign will maintain that.
- RK An alternative would be to prevent access along this easement for accessing the motel and provide access via the other easement to the south of the service station.
- LK That is something you will have to address.

File Note

- JR Main Roads will require a Road Impact Assessment to determine the impact of the proposal on the state-controlled road network.
- RK We will provide a detailed Road Impact Assessment.
- LK Impact of traffic on the Bruce Highway/Industrial Avenue intersection MAY require a contribution towards future upgrading of the intersection. RK acknowledged.
- JR Do the access easements form part of the application? Main Roads is unable to place a condition on land not part of an application. A check of our files showed that the easements are not included in the application
- RK I will submit a concept plan for the High Speed Exit/easement intersection and a Road Impact Assessment.

BP will send electronic copies of the amended layout plan and a colour site plan for our records.

Not Relevant

Les Kenneday
Development Control Officer



www.bjsdesign.com.au

FILE COPY
RETURN TO RECORDS

REF: BJS/E/E016-01/0705036/bjp.ja

12 July, 2005

[illegible]

Dear Sir

RE: Ellamanda P/L
Wide Bay Industrial Park, Maryborough

Reference is made to the issue of two Information Requests for the abovementioned project ie 51 Lot Industrial Development and MCU - Shops & Motel and Reconfiguring a Lot.

In response to both RFI's, we enclose a copy of the Traffic Impact Assessment for this development which was commissioned by Roger Brameld Consulting P/L.

If you have any questions regarding this matter please don't hesitate to give me a call.

Yours faithfully

Not Relevant

Director
BJS Design & Development Consultants

B.J. & S. Paterson Pty Ltd
as trustee for
Brendan and Sue Paterson
Family Trust
A.C.N. 058 597 318
ABN: 34 877 559 411



**WIDE BAY
BUSINESS &
INDUSTRIAL PARK
BRUCE HIGHWAY,
MARYBOROUGH
TRAFFIC IMPACT
ASSESSMENT**

22 June, 2005

WIDE BAY BUSINESS & INDUSTRIAL PARK

prepared for
ELLAMANDA PTY LTD

prepared by
ROGER BRAMELD CONSULTING PTY LTD

22 June, 2005

REGISTER					
ISSUE	DESCRIPTION	PREPARED		AUTHORISED	
		By	Date	By	Date
1	Original Issue	NR	11/7/05	NR	11/7/05

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APPENDIX A

Fig. A1 Site Plan

Fig. A2 Proposed Access Provisions

APPENDIX B

Fig. B1 2005 Existing Traffic Volumes

Fig. B2 “New” / “Diverted” Trips

Fig. B3 “Drop-in” Trips

Fig. B4 2015 Base Traffic Volumes

Fig. B5 2005 Design Traffic Volumes

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Fig. B7 New Trips generated from industrial land uses

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- Fig. B9 2020 Base Traffic Volumes
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APPENDIX C

- Fig. C1 2005 Existing PM Peak
 (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C2 2015 Base PM Peak
 (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C3 2005 Design PM Peak
 (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C4 2015 Design PM Peak
 (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C5 2010 Base PM Peak
 (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C6 2020 Base PM Peak
 (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C7 2010 Design PM Peak
 (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C8 2020 Design PM Peak
 (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)

APPENDIX D

Traffic Survey Results

1.0 INTRODUCTION

This report investigates the traffic engineering implications associated with the proposed development of a recreation and accommodation centre comprising retail and motel uses and the future full development of the industrial land both located on the eastern side of Bruce Hwy in Maryborough. It has been undertaken to form part of applications to Maryborough Shire Council and the Department of Main Roads (DMR) in relation to the site.

This report investigates the existing traffic conditions and determines the impact that the traffic associated both with the proposed recreation and accommodation centre and the future full development of the industrial uses would have on the road network, in particular at the roadhouse and "Sexie Coffee" access / Bruce Highway intersection, up to the design horizon year of 2015. The assessment considers both capacity and amenity viewpoints.

This report also assesses the internal circulation and layout in regards to traffic flow/movements, the location and the design of the accesses

A summary of the conclusions is provided in Section 5.0 within this report

2.0 EXISTING CONDITIONS

2.1 SUBJECT SITE

The subject site is described as Lot 2 on RP903779, Maryborough, and is located on the allotment adjacent to the existing roadhouse and "Sexie Coffee" development located on the eastern side of the Bruce Highway.

Accesses to the facility are via both the highway exit ramp and the existing access to the roadhouse and "Sexie Coffee" on the Bruce Highway.

2.2 EXISTING ROAD NETWORK

Bruce Hwy is under the jurisdiction of the Department of Main Roads (DMR). It is a two-way, two-lane road that travels in a north to south direction in the immediate vicinity. The service road past the site is an extension of the southbound highway off ramp to the existing roadhouse.

Quarry Rd is a 6m wide road with low traffic density and is no longer connected to Bruce Hwy.

2.3 EXISTING TRAFFIC VOLUMES

Through traffic volumes on Bruce Highway past the proposed recreation and accommodation centre and the industrial lands have been determined from a traffic survey undertaken by the Department of Main Roads between 8th February 2005 and 21st February 2005. The survey results undertaken by the Department of Main Roads determined that the 24 Hour peak period within the survey period on Bruce Highway occurred on Friday, 11th February 2005. The PM peak period on Bruce Highway past the subject site on Friday, the 11th February 2005 occurred between 3:00pm and 4:00pm. Appendix D duplicates these traffic surveys.

Existing traffic volumes at the roadhouse and "Sexie Coffee" access / Bruce Highway intersection during the PM peak period have been obtained from a manual traffic survey undertaken by Australasian Traffic Surveys for Roger Brameld Consulting Pty Ltd on Wednesday 15th June 2005 between 2:30pm and 5:30pm. It is noted that only the PM peak has been assessed herein as it would be the most critical for the busier component of the subject proposal, the retail shops. The survey results determine that the PM peak period at the roadhouse and "Sexie Coffee" access / Bruce Highway intersection occurred between 3:45pm and 4:45pm.

The peak hour results of these surveys are duplicated in Fig. B1 in Appendix B of this report. The full set of traffic survey data is provided within Appendix D of this report.

Intersection capacity analysis has been undertaken at the intersection during the existing PM peak period utilising traffic capacity analysis program aaSIDRA2.1. The "Intersection Movement Summary" for the intersection has been provided as Fig. C1 of Appendix C and is summarised further in Table 1 below.

TABLE 1
aaSIDRA2.1 OUTPUT DATA
FOR THE EXISTING 2005 ANALYSIS AT THE ROADHOUSE AND "SEXIE
COFFEE" ACCESS / BRUCE HIGHWAY INTERSECTION
(PM PEAK)

Intersection	PM PEAK		
	Total Traffic Entering Intersection (vph)	Highest Degree of Saturation (X)	Highest 95 th %ile Back of Queue
Roadhouse and "Sexie Coffee" access / Bruce Highway intersection	598	0.18	10m

Note: Practical Maximum Degree of Saturation (X_p) for unsignalised intersections is 0.80.

The results provided in Table 1 confirm that the surrounding road network is currently operating at a high quality level of service and well within acceptable limits.

3.0 THE PROPOSED DEVELOPMENT

3.1 DESCRIPTION

It is proposed to develop a recreation and accommodation centre comprising retail and motel uses on a part of the north-western portion of the Quarry Rd / Neil Rd intersection at Maryborough. In addition, future development of land into industrial uses to the north and east of the retail and motel component has been considered herein.

The proposed development including industrial use is described below:

- Motel - 35 rooms;
- Shopping Centre - 960 m² GFA;
- Industrial Use - 48,659 m² GFA

It is noted that the estimate of gross floor area of industrial uses has been determined assuming a lot yield of 40% which is considered to be appropriate for the subject locality. Accesses to the facility are proposed both via the existing highway exit ramp and the access to the roadhouse and "Sexie Coffee" on Bruce Highway with different linkages for light and heavy vehicles.

The proposed development is illustrated on Fig. A1 of Appendix A in this report.

3.2 ACCESS LOCATIONS

The access provisions proposed are illustrated on Fig. A2 of Appendix A of this report. It is noted that the recommended provisions do not hinder the operation of the roadhouse and/or "Sexie Coffee" and in addition, large vehicles not associated with the roadhouse would not pass through the roadhouse parking areas, thereby ensuring additional conflicts are minimized.

Heavy vehicles wishing to access the roadhouse can do so in a similar fashion to that currently being undertaken, however heavy vehicles wishing to access the industrial land (ingressing from the Bruce Highway south) would be required to pass the roadhouse on the south and eastern sides. Direct access for heavy vehicles from the roadhouse to the industrial land is proposed to be not permitted, although this linkage, should it be required, can be accommodated by the vehicles traversing around the perimeter of the roadhouse as previously noted after refueling is complete.

It is our considered opinion that the proposed access arrangements provide a sensible balance of accessibility for all users within the precincts and safety concerns in relation to vehicle / pedestrian conflicts.

3.3 TRAFFIC GENERATION – MOTEL AND RETAIL USES

3.3.1 Motel Traffic

The Department of Main Roads' "Road Planning and Design Manual" recommends a peak traffic generation rate of 0.4vph / unit for the motel. Therefore, adopting this rate, the peak traffic likely to be generated by the proposed 45 units motel would be in the order of 18vph.

3.3.2 Retail Uses Traffic

For the purpose of this assessment and to be conservative on the high side, the traffic generation rate for the retail shops during the Friday PM peak hour period has been assumed to be equal to the usual traffic generation rate for the retail shops during the Thursday PM peak hour period. This has been assumed because in some cases in rural towns, Friday afternoon is the peak period for the retail shops.

The Department of Main Roads' "Road Planning and Design Manual" recommends a traffic generation rate for the retail shops on a Thursday afternoon to be about 13.5vph/100m² GFA.

Retail shops within more rural localities generally generate traffic volumes significantly less than retail shops located within metropolitan areas. Therefore, a traffic generation rate of 13.5vph/100m² GFA for the proposed retail shops in Maryborough during the PM peak period would be considered as highly conservative.

Adopting this rate, the peak traffic likely to be generated by the proposed 960m² GFA retail shops during the weekday PM peak period would be in the order of 130vph.

The Department of Main Roads' "Road Planning and Design Manual" also suggests a directional distribution of 50%IN/50%OUT and a proportion of trips as follows:

- 50% 'New' Trips;
- 30% 'Diverted' Trips; and
- 20% 'Drop-In' Trips.

For the purpose of this report, it has been assumed that 'Diverted' trips are equal to 'New' trips. Therefore, 80% of trips generated by the retail shops have been assessed as 'New' / 'Diverted' trips and 20% of trips generated by the retail shops have been assessed as 'Drop-In' trips. In this instance, these assumptions are considered to be highly conservative in that it is likely that a much higher proportion of trips would in fact be 'Drop-In' trips (due to both the size and locality of the proposal), thereby

lessening the impact on the external road network. Notwithstanding, the percentages outlined above have been adopted.

3.3.3 Traffic Generation & Distribution Summary

The maximum traffic volumes likely to be generated by the proposed motel and retail shops would be 18vph (9vph IN/9vph OUT) and 130vph (65vph IN/65vph OUT), respectively. Therefore, the likely maximum traffic volumes for the proposed motel and retail shops during the Friday PM peak hour period is detailed as follows:

- 'New'/'Diverted' Trips

Motel	-	9vph IN;
	-	9vph OUT;
Retail Shops	-	52vph IN;
	-	52vph OUT;
TOTAL	-	61vph IN; and
	-	61vph OUT.
- Drop-In' Trips

Retail Shops	-	13vph IN;
	-	13vph OUT;

These 'New' / 'Diverted' trips has been distributed to the road network taking into consideration existing traffic volumes and the demographics of the area. The appropriate distributions used are as follows:

- Bruce Hwy to/from north - 40%
- Bruce Hwy to/from south - 60%

The 'Drop-In' trips has also been distributed to the road network taking into consideration existing traffic volumes and the demographics of the area. The appropriate distributions used are as follows:

- Bruce Hwy to/from north - 20%
- Bruce Hwy to/from south - 80%

An illustration of the above traffic volumes are provided on Figs B2 – B3 of Appendix B within this report.

4.0 FUTURE CONDITIONS

4.1 FORECAST BASE TRAFFIC VOLUMES (2015)

For the purpose of this assessment, the 2015 base traffic volumes at the roadhouse and “Sexie Coffee” access / Bruce Highway intersection has been determined by applying a growth rate of 3% p.a. (compound) (as advised by the Department of Main Roads) to the 2005 traffic volumes obtained from traffic survey. The 2015 base traffic volumes at the intersection for the PM peak is illustrated on Fig. B4 of Appendix B within this report.

Analysis of the 2015 base traffic scenario at the roadhouse and “Sexie Coffee” access / Bruce Highway intersection has been undertaken utilising aaSIDRA2.1. The results are provided in Table 2 with the “Intersection Movement Summary” for the intersection provided as Fig. C2 of Appendix C within this report.

TABLE 2
aaSIDRA2.1 OUTPUT DATA
FOR THE 2015 BASE ANALYSIS AT THE ROADHOUSE AND “SEXIE COFFEE” ACCESS / BRUCE HIGHWAY INTERSECTION (PM PEAK)

Intersection	PM PEAK		
	Total Traffic Entering Intersection (vph)	Highest Degree of Saturation (X)	Highest 95 th %ile back of Queue
The roadhouse and “Sexie Coffee” access / Bruce Highway intersection	304	0.24	16m (south)

Note: Practical Maximum Degree of Saturation (X_p) for unsignalised intersections is 0.80.

The results provided within Table 2 indicate that the roadhouse and “Sexie Coffee” access / Bruce Highway intersection in its existing configuration would operate satisfactorily up to and beyond the horizon year of 2015 without the subject proposal. Consequently the external road network would operate at a high quality level of service.

4.2 IMPACT OF THE GENERATED TRAFFIC ON THE ROAD NETWORK

4.2.1 The Roadhouse and “Sexie Coffee” Access / Bruce Hwy Intersection

The 2005 and 2015 design traffic volumes at the roadhouse and “Sexie Coffee” access / Bruce Highway intersection have been calculated by adding the base volumes of the respective year to the total traffic forecast to be generated by the proposal. The 2005 and 2015 PM design traffic volumes at the roadhouse and “Sexie Coffee” access /

Bruce Highway intersection are illustrated on Figs B5 and B6 of Appendix B in this report.

Operational analyses have been performed for both the 2005 and 2015 design scenarios on the roadhouse and "Sexie Coffee" access / Bruce Highway intersection by utilising aaSIDRA2.1. It is noted that only the PM Peak has been assessed herein as it would be the most critical for the busier component of the proposal, the retail shops. The results of these analyses are provided as Figs C3 – C4 of Appendix C and summarised in Table 3 below.

TABLE 3
SUMMARY OF RESULTS FROM aaSIDRA2.1 ANALYSES OF THE
ROADHOUSE AND "SEXIE COFFEE" ACCESS / BRUCE HIGHWAY
INTERSECTION

2005 & 2015 DESIGN WITH PROPOSED TRAFFIC VOLUMES (PM PEAK)

Approach	2005			2015		
	Traffic Entering Intersection (vph)	Maximum Degree of Saturation (X)	Maximum 95% ile Back of Queue	Traffic Entering Intersection (vph)	Maximum Degree of Saturation (X)	Maximum 95% ile Back of Queue
Bruce Hwy (South)	357	0.22	14m	467	0.29	21m
Roadhouse and "Sexie Coffee" access	126	0.19	7m	144	0.28	12m
Bruce Hwy (North)	233	0.12	0m	311	0.17	0m

Note: Practical Maximum Degree of Saturation (X) for unsignalised intersections equals 0.80.

The results provided within Table 3 demonstrate that the roadhouse and "Sexie Coffee" access / Bruce Highway intersection would operate well within acceptable limits up to and beyond the design year of 2015 with the proposed development. Therefore no upgrading of this intersection is warranted.

4.3 LONG-TERM CONDITIONS

Future operation of the site's access intersection has also been assessed under the future development scenario of full development and utilisation of the industrial land to the north and east of the subject proposal. The following sections of this report assess the operation of the main access intersection with full development and utilisation of this land.

4.3.1 Forecast Base Traffic Volumes (2010 & 2020)

For the purpose of this assessment, both the 2010 and 2020 base traffic volumes at the roadhouse and "Sexie Coffee" access / Bruce Highway intersection have been

determined by applying a growth rate of 3% p.a. (compound) (as advised by the Department of Main Roads) to the 2005 traffic volumes obtained from traffic survey. Both 2010 and 2020 base traffic volumes at the intersection for the PM peak are illustrated on Figs B8 and B9 of Appendix B within this report. These time periods have been considered to allow a five (5) year period of time to elapse for full development of the industrial land and thence the normal ten (10) year design horizon.

Analyses of both the 2010 and 2020 base traffic scenarios at the roadhouse and "Sexie Coffee" access / Bruce Highway intersection have been undertaken utilising aaSIDRA2.1. The results are provided in Table 4 with the "Intersection Movement Summary" for the intersection provided as Figs C5 – C6 of Appendix C within this report.

TABLE 4
aaSIDRA2.1 OUTPUT DATA
FOR THE 2010 & 2020 BASE ANALYSES AT THE ROADHOUSE AND
"SEXIE COFFEE" ACCESS / BRUCE HIGHWAY INTERSECTION
(PM PEAK)

Intersection	2010			2020		
	Traffic Entering Intersection (vph)	Maximum Degree of Saturation (X)	Maximum 95% ile Back of Queue	Traffic Entering Intersection (vph)	Maximum Degree of Saturation (X)	Maximum 95% ile Back of Queue
The Roadhouse and "Sexie Coffee" access / Bruce Highway intersection	694	0.21	14m (South)	933	0.29	23m (South)

Note: Practical Maximum Degree of Saturation (X_p) for unsignalised intersections is 0.80.

The results provided within Table 4 indicate that the roadhouse and "Sexie Coffee" access / Bruce Highway intersection in its existing configuration would operate satisfactorily up to and beyond the horizon year of 2020 without the proposed business park nor with development of the industrial land. Consequently the external road network would operate at a high quality level of service at to and beyond 2020 with no additional development in the immediate locality.

4.3.2 Industrial Park Traffic Generation & Distribution

The Department of Main Roads' "Road Planning and Design Manual" recommends a peak traffic generation rate of 0.9vph/100 m² GFA for the light industrial and 0.5vph/100 m² GFA for medium to heavy industrial land uses. For the purpose of this assessment, it has been assumed that 50% of the industrial uses will be light industrial and the other 50% will be medium to heavy industrial. Therefore, adopting this rate, the peak traffic likely to be generated by the balance industrial land comprises

48,659 m² GFA of possible industrial uses which would be likely to generate in the order of 341vph during peak hour periods. Traffic distribution as detailed in section 3.3.3 for Business Park has been adopted herein.

An illustration of the above traffic volumes are provided on Fig. B7 of Appendix B within this report.

4.3.3 Impact of the Generated Traffic (Industrial & Business Parks) on the Road Network

The 2010 and 2020 design traffic volumes for both the industrial and business parks at the roadhouse and “Sexie Coffee” access / Bruce Highway intersection have been calculated by adding the base volumes of the respective year to the total traffic forecast to be generated by the ultimate development. The 2010 and 2020 PM design traffic volumes at the roadhouse and “Sexie Coffee” access / Bruce Highway intersection are illustrated on Figs B10 and B11 of Appendix B in this report.

Operational analyses have been performed for both the 2010 and 2020 design scenarios on the roadhouse and “Sexie Coffee” access / Bruce Highway intersection by utilising aaSIDRA2.1. The results of these analyses are provided as Figs C7 – C8 of Appendix C and summarised in Table 5 below.

TABLE 5
SUMMARY OF RESULTS FROM aaSIDRA2.1 ANALYSES OF THE
ROADHOUSE AND “SEXIE COFFEE” ACCESS / BRUCE HIGHWAY
INTERSECTION
2010 & 2020 DESIGN TRAFFIC VOLUMES (PM PEAK)
(INCLUDING INDUSTRIAL & BUSINESS PARKS)

Approach	2010			2020		
	Traffic Entering Intersection (vph)	Maximum Degree of Saturation (X)	Maximum 95% ile Back of Queue	Traffic Entering Intersection (vph)	Maximum Degree of Saturation (X)	Maximum 95% ile Back of Queue
Bruce Hwy (South)	511	0.35	25m	638	0.44	47m
Roadhouse and “Sexie Coffee” access	304	0.53	32m	325	0.79	68m
Bruce Hwy (North)	293	0.16	0m	383	0.20	0m

Note: Practical Maximum Degree of Saturation (X) for unsignalised intersections equals 0.80.

The results provided within Table 5 demonstrate that the roadhouse and “Sexie Coffee” access / Bruce Highway intersection would operate within acceptable limits up to the design year of 2020 with the ultimate development. This demonstrates that the road network would be satisfactory for not only the proposed retail and motel

uses, but also for the maximum likely development of the industrial uses in the foreseeable future. Consequently it can be safely concluded that future design options in the locality would not be compromised by the utilisation of the intersection under investigation as the primary access both to the proposed retail and motel and the industrial uses.

Based on the information outlined herein the existing roadhouse and "Sexie Coffee" access / Bruce Highway intersection will operate satisfactorily with full development of all of the components of development outlined herein and no ameliorative works are required.

5.0 CONCLUSIONS

The proposed development including industrial use is described below:

- Motel - 35 rooms;
- Retail Use - 960 m² GFA;
- Industrial Use - 48,659 m² GFA

It is noted that the estimate of gross floor area of industrial uses has been determined assuming a lot yield of 40% which is considered to be appropriate for the subject locality.

Accesses to the facility are proposed both via the existing highway exit ramp and the access to the roadhouse and "Sexie Coffee" on Bruce Highway with different linkages for light and heavy vehicles.

The peak traffic likely to be generated by these components of the proposal during the weekday PM peak period would be a maximum of 148vph.

In addition, an assessment of the operation of the roadhouse and "Sexie Coffee" access / Bruce Highway intersection also showed to be within acceptable limits up to the design year of 2020 under the future development scenario of full development and utilisation of the industrial land to the north and east of the subject proposal. This demonstrates that the road network would be satisfactory for not only the subject proposal, but also for the maximum likely development in the foreseeable future. Consequently it can be safely concluded that future design options in the locality would not be compromised by the utilisation of the intersection under investigation as the primary access to the subject proposal.

The access provisions proposed are illustrated on Fig. A3 of Appendix A of this report. It is noted that the recommended provisions do not hinder the operation of the roadhouse and/or "Sexie Coffee" and in addition, large vehicles not associated with the roadhouse would not pass through the roadhouse parking areas, thereby ensuring additional conflicts are minimized. Heavy vehicles wishing to access the roadhouse can do so in a similar fashion to that currently being undertaken, however heavy vehicles wishing to access the industrial land (ingressing from the Bruce Highway south) would be required to pass the roadhouse on the south and eastern sides. Direct access for heavy vehicles from the roadhouse to the industrial land is proposed to be not permitted, although this linkage, should it be required, can be accommodated by the vehicles traversing around the perimeter of the roadhouse as previously noted after refueling is complete. It is our considered opinion that the proposed access arrangements provide a sensible balance of accessibility for all users within the precincts and safety concerns in relation to vehicle / pedestrian conflicts.

It is concluded that there are no traffic engineering reasons to preclude this development.

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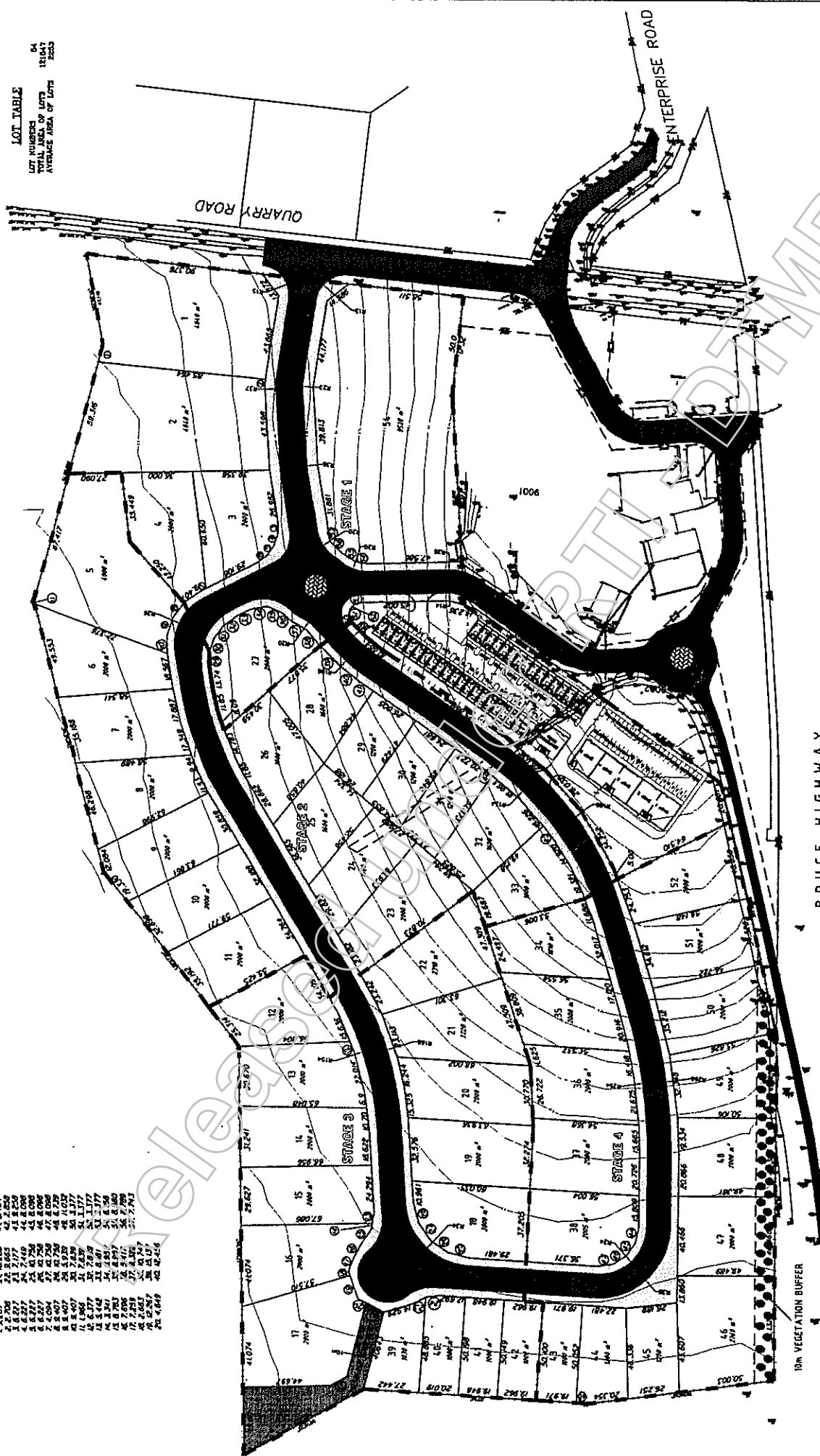
APPENDIX A

Fig. A1 Site Plan

Fig. A2 Proposed Access Provisions

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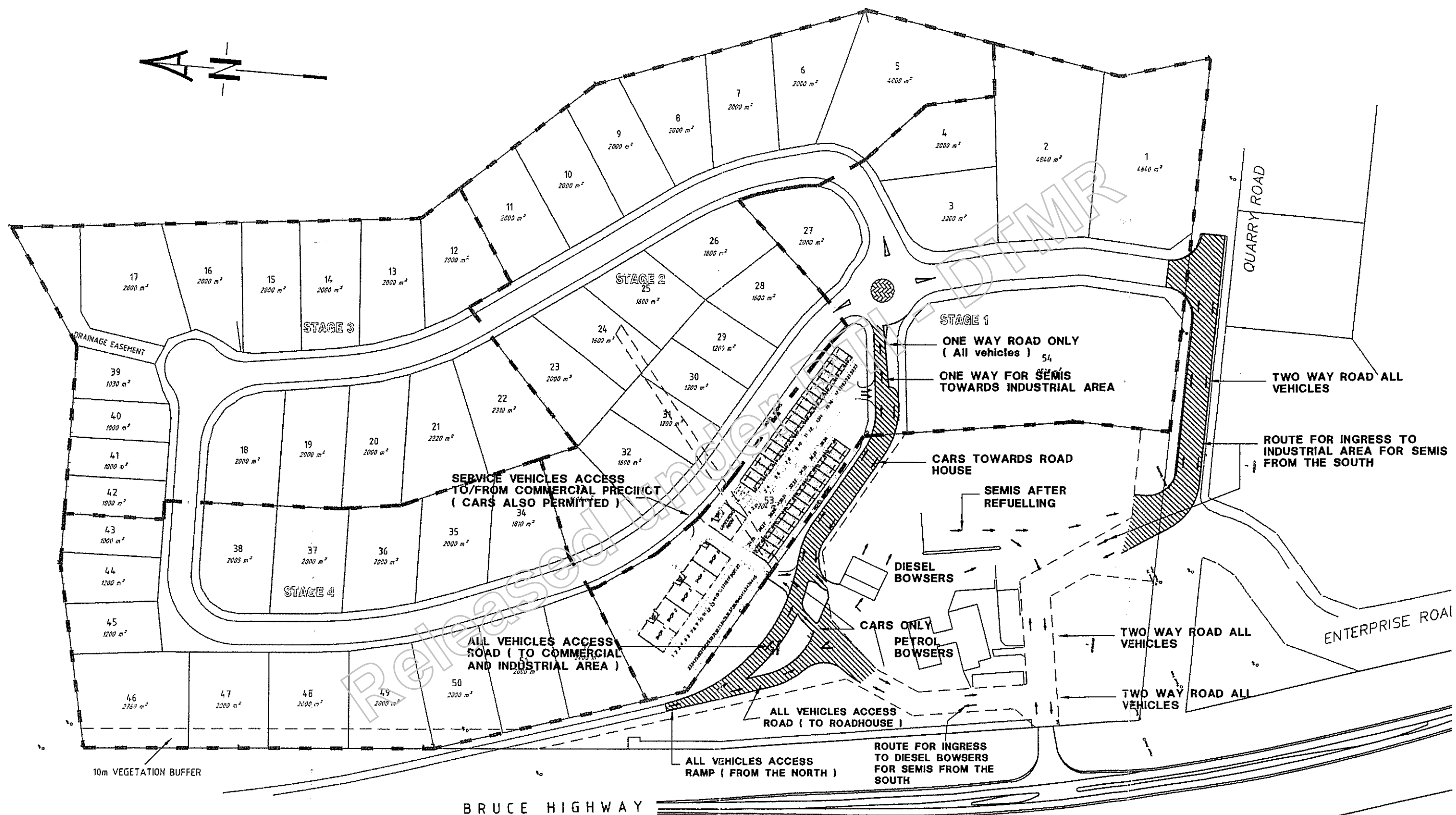
22	2,706	22	9,665	42	2,853
1	1,627	1	2,177	41	8,259
2	1,627	2	2,177	40	8,098
3	1,627	3	2,177	39	8,098
4	1,627	4	2,177	38	8,098
5	1,627	5	2,177	37	8,098
6	1,627	6	2,177	36	8,098
7	1,627	7	2,177	35	8,098
8	1,627	8	2,177	34	8,098
9	1,627	9	2,177	33	8,098
10	1,627	10	2,177	32	8,098
11	1,627	11	2,177	31	8,098
12	1,627	12	2,177	30	8,098
13	1,627	13	2,177	29	8,098
14	1,627	14	2,177	28	8,098
15	1,627	15	2,177	27	8,098
16	1,627	16	2,177	26	8,098
17	1,627	17	2,177	25	8,098
18	1,627	18	2,177	24	8,098
19	1,627	19	2,177	23	8,098
20	1,627	20	2,177	22	8,098
21	1,627	21	2,177	21	8,098
22	1,627	22	2,177	20	8,098
23	1,627	23	2,177	19	8,098
24	1,627	24	2,177	18	8,098
25	1,627	25	2,177	17	8,098
26	1,627	26	2,177	16	8,098
27	1,627	27	2,177	15	8,098
28	1,627	28	2,177	14	8,098
29	1,627	29	2,177	13	8,098
30	1,627	30	2,177	12	8,098
31	1,627	31	2,177	11	8,098
32	1,627	32	2,177	10	8,098
33	1,627	33	2,177	9	8,098
34	1,627	34	2,177	8	8,098
35	1,627	35	2,177	7	8,098
36	1,627	36	2,177	6	8,098
37	1,627	37	2,177	5	8,098
38	1,627	38	2,177	4	8,098
39	1,627	39	2,177	3	8,098
40	1,627	40	2,177	2	8,098
41	1,627	41	2,177	1	8,098
42	1,627	42	2,177	0	8,098



BRUCE HIGHWAY

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PROPOSED ACCESS PROVISIONS

WIDE BAY BUSINESS & INDUSTRIAL PARK
BRUCE H'WAY-MARYBOROUGH

08 th JULY 2005

FIGURE A2

APPENDIX B

Fig. B1	2005 Existing Traffic Volumes
Fig. B2	"New" / "Diverted" Trips
Fig. B3	"Drop-in" Trips
Fig. B4	2015 Base Traffic Volumes
Fig. B5	2005 Design Traffic Volumes
Fig. B6	2015 Design Traffic Volumes
Fig. B7	New Trips generated from industrial land uses
Fig. B8	2010 Base Traffic Volumes
Fig. B9	2020 Base Traffic Volumes
Fig. B10	2010 Design Traffic Volumes
Fig. B11	2020 Design Traffic Volumes

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BRUCE HIGHWAY

285
35

206
19

51
1

ROADHOUSE AND "SEXIE"
COFFEE ACCESS

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2005 EXISTING TRAFFIC VOLUMES
(PM PEAK)

WIDE BAY BUSINESS PARK

23rd JUNE 2005

FIGURE B1

BRUCE HIGHWAY

16

HIGHWAY EXIT RAMP

8

ROADHOUSE AND "SEXIE"
COFFEE ACCESS

24
37

37

2286-03.DWG



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'NEW' / 'DIRVERTED' TRIPS

WIDE BAY BUSINESS PARK

23rd JUNE 2005

FIGURE B2

BRUCE HIGHWAY

3
3

HIGHWAY EXIT RAMP

ROADHOUSE AND "SEXIE"
COFFEE ACCESS

10
3

10
10

2286-03.DWG

B

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'DROP-IN' TRIPS

WIDE BAY BUSINESS PARK

23rd JUNE 2005

FIGURE B3

BRUCE HIGHWAY

303

HIGHWAY EXIT RAMP

277
26

ROADHOUSE AND "SEXIE"
COFFEE ACCESS

69
1

383
47

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2015 BASE TRAFFIC VOLUMES
(PM PEAK)

23rd JUNE 2005

WIDE BAY BUSINESS PARK

FIGURE B4

BRUCE HIGHWAY

233
19

HIGHWAY EXIT RAMP

206
27

ROADHOUSE AND "SEXIE"
COFFEE ACCESS

85
41

275
82

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2005 DESIGN TRAFFIC VOLUMES
(PM PEAK)

WIDE BAY BUSINESS PARK

23rd JUNE 2005

FIGURE B5

BRUCE HIGHWAY

311
19

HIGHWAY EXIT RAMP

277
34

ROADHOUSE AND "SEXIE"
COFFEE ACCESS

103
41

373
94

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2015 DESIGN TRAFFIC VOLUMES
(PM PEAK)

WIDE BAY BUSINESS PARK

23rd JUNE 2005

FIGURE B6

BRUCE HIGHWAY

45

HIGHWAY EXIT RAMP

24

ROADHOUSE AND "SEXIE"
COFFEE ACCESS

68
102

102

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'NEW' TRIPS GENERATED FROM INDUSTRIAL PARK

WIDE BAY BUSINESS PARK

23rd JUNE 2005

FIGURE B7

BRUCE HIGHWAY

HIGHWAY EXIT RAMP

ROADHOUSE AND "SEXIE"
COFFEE ACCESS

239
22

59
1

330
41

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2010 BASE TRAFFIC VOLUMES
(PM PEAK)

WIDE BAY BUSINESS PARK

23rd JUNE 2005

FIGURE B8

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BRUCE HIGHWAY

303

HIGHWAY EXIT RAMP

321

30

ROADHOUSE AND "SEXIE"
COFFEE ACCESS

79

2

444
444
55

2286-03.DWG

B

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2020 BASE TRAFFIC VOLUMES
(PM PEAK)

WIDE BAY BUSINESS PARK

23rd JUNE 2005

FIGURE B9

BRUCE HIGHWAY

293
64

HIGHWAY EXIT RAMP

239
54

ROADHOUSE AND "SEXIE"
COFFEE ACCESS

161
143

320
190

2286-03.DWG

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2010 DESIGN TRAFFIC VOLUMES (PM PEAK)
(ASSOCIATED WITH INDUSTRIAL PARK)

WIDE BAY BUSINESS PARK

23rd JUNE 2005

FIGURE B10

BRUCE HIGHWAY

383
64

HIGHWAY EXIT RAMP

321
62

ROADHOUSE AND "SEXIE"
COFFEE ACCESS

181
144

434
204

2286-03.DWG

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2020 DESIGN TRAFFIC VOLUMES (PM PEAK)
(ASSOCIATED WITH INDUSTRIAL PARK)

WIDE BAY BUSINESS PARK

23rd JUNE 2005

FIGURE B11

APPENDIX C

Fig. C1	2005 Existing PM Peak (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C2	2015 Base PM Peak (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C3	2005 Design PM Peak (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C4	2015 Design PM Peak (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C5	2010 Base PM Peak (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C6	2020 Base PM Peak (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C7	2010 Design PM Peak (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)
Fig. C8	2020 Design PM Peak (Roadhouse and "Sexie Coffee" / Bruce Hwy Intersection)

Movement Summary

Roadhouse & "Sexie" Coffee Access / Bruce Hwy Intersection

2005 Existing PM Peak

Give-way

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Bruce Highway (South)										
1	T	285	4.9	0.177	0.9	LOS A	10	0.37	0.00	55.2
2	R	35	5.7	0.178	9.5	LOS A	10	0.37	0.67	47.2
Approach		320	5.0	0.177	1.9	LOS A	10	0.37	0.07	54.2
Petrol Stn/Coffee H Acces										
4	L	1	50.0	0.087	12.4	LOS B	3	0.55	0.68	44.7
5	R	51	5.9	0.089	12.8	LOS B	3	0.55	0.81	44.4
Approach		53	7.5	0.089	12.8	LOS B	3	0.55	0.80	44.5
North Approach										
7	L	16	6.2	0.118	8.4	LOS A	0	0.00	0.67	49.0
8	T	206	4.9	0.118	0.0	LOS A	0	0.00	0.00	60.0
Approach		222	5.0	0.118	0.5	LOS A		0.00	0.05	59.0
All Vehicles		595	5.2	0.178	2.4	Not Applicable	10	0.25	0.13	54.8

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FIGURE C1

Movement Summary

Roadhouse & "Sexie" Coffee Access / Bruce Hwy Intersection

2015 Base PM Peak

Give-way

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Bruce Highway (South)										
1	T	383	5.0	0.241	1.4	LOS A	16	0.47	0.00	54.1
2	R	47	4.3	0.241	10.0	LOS B	16	0.47	0.72	46.8
Approach		430	4.9	0.241	2.4	LOS A	16	0.47	0.08	53.2
Petrol Stn/Coffee H Acces										
4	L	1	50.0	0.154	15.1	LOS C	6	0.65	0.77	42.4
5	R	69	4.3	0.156	15.5	LOS C	6	0.65	0.90	42.1
Approach		71	5.6	0.156	15.5	LOS C	6	0.65	0.89	42.2
North Approach										
7	L	26	3.8	0.161	8.4	LOS A	0	0.00	0.67	49.0
8	T	277	5.1	0.161	0.0	LOS A	0	0.00	0.00	60.0
Approach		303	5.0	0.161	0.7	LOS A		0.00	0.06	58.9
All Vehicles		804	5.0	0.241	2.9	Not Applicable	16	0.31	0.14	53.9



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FIGURE C2

Movement Summary

Roadhouse & "Sexie" Coffee Access / Bruce Hwy Intersection

2005 Design PM Peak

Give-way

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Bruce Highway (South)										
1	T	275	5.1	0.218	1.2	LOS A	14	0.41	0.00	54.7
2	R	82	4.9	0.218	9.9	LOS A	14	0.41	0.69	47.1
Approach		357	5.0	0.218	3.2	LOS A	14	0.41	0.16	52.7
Roadhouse/S Coffee Access										
4	L	41	4.9	0.186	12.2	LOS B	7	0.50	0.66	45.1
5	R	85	4.7	0.186	12.4	LOS B	7	0.50	0.85	44.8
Approach		126	4.8	0.186	12.3	LOS B	7	0.50	0.79	44.9
North Approach										
7	L	27	3.7	0.124	8.4	LOS A	0	0.00	0.67	49.0
8	T	206	4.9	0.124	0.0	LOS A	0	0.00	0.00	60.0
Approach		233	4.7	0.124	1.0	LOS A		0.00	0.08	58.5
All Vehicles		716	4.9	0.218	4.1	Not Applicable	14	0.29	0.24	52.8



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FIGURE C3

Movement Summary

Roadhouse & "Sexie" Coffee Access / Bruce Hwy Intersection

2015 Design PM Peak

Give-way

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Bruce Highway (South)										
1	T	373	5.1	0.288	2.0	LOS A	21	0.53	0.00	53.4
2	R	94	5.3	0.288	10.6	LOS B	21	0.53	0.75	46.6
Approach		467	5.1	0.288	3.7	LOS A	21	0.53	0.15	51.9
Roadhouse/S Coffee Access										
4	L	41	4.9	0.285	15.3	LOS C	12	0.61	0.77	42.3
5	R	103	4.9	0.285	15.6	LOS C	12	0.61	0.91	42.1
Approach		144	4.9	0.284	15.5	LOS C	12	0.61	0.87	42.1
North Approach										
7	L	34	5.9	0.166	8.4	LOS A	0	0.00	0.67	49.0
8	T	277	5.1	0.166	0.0	LOS A	0	0.00	0.00	60.0
Approach		311	5.1	0.166	0.9	LOS A		0.00	0.07	58.6
All Vehicles		922	5.1	0.288	4.6	Not Applicable	21	0.36	0.24	52.0



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FIGURE C4

Movement Summary

Roadhouse & "Sexie" Coffee Access / Bruce Hwy Intersection

2010 Base PM Peak

Give-way

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Bruce Highway (South)										
1	T	330	5.1	0.213	1.4	LOS A	14	0.45	0.00	54.3
2	R	41	4.9	0.212	10.0	LOS B	14	0.45	0.71	46.9
Approach		372	5.1	0.213	2.4	LOS A	14	0.45	0.08	53.4
Roadhouse/S Coffee Access										
4	L	1	50.0	0.118	13.5	LOS B	4	0.59	0.72	43.7
5	R	59	5.1	0.115	13.9	LOS B	4	0.59	0.86	43.4
Approach		61	6.6	0.116	13.9	LOS B	4	0.59	0.86	43.5
North Approach										
7	L	22	4.5	0.138	3.4	LOS A	0	0.00	0.67	49.0
8	T	239	5.0	0.139	0.0	LOS A	0	0.00	0.00	60.0
Approach		261	5.0	0.139	0.7	LOS A		0.00	0.06	58.9
All Vehicles		694	5.2	0.213	2.8	Not Applicable	14	0.29	0.14	54.2



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FIGURE C5

Movement Summary

Roadhouse & "Sexie" Coffee Access / Bruce Hwy Intersection

2020 Base PM Peak

Give-way

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Bruce Highway (South)										
1	T	444	5.0	0.291	2.3	LOS A	23	0.58	0.00	52.8
2	R	55	5.5	0.291	11.0	LOS B	23	0.58	0.78	46.2
Approach		499	5.0	0.291	3.3	LOS A	23	0.58	0.09	52.0
Roadhouse/S Coffee Access										
4	L	2	33.3	0.214	17.6	LOS C	8	0.73	0.83	40.4
5	R	79	5.1	0.219	18.1	LOS C	8	0.73	0.93	40.1
Approach		82	6.1	0.219	18.0	LOS C	8	0.73	0.93	40.1
North Approach										
7	L	30	6.5	0.188	8.4	LOS A	0	0.00	0.67	49.0
8	T	321	5.0	0.187	0.0	LOS A	0	0.00	0.00	60.0
Approach		352	5.1	0.187	0.7	LOS A		0.00	0.06	58.8
All Vehicles		933	5.1	0.291	3.6	Not Applicable	23	0.37	0.15	53.0



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FIGURE C6

Movement Summary

Roadhouse & "Sexie" Coffee Access / Bruce Hwy Intersection

2010 Design PM Peak

Give-way

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Bruce Highway (South)										
1	T	320	5.0	0.350	2.1	LOS A	25	0.53	0.00	53.3
2	R	190	5.2	0.350	10.7	LOS B	25	0.53	0.76	46.5
Approach		511	5.1	0.350	5.3	LOS A	25	0.53	0.28	50.6
Roadhouse/S Coffee Access										
4	L	143	4.9	0.526	17.2	LOS C	32	0.62	0.93	40.9
5	R	161	5.0	0.524	17.4	LOS C	32	0.62	1.00	40.6
Approach		304	4.9	0.525	17.3	LOS C	32	0.62	0.97	40.7
North Approach										
7	L	54	5.6	0.157	8.4	LOS A	0	0.00	0.67	49.0
8	T	239	5.0	0.157	0.0	LOS A	0	0.00	0.00	60.0
Approach		293	5.1	0.157	1.5	LOS A		0.00	0.12	57.6
All Vehicles		1108	5.1	0.526	7.6	Not Applicable	32	0.42	0.43	48.9



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FIGURE C7

Movement Summary

Roadhouse & "Sexie" Coffee Access / Bruce Hwy Intersection

2020 Design PM Peak

Give-way

Vehicle Movements

Mov No	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (m)	Prop. Queued	Eff. Stop Rate	Aver Speed (km/h)
Bruce Highway (South)										
1	T	434	5.1	0.444	3.9	LOS A	47	0.70	0.00	51.6
2	R	204	4.9	0.443	12.5	LOS B	47	0.70	0.92	44.7
Approach		638	5.0	0.444	6.7	LOS A	47	0.70	0.29	49.2
Roadhouse/S Coffee Access										
4	L	144	4.9	0.796	32.9	LOS D	68	0.79	1.52	31.5
5	R	181	5.0	0.797	33.1	LOS D	68	0.79	1.35	31.4
Approach		325	4.9	0.796	33.0	LOS D	68	0.79	1.43	31.4
North Approach										
7	L	62	4.8	0.205	8.4	LOS A	0	0.00	0.67	49.0
8	T	321	5.0	0.204	0.0	LOS A	0	0.00	0.00	60.0
Approach		383	5.0	0.204	1.4	LOS A		0.00	0.11	57.9
All Vehicles		1346	5.0	0.797	11.5	Not Applicable	68	0.52	0.51	45.0

 akcelik
& associates
aaTraffic
aaSIDRA

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FIGURE C8

APPENDIX D

Traffic Survey Results



Traffic Analysis and Reporting System DAILY SUMMARY REPORT

District
Road Section
Site
Type Tdist
Site Stream
Traffic Class
Data Class Range

Average for

2 days
excluded from this data

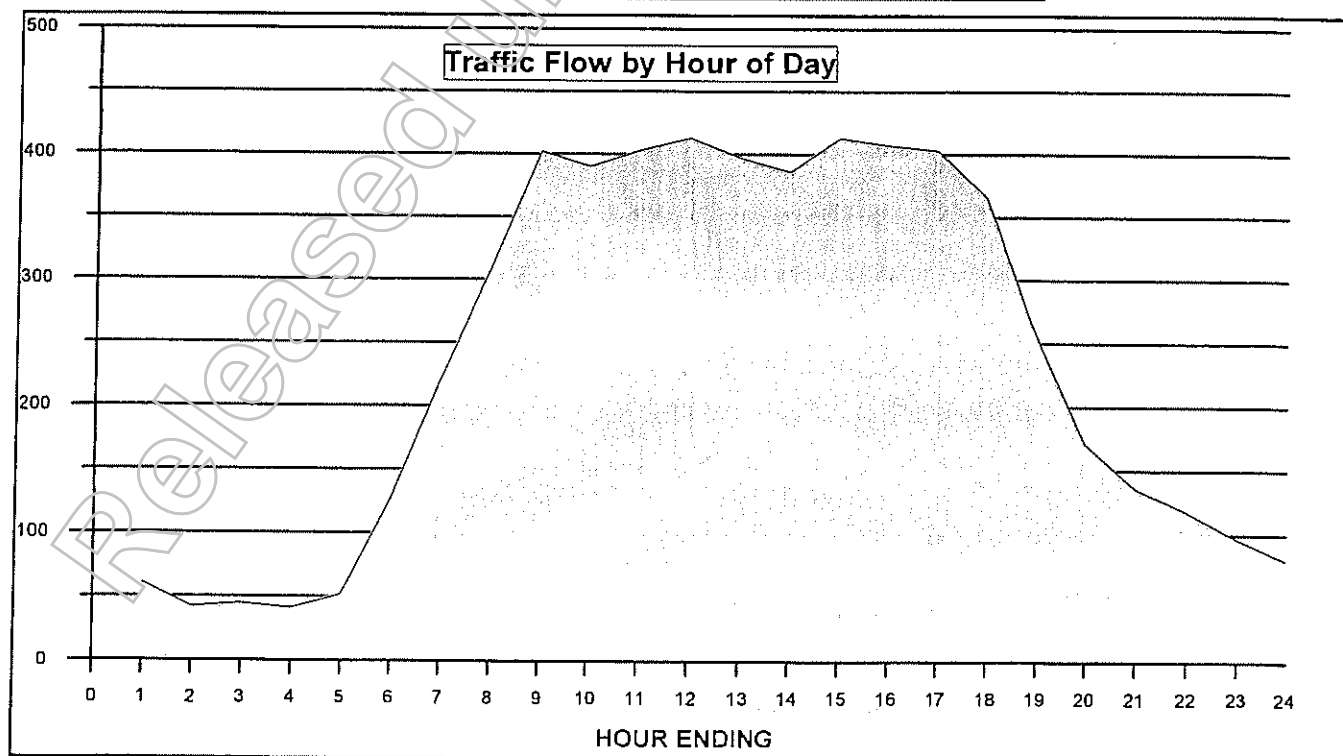
Hour	Total	Percentage Flow 16 hour Total
00-01	61	1.06
01-02	42	.73
02-03	45	.78
03-04	41	.71
04-05	52	.91
05-06	127	2.21
06-07	221	4.26
07-08	309	5.95
08-09	402	7.74
09-10	390	7.51
10-11	403	7.76
11-12	413	7.95
12-13	397	7.65
13-14	386	7.43
14-15	413	7.95
15-16	407	7.84
16-17	403	7.76
17-18	366	7.05
18-19	257	4.95
19-20	171	3.29
20-21	136	2.62
21-22	118	2.27
22-23	97	1.69
23-24	80	1.39

AM Peak Time
PM Peak Time
12 Hour Flow
(700 - 1900)

16 Hour Flow
(600 - 2200)

18 Hour Flow
(600 - 2400)

24 Hour Flow
(000 - 2400)



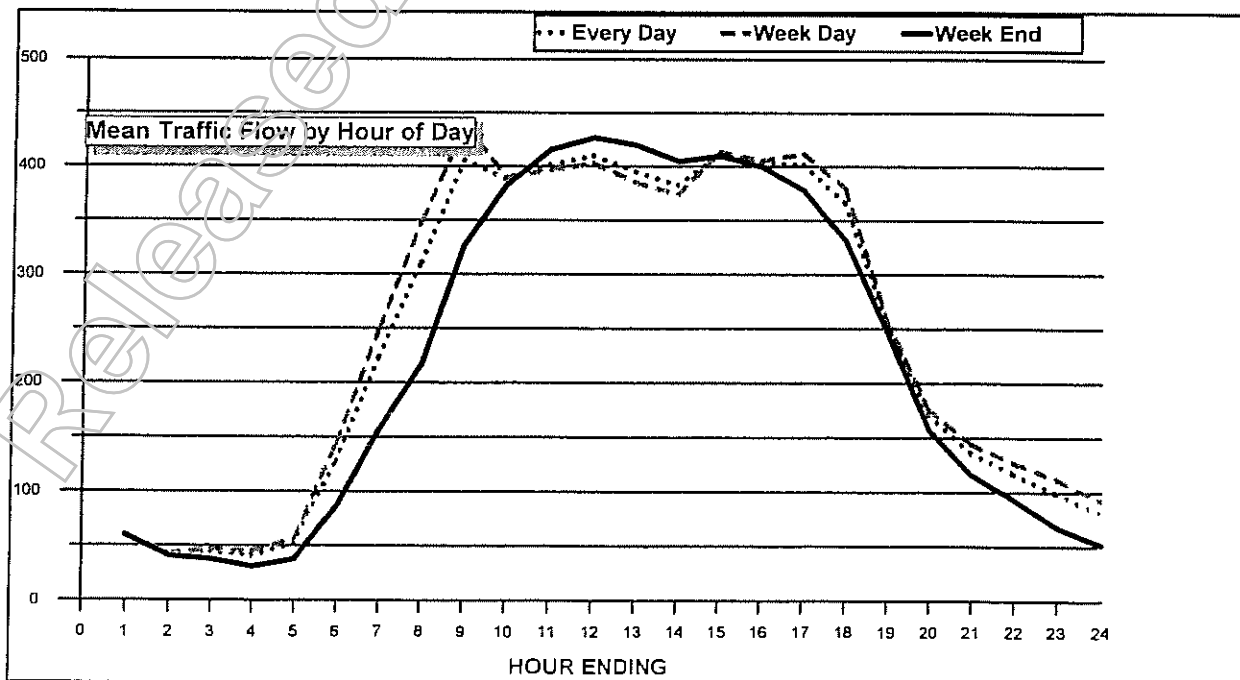


Traffic Analysis and Reporting System WEEKLY SUMMARY REPORT

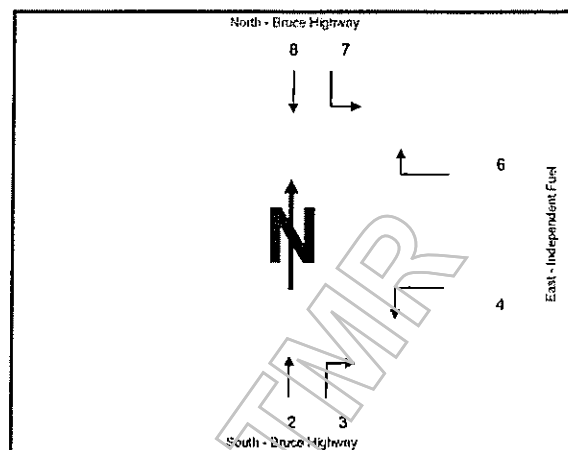
District **12 WIDE BAY DISTRICT**
Road Section **10C MARYBOROUGH - GIN GIN**
Site **121016 Independant Fuel (M'boro) T/dist 4.231**
Type **COVERAGE** TDist **4.231**
Site Stream **All Site Streams**
Traffic Class **00 All Vehicles**
Data Class **0 Volume** Range **0**

Mean Counts for
08-FEB-2005
21-FEB-2005

Hour	Tuesday %	Wednesday %	Thursday %	Friday %	Saturday %	Sunday %	Monday %	Average Week Day %	Average Week End %	Average Day %
00-01	62 1.1	68 1.2	77 1.3	69 1.0	74 1.4	46 .9	31 .5	61 1.0	60 1.1	61 1.1
01-02	50 .9	51 .9	40 .7	39 .6	54 1.0	27 .5	35 .6	43 .7	41 .8	42 .7
02-03	42 .7	60 1.1	49 .8	52 .9	51 1.0	24 .4	24 .4	47 .8	38 .7	45 .8
03-04	38 .7	51 .9	44 .7	59 .9	41 .8	20 .4	35 .6	45 .8	31 .6	41 .7
04-05	49 .9	64 1.2	60 1.0	61 .9	46 .9	29 .5	52 .9	57 1.0	38 .7	52 .9
05-06	139 2.5	134 2.4	159 2.7	141 2.1	115 2.2	57 1.1	151 2.6	145 2.5	86 1.6	128 2.2
06-07	255 4.6	252 4.6	246 4.2	261 3.8	197 3.8	116 2.2	239 4.2	251 4.2	157 3.0	224 3.9
07-08	346 6.2	342 6.2	350 6.0	353 5.2	271 5.2	161 3.0	357 6.2	350 5.9	216 4.1	311 5.4
08-09	461 8.2	399 7.3	429 7.3	465 6.8	363 7.0	290 5.4	438 7.6	438 7.4	327 6.2	406 7.1
09-10	361 6.4	348 6.3	397 6.8	440 6.5	423 8.1	343 6.4	405 7.0	390 6.6	383 7.2	388 6.8
10-11	389 6.9	361 6.6	406 6.9	414 6.1	440 8.4	392 7.3	413 7.2	397 6.7	416 7.9	402 7.0
11-12	363 6.5	364 6.6	396 6.7	462 6.8	437 8.4	416 7.7	430 7.5	403 6.8	427 8.1	410 7.1
12-13	363 6.5	354 6.4	371 6.3	440 6.5	412 7.9	427 7.9	399 6.9	385 6.5	420 7.9	395 6.9
13-14	341 6.1	349 6.3	359 6.1	453 6.6	359 6.9	451 8.4	366 6.4	374 6.3	405 7.7	383 6.7
14-15	388 7.1	359 6.5	417 7.1	480 7.0	380 7.9	439 8.2	414 7.2	414 7.0	410 7.7	412 7.2
15-16	362 6.5	380 6.9	398 6.8	491 7.2	316 6.0	490 9.1	399 6.9	406 6.9	400 7.6	404 7.1
16-17	395 7.1	392 7.1	404 6.9	486 7.1	307 5.9	449 8.4	383 6.7	412 7.0	378 7.1	402 7.0
17-18	370 6.6	349 6.3	390 6.6	445 6.5	263 5.0	401 7.5	346 6.0	380 6.4	332 6.3	366 6.4
18-19	233 4.2	225 4.1	248 4.2	364 5.3	218 4.2	275 5.1	227 3.9	259 4.4	247 4.7	255 4.5
19-20	162 2.9	150 2.7	153 2.6	253 3.7	192 2.5	182 3.4	162 2.8	176 3.0	157 3.0	171 3.0
20-21	134 2.4	130 2.4	134 2.3	186 2.7	97 1.9	135 2.5	136 2.4	144 2.4	116 2.2	136 2.4
21-22	97 1.7	127 2.3	121 2.1	176 2.6	87 1.7	99 1.8	114 2.0	127 2.1	93 1.8	117 2.0
22-23	115 2.1	102 1.9	115 2.0	120 1.8	73 1.4	62 1.2	106 1.8	112 1.9	68 1.3	99 1.7
23-24	77 1.4	90 1.6	115 2.0	93 1.4	53 1.1	45 .8	84 1.5	92 1.6	52 1.0	80 1.4
Peaks	Time Value	Time Value	Time Value	Time Value	Time Value	Time Value	Time Value	Time Value	Time Value	Time Value
AM	9:00 461	9:00 399	9:00 429	9:00 469	11:00 440	12:00 416	9:00 438	9:00 438	12:00 426	12:00 413
PM	15:00 398	17:00 392	15:00 417	16:00 491	13:00 412	16:00 490	15:00 414	15:00 415	13:00 419	15:00 413
12 Hour	4,382 78.2	4,222 76.7	4,562 77.7	5,293 77.7	4,183 80.3	4,534 84.3	4,577 79.6	4,607 78.0	4,359 82.4	4,536 79.1
16 Hour	5,030 89.6	4,861 88.7	5,216 88.8	6,169 90.5	4,696 90.2	5,066 94.2	5,228 91.0	5,305 89.6	4,881 92.2	5,184 90.4
18 Hour	5,222 93.2	5,073 92.2	5,448 92.7	6,362 93.7	4,827 92.7	5,173 96.2	5,418 94.3	5,508 93.2	5,000 94.5	5,363 93.6
24 Hour	5,602 100.0	5,501 100.0	5,875 100.0	6,813 100.0	5,208 100.0	5,376 100.0	5,747 100.0	5,908 100.0	5,292 100.0	5,732 100.0
AVG Week Day	94.8%	93.1%	99.4%	115.3%			97.3%	100.0%	89.6%	97.0%
AVG Week End					98.4%	101.6%		111.5%	100.0%	108.3%
AVG Day	97.7%	95.0%	102.5%	118.9%	90.9%	93.8%	100.3%	103.1%	92.3%	100.0%



Client: Roger Brameld Consulting Pty Ltd
 Client Reference T????
 Intersection No.: 1/1
 Intersection: Bruce Highway/Independent Fuel & Sexie Coffee
 UBD Reference: Map XX Ref. X1
 Survey Date: Wednesday 15th June 2005
 Duration of survey 3.0 hours
 Survey Period: 14:30 - 17:30
 Weather: Fine
 Survey by: Australasian Traffic Surveys
 Surveyor(s): XX / ZZ



15 Minute Totals

Approach	South - Bruce Highway						East - Independent Fuel						North - Bruce Highway						Intersection
Movement	2			3			4			6			8			7			Total
Time Period	↑			↗			↙			↖			↓			↘			Σ
	LV	HV	Σ	LV	HV	Σ	LV	HV	Σ	LV	HV	Σ	LV	HV	Σ	LV	HV	Σ	Σ
14:30 - 14:45	0	3	3	1	4	4	0	6	4	10	10	0	5	2	7	7	7	21	
14:45 - 15:00	0	4	4	1	5	5	0	11	3	14	14	0	2	3	5	5	5	24	
15:00 - 15:15	0	4	4	1	5	5	0	9	2	11	11	0	4	0	4	4	4	20	
15:15 - 15:30	0	11	11	3	14	14	0	14	3	17	17	0	2	1	3	3	3	34	
15:30 - 15:45	0	7	7	1	8	8	0	8	0	8	8	0	1	0	1	1	1	17	
15:45 - 16:00	0	4	4	4	8	8	0	13	4	17	17	0	4	2	6	6	6	31	
16:00 - 16:15	0	8	8	0	8	8	0	6	3	9	9	0	1	1	2	2	2	19	
16:15 - 16:30	0	9	9	1	10	10	0	8	0	8	8	0	2	2	4	4	4	22	
16:30 - 16:45	0	7	7	2	9	9	0	11	6	17	17	0	5	2	7	7	7	33	
16:45 - 17:00	0	5	5	3	8	8	0	10	2	12	12	0	1	1	2	2	2	22	
17:00 - 17:15	0	9	9	6	15	15	0	10	4	14	14	0	7	1	8	8	8	37	
17:15 - 17:30	0	2	2	3	5	5	0	7	2	9	9	0	1	0	1	1	1	15	
Total for Period	0	0	0	73	26	99	0	0	0	113	33	146	0	0	0	35	15	50	295

Table 1

Hourly Totals

Approach	South - Bruce Highway						East - Independent Fuel						North - Bruce Highway						Intersection
Movement	2			3			4			6			8			7			Total
Time Period	↑			↗			↙			↖			↓			↘			Σ
	LV	HV	Σ	LV	HV	Σ	LV	HV	Σ	LV	HV	Σ	LV	HV	Σ	LV	HV	Σ	Σ
14:30 - 15:30	0	0	0	22	6	28	0	0	0	40	12	52	0	0	0	13	6	19	99
14:45 - 15:45	0	0	0	26	6	32	0	0	0	42	8	50	0	0	0	9	4	13	95
15:00 - 16:00	0	0	0	26	9	35	0	0	0	44	9	53	0	0	0	11	3	14	102
15:15 - 16:15	0	0	0	30	8	38	0	0	0	41	10	51	0	0	0	8	4	12	101
15:30 - 16:30	0	0	0	28	6	34	0	0	0	35	7	42	0	0	0	8	5	13	89
15:45 - 16:45	0	0	0	28	7	35	0	0	0	38	13	51	0	0	0	12	7	19	105
16:00 - 17:00	0	0	0	29	6	35	0	0	0	35	11	46	0	0	0	9	6	15	96
16:15 - 17:15	0	0	0	30	12	42	0	0	0	39	12	51	0	0	0	15	6	21	114
16:30 - 17:30	0	0	0	23	14	37	0	0	0	38	14	52	0	0	0	14	4	18	107

Table 2

DMS E-Mail Record

Document ID:	E50277	Outwards E-mail		Project ID:	
Date Written:	31/03/2006	Date Registered:	31/03/2006	Author Ref:	
Author:				Related Docs:	E50182
Author Title:	Not Relevant			Related Files:	
Corporate Author:					

Subject:	Wide Bay Business Park -Roundabout At End Of Exit Lane - Attached Incoming Email Dated 28/03/2006		
Additional Info:	JCK		
Action Officer:	Jay L Rosenberg		
Title:	Town Planner (Transport Planning)	Business Unit:	Transport Planning
Action Due:		Date Actioned:	31/03/2006
Action Status:	Action Completed		
Security:			

File ID: 830/00573[1]-Road Network Management Authorisation - Land Use - Development Applications & Property Accesses - Maryborough City - Ellamanda Pty Ltd - Lot 2 On Rp903779 +

On File: No

Folio No:


Copies of Documents Placed onto:

FILE COPY
RETURN TO RECORDS

From: Jay L Rosenberg on 31/03/2006 02:39 PM

To: Not Relevant

cc: (bcc: Bund Records/WideBay/qdot/au)

Subject: File: 830/573 - Wide Bay Business Park -roundabout at end of exit lane. 

NR

Further to my email of 28/3/06, I provide the following comment in relation to the proposed drawing:

- The design will clearly have to be approved by the Maryborough City Council as none of the proposed works appear to be on the reserve of the Bruce Highway.
- You verbally advised that the design can cater for B-Doubles entering the Service Station.
- There is a secondary access to the site that will facilitate access during construction and in the event of an accident.
- During construction - appropriate signage will be required on the Bruce Highway to alert motorists of the closed entrance. At this time you will need to consult with this office for signage on the state-controlled road.

If you require any further information please do not hesitate to contact me.

Regards

Jay Rosenberg
Town Planner
Department of Main Roads
23 Quay Street, Bundaberg
Locked Bag 486, Bundaberg DC, QLD, 4670.
Ph: (07) 41540277, Fax: (07) 41523878
Email: jay.l.rosenberg@mainroads.qld.gov.au

Not Relevant

Not Relevant

28/03/2006 12:22 PM

To jay.l.rosenberg@mainroads.qld.gov.au

cc

Subject Wide Bay Business Park -roundabout at end of exit lane.

Jay,

re WBBP, Maryborough near Sexy Coffee and IFS service station.

Attached is layout of roundabout, which is set up as a conventional roundabout to achieve safe control of traffic conflict, as we discussed on 20 March with Les and yourself.

I understand you will be passing the plan onto Tenna in the design section.

Could you please email back short reply to confirm your receipt of the plan.

Regards

Not Relevant

[attachment "39BforDMR.pdf" deleted by Jay L Rosenberg/WideBay/qdot/au]

DMS E-Mail Record

Document ID: E50182
Date Written: 28/03/2006
Author:
Author Title:
Corporate Author: Not Relevant

Outwards E-mail
Date Registered: 28/03/2006

Project ID:
Author Ref:
Related Docs: E50277
Related Files:

Subject: Wide Bay Business Park - Roundabout At End Of Exit Lane - Note Receipt Of Signs & Line Marking Plan For The Proposed Changes To The Entry - Attached Incoming Dated 28/03/2006

Additional Info: JCK

Action Officer: Jay L Rosenberg

Title: Town Planner (Transport Planning)

Action Due:

Action Status: Action Completed

Security:

Business Unit: Transport Planning

Date Actioned: 28/03/2006

File ID: 830/00573[1]-Road Network Management Authorisation - Land Use - Development Applications & Property Accesses - Maryborough City - Ellamanda Pty Ltd - Lot 2 On Rp903779 +

On File: No

Folio No:

Copies of Documents Placed onto:

From: Jay L Rosenberg on 28/03/2006 03:46 PM

To: Not Relevant

cc: Bund Records/WideBay/qdot/au@qdot, Les W Kenneday/WideBay/qdot/au@qdot

Subject: File: 830/573 - Wide Bay Business Park -roundabout at end of exit lane. [icon]

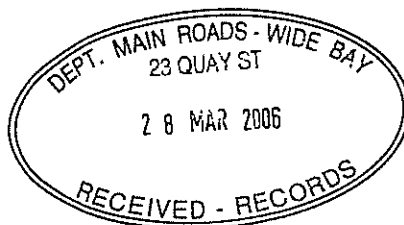
NR

Further to our phone conversation today - I note receipt of the Signs and Line Marking Plan for the proposed changes to the entry.

I will endeavour to get some formal comment back to you Thursday or Friday.

Regards

Jay Rosenberg
Town Planner
Department of Main Roads
23 Quay Street, Bundaberg
Locked Bag 486, Bundaberg DC, QLD,4670.
Ph: (07) 41540277, Fax: (07) 41523878
Email: jay.l.rosenberg@mainroads.qld.gov.au



FILE COPY
RETURN TO RECORDS

Not Relevant

Not Relevant

28/03/2006 12:22 PM

To jay.l.rosenberg@mainroads.qld.gov.au

cc

Subject Wide Bay Business Park -roundabout at end of exit lane.

Jay,

re WBBP, Maryborough near Sexy Coffee and IFS service station.

Attached is layout of roundabout, which is set up as a conventional roundabout to achieve safe control of traffic conflict, as we discussed on 20 March with Les and yourself.

I understand you will be passing the plan onto Tenna in the design section.

Could you please email back short reply to confirm your receipt of the plan.

Regards

Not Relevant



- 39BforDMR.pdf

Released under RTI - DTMR

8 August 2005

Mr Noel Gorrie
Chief Executive Officer
Maryborough City Council
PO Box 110
Maryborough Qld 4650

Dear Mr Gorrie

REFERRAL AGENCY'S RESPONSE (conditions apply)

Maryborough City: Bruce Highway (Maryborough – Gin Gin)

Applicant: Ellamanda Pty Ltd

Proposal: Part 1: Material change of use - shops and motel

Part 2: Reconfiguring a lot

Subject land: Lot 2 on RP903779

Situated at Bruce Highway and Quarry Road, Maryborough

Access location: 10C at 3.95R (entry/exit) and 10C at 4.440R (high speed exit)

I refer to the following: -

- (i) The development application by Ellamanda Pty Ltd for the proposal; P86219
- (ii) My request for additional information of 12 May 2005; E42473
- (iii) BJS Design & Development Consultants' letter of 12 July 2005, enclosing Roger Brameld Consulting's Traffic Impact Assessment dated 22 June 2005 (traffic report); and P88349
- (iv) BJS Design & Development Consultants' letter of 29 July 2005, enclosing a copy of their Drawing No. 1879-02 A dated 24.05.05 P88761

The attached Main Roads' Plan No. D12-9D defines the terms 'permitted road access location', 'road access works' and 'road access junction'.

My comments are: -

- I note that Easement A on RP903779 provides access from the Bruce Highway to the subject land at the following locations: -

Wide Bay District
District Office
23 Quay Street Bundaberg Queensland 4670
Locked Bag 486 Bundaberg DC Queensland 4670
ABN 57 836 727 711

Our ref 830/53 E44583
Your ref 7/R/BRUCEHWY/4
Enquiries Advisor (Development Control)
Telephone +61 7 4154 0200
Facsimile +61 7 4152 3878
Website www.mainroads.qld.gov.au

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LWK 08/08/05

P86219, E42473, P88349, P88761

- (a) The high speed exit over the northern section of the easement; and
- (b) About 48 m from the northern boundary of Quarry Road (i. e. the Roadhouse and Sexie Coffee access).

Refer to the attached Plan No. 10C/02 dated 4 Aug 05 for detail regarding the access locations.

- The High Speed Exit and the Roadhouse and Sexie Coffee access are satisfactory for the proposal.
- Main Roads must ensure that any additional stormwater runoff that the proposal may generate does not adversely affect traffic safety on the Bruce Highway. I note that stormwater from the proposal will drain to the northeast corner of the subject land.
- To maintain safe and efficient operation of the high speed exit, Main Roads considers that when the industrial subdivision road network is constructed the service road in front of the shops and motel should be restricted to one-way traffic, for the following reasons: -
 - (a) The proposal is a 'stand alone' development. That is, its operations are separate to and does not depend upon the roadhouse and Sexie Coffee;
 - (b) Access will be available via Quarry Road, which can be accessed via Enterprise Road or the Roadhouse/Sexie Coffee access and then the access easement to the south of Lot 2 on RP905100.
 - (c) The safety and efficiency of the High Speed Exit could be compromised by a high volume (including trucks) T Junction at the end of the exit.

Accordingly, Main Roads recommends that council require that when the industrial subdivision road network is constructed, the service road in front of the shops and motel be restricted to one-way traffic, as shown on the attached Plan No. 10C/01 dated 29 July 2005.

Main Roads as a concurrence agency has assessed the impact of the proposed development on the state-controlled road network. Please include the following conditions in your conditions of development for the subject application: -

- 1 The road access locations for the subject land are: -
 - (a) The High Speed exit for south bound traffic only (via Easement A on RP903779) located about 210 m from the northern boundary;
 - (b) The Roadhouse/Sexie Coffee access (via Easement A on RP903779) located about 48 m from the northern boundary of Quarry Road.
- 2 Post-development stormwater flows from the site shall not increase the pre-development stormwater runoff to the Bruce Highway.

Main Roads reserves the right to re-assess this advice should the proposal not proceed along the lines indicated. This advice is valid for two (2) years from the date of this letter.

I have sent a copy of this letter to the applicant.

Yours sincerely

NR

† Doug Wass
Acting/District Director (Wide Bay)

Encl

- (1) Plan No. D12-9D
- (2) Plan No. 10C/01 (29 Jul 05)
- (3) Plan No. 10C/02 (4 Aug 05)

Released under RTI - DTMR

File No: 830/273
Your Ref: 046

C/c

Ellamanda Pty Ltd

C/- Not Relevant

Alan Holliday Pty Ltd

PO Box 1560

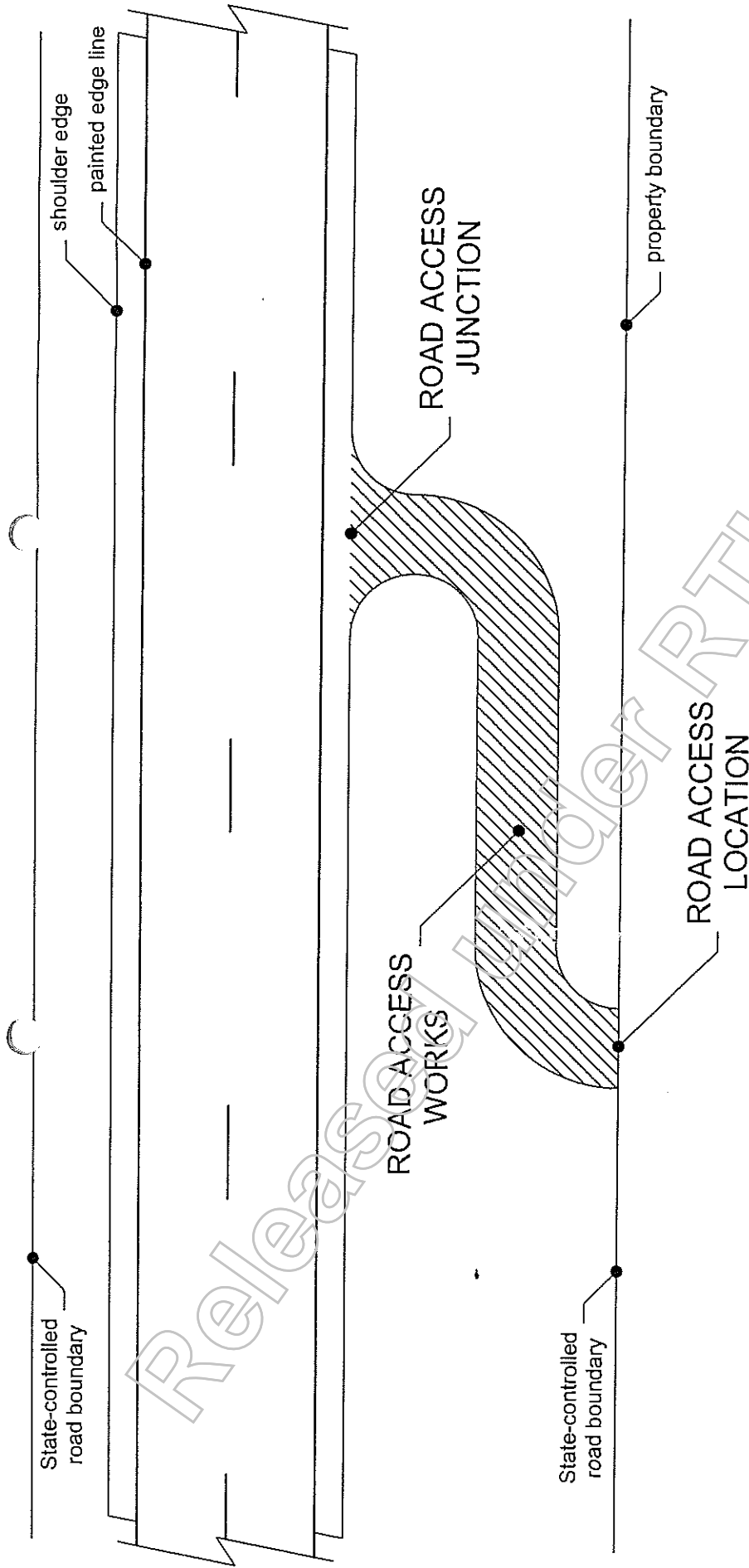
Buderim Qld 4556

For your information.

Doug Wass

Acting/District Director (Wide Bay)

8 August 2005



EXAMPLE
ONLY

Abbreviated Definitions

(refer to *Transport Infrastructure Act 1994* for legal definitions)

"road access works" - a physical means of entry or exit for traffic between land and a road, eg. a driveway

"road access location" - a location on a property boundary between land and a road for the entry or exit of traffic, eg. at your front gate

(local definition)

"road access junction" - the point where the centreline of "your road access works" meets "our pavement edge"

	Revisions	Date	Drawn	Checked
D	Example Only	20/03/04	PLN	AS
C	Offset Driveway	13/02/02	DAH	GJS
B	Road Access Junction	13/03/01	DAH	GJS
A	Original Drawing	08/01/01	DAH	GJS

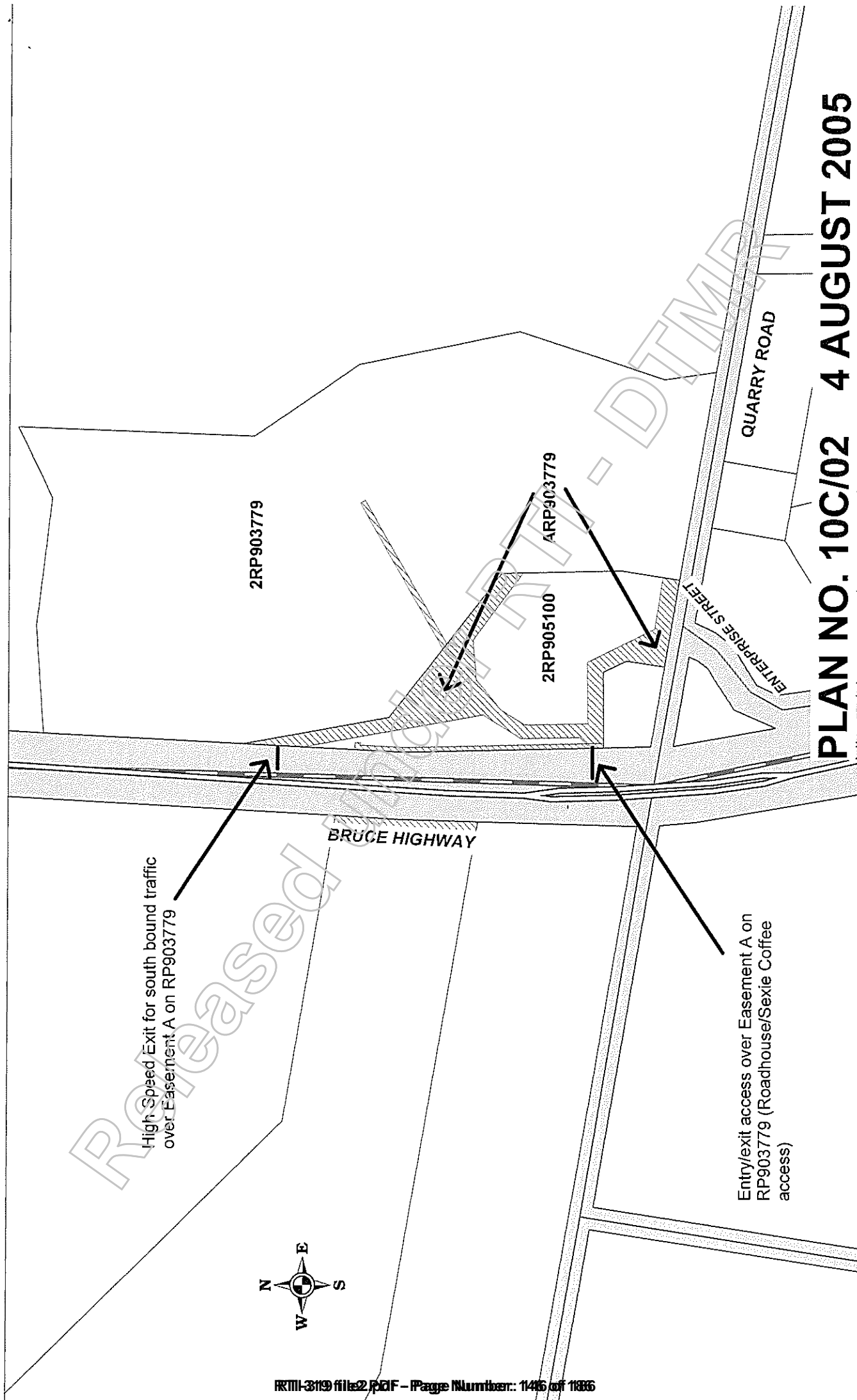
Access Approval Terminology

WIDE BAY
DISTRICT

Queensland Government
Department of Main Roads

Approved
Market Director (Wide Bay)
Plan No
D12-9D

CAD REF: G:\MTP\Development Centre Plans\D12-9D.dwg



8 August 2005

Mr Noel Gorrie
Chief Executive Officer
Maryborough City Council
PO Box 110
Maryborough Qld 4650

Dear Mr Gorrie

REFERRAL AGENCY'S RESPONSE (conditions apply)

Hervey Bay City: Bruce Highway (Maryborough – Gin Gin)
Applicant: Ellamanda Pty Ltd
Proposal: Reconfiguring a lot – 51 lot industrial subdivision
Subject land: Part of Lot 2 on RP903779 and Easement A on RP903779
Situated at Bruce Highway and Quarry Road, Maryborough
Access location: 10C at 3.95R (entry/exit) and 10C at 4.440R (high speed exit)

I refer to the following: -

- (i) The development application by Ellamanda Pty Ltd for the proposal and your acknowledgement notice of 6 May 2005, which I received on 11 May 2005; **P87057**
- (ii) My request for additional information of 24 May 2005; **E42772**
- (iii) BJS Design & Development Consultants' letter of 12 July 2005, enclosing Roger Brameld Consulting's Traffic Impact Assessment dated 22 June 2005 (traffic report); and **P88349**
- (iv) BJS Design & Development Consultants' letter of 29 July 2005, enclosing a copy of their Drawing No. 1879-02 A dated 24.05.05 **P88761**

The attached Main Roads' Plan No. D12-9D defines the terms 'permitted road access location', 'road access works' and 'road access junction'.

My comments are: -

- I note that Easement A on RP903779 provides access from the Bruce Highway to the subject land at the following locations: -

Wide Bay District
District Office
23 Quay Street Bundaberg Queensland 4670
Locked Bag 486 Bundaberg DC Queensland 4670
ABN 57 836 727 711

Our ref 830873 E44584
Your ref 7/R/BRUCEHWY/4
Enquiries Advisor (Development Control)
Telephone +61 7 4154 0200
Facsimile +61 7 4152 3878
Website www.mainroads.qld.gov.au

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LWK 08/08/05

P87057, E42772, P88349, P88761

- (a) The high speed exit over the northern section of the easement; and
- (b) About 48 m from the northern boundary of Quarry Road (i. e. the Roadhouse and Sexie Coffee access).

Refer to the attached Plan No. 10C/02 dated 4 Aug 05 for detail regarding the access locations.

- The High Speed Exit and the Roadhouse and Sexie Coffee access are satisfactory for the proposal.
- Main Roads must ensure that any additional stormwater runoff that the proposal may generate does not adversely affect traffic safety on the Bruce Highway. I note that stormwater from the proposal will drain to the northeast corner of the subject land.
- To maintain safe and efficient operation of the high speed exit, Main Roads recommends that council require the service road in front of the shops, motel and industrial area to be restricted to one-way traffic (refer to attached Plan No. 10C/01 dated 29 July 2005 for detail) for the following reasons: -
 - (a) The shops, motel and industrial area are 'stand alone' developments. That is, their operations are separate to and their viability do not depend upon the roadhouse and Sexie Coffee;
 - (b) Access will be available via Quarry Road, which can be accessed via Enterprise Road or the Roadhouse/Sexie Coffee access and then the access easement to the south of Lot 2 on RP905100.
 - (c) The safety and efficiency of the High Speed Exit could be compromised by a high volume (including trucks) T Junction at the end of the exit.

Accordingly, Main Roads recommends that council require the service road in front of the shops and motel be restricted to one-way traffic, as shown on the attached Plan No. 10C/01 dated 29 July 2005.

Main Roads as a **concurrency agency** has assessed the impact of the proposed development on the state-controlled road network. Please include the following conditions in your conditions of development for the subject application: -

- 1 The road access locations for the subject land are: -
 - (a) The High Speed exit for south bound traffic only (via Easement A on RP903779) located about 210 m from the northern boundary;
 - (b) The Roadhouse/Sexie Coffee access (via Easement A on RP903779) located about 48 m from the northern boundary of Quarry Road.

- 2 Post-development stormwater flows from the site shall not increase the pre-development stormwater runoff to the Bruce Highway.

Main Roads reserves the right to re-assess this advice should the proposal not proceed along the lines indicated. This advice is valid for two (2) years from the date of this letter.

I have sent a copy of this letter to the applicant.

Yours sincerely

NR

7 Doug Wass
Acting/District Director (Wide Bay)

Encl

- (1) Plan No. D12-9D
- (2) Plan No. 10C/01 (29 Jul 05)
- (3) Plan No. 10C/02 (4 Aug 05)

File No: 830/273
Your Ref: 046A

C/c

Ellamanda Pty Ltd

C/- Not Relevant

Alan Holliday Pty Ltd

PO Box 1560

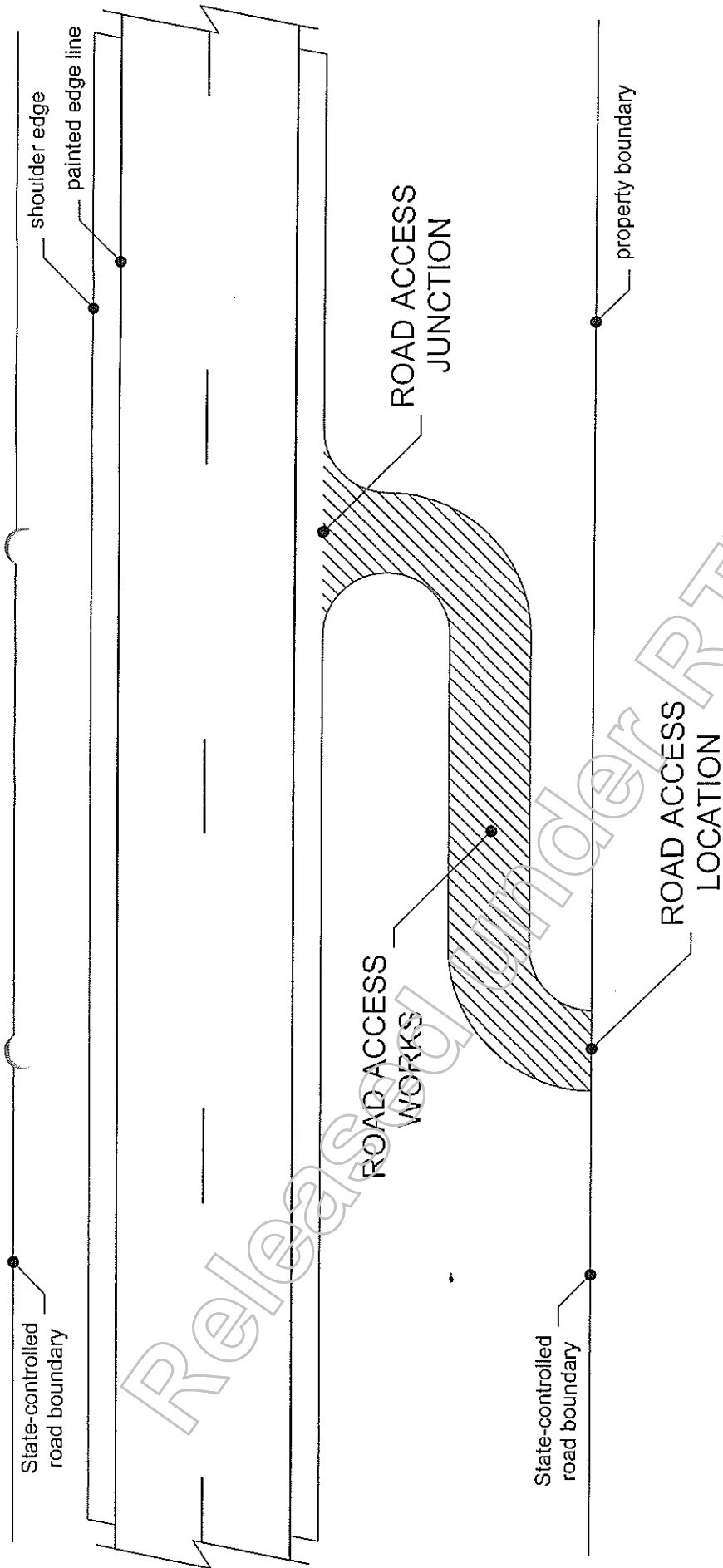
Buderim Qld 4556

For your information.

Doug Wass

Acting/District Director (Wide Bay)

8 August 2005



Abbreviated Definitions

(refer to Transport Infrastructure Act 1994 for legal definitions)

"road access works" - a physical means of entry or exit for traffic between land and a road, eg. a driveway

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(local definition)

"road access junction" - the point where the centreline of " your road access works " meets " our pavement edge "

	Revisions	Date	Drawn	Checked
D	Example Only	2005/04	PLN	AS
C	Offset Driveway	13/02/02	DAH	GJS
B	Road Access Junction	13/03/01	DAH	GJS
A	Original Drawing	08/01/01	DAH	GJS

Access Approval Terminology

WIDE BAY DISTRICT

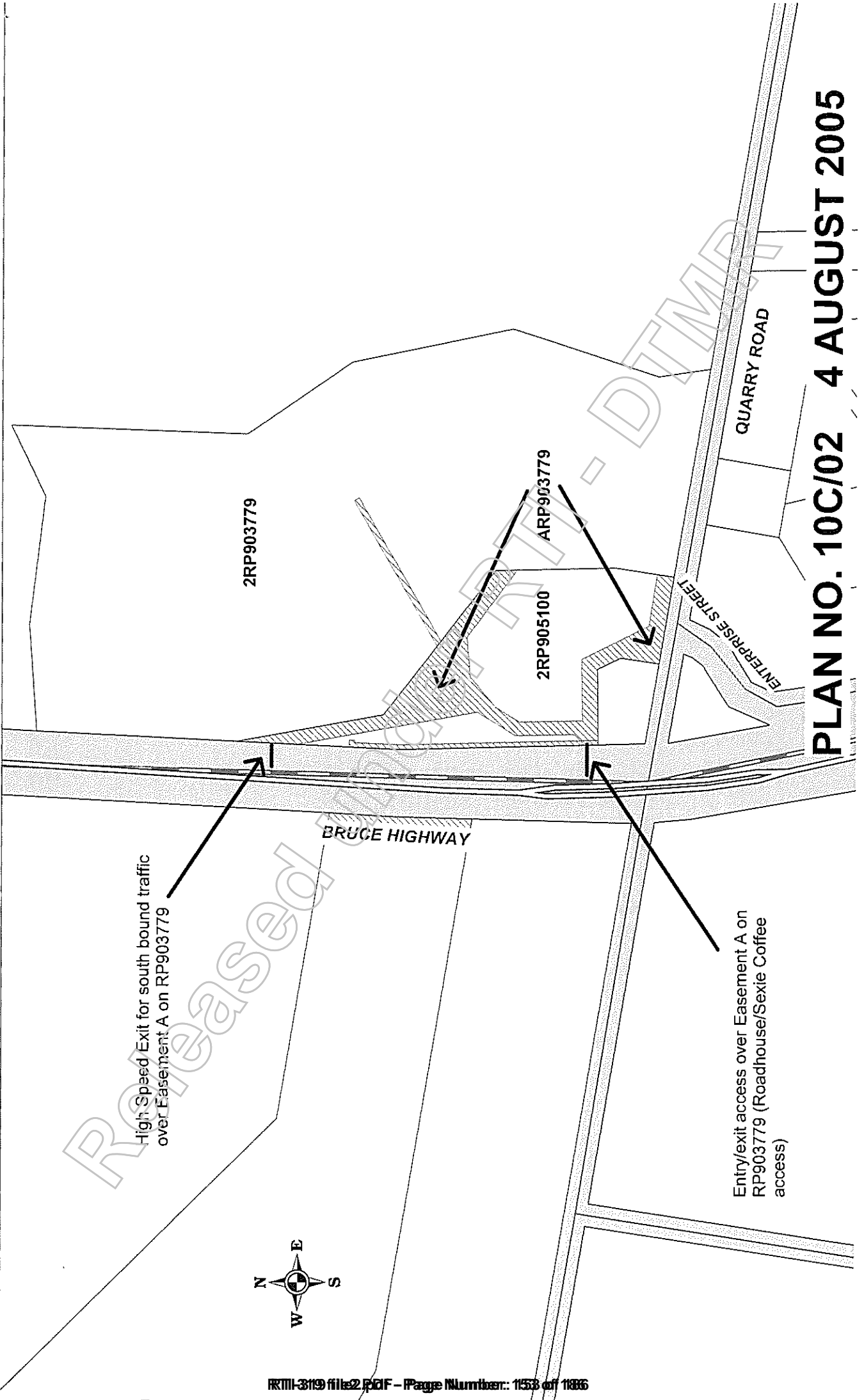
Queensland Government
Department of Main Roads

Approved
Darrell Drester (Wide Bay)

Plan No

D12-9D

CAD REF: G:\MTP\Development Control Plans\D12-9D.dwg





Mr Richard Green
(07) 4190 5800
RG:SMP, 7/R/BRUCE HWAY/4
-
16 September 2005



Ellamanda Pty Ltd
C/- Alan Holliday Pty Ltd Acting as Agent
for the Applicant
C/- PO Box 1560
BUDERIM QLD 4556

[illegible]

Dear Not Relevant

RE: Development Permit – Material Change of Use - Commercial/Other Residential Uses
Preliminary Approval - Building Work
Development Permit - Reconfigure a Lot - Fifty-four (54) lots
Preliminary Approval - Operational Works
Situated at: Bruce Highway, Maryborough
And described as: Lot 2 on RP903779, Parish of Maryborough and County of March

An Approval is issued this day by Council to reconfigure the land described as Lot 2 on RP903779, Parish of Maryborough situated at Bruce Highway, Maryborough generally as depicted on the submitted application, subject to the following conditions:-

1. Development Permit – Material Change of Use – Commercial/Other Residential Uses as detailed on Drawing No. 1879-1, subject to the conditions contained in Schedule 1.
2. Preliminary Approval – Building Work, subject to the conditions as contained in Schedule 2.
3. Development Permit – Reconfigure a Lot into fifty-four (54) lots as detailed on Drawing No. 1879-02 A, as endorsed by Council and attached to this Decision Notice, subject to the conditions as detailed in Schedule 3.

Decision Notice reflects MRI requirements

 $\dots/2$

Administration Centre :
431-433 Kent Street
Telephone: (07) 4190 5800
Fax: (07) 4123 1470
Email: council@maryborough.qld.gov.au
A.B.N. 97 679 827 035

4. Preliminary Approval – Operational Works, subject to the conditions as contained in Schedule 4.

SCHEDULE 1 – Preliminary Approval; Material Change of Use – Conditions

- (a) That the Material Change of Use shall only apply to lot 53, as detailed on Drawing No. 1879-02 A.
- (b) That noise generated by traffic entering, leaving and manoeuvring within the site shall be in accordance with the Vehicle Parking and Access Code, Section 4.3.10 of the Maryborough City Plan. In this regard, vehicular traffic shall not produce noise exceeding background noise plus 10dB(A).
- (c) All artificial lighting provided on site shall not produce illumination levels exceeding 8 lux at a distance of 1.5 metres outside the site, unless Council provides written allowance.
- (d) That any new advertising signage shall comply with the Signs Code, Section 4.3.9 of the Maryborough City Plan. No illuminated advertising signage within the site shall be visible from any residential areas. A plan shall be established for amalgamated signage for the development, to the satisfaction of both Council and the Department of Main Roads.
- (e) That landscaping shall be established and maintained as prescribed by the Landscaping Code, Section 4.3.6 of the Maryborough City Plan. In this regard, landscaping shall be established in accordance with a landscaping plan to be approved by Council, prior to the issuance of a Development Permit to carry out Building Work, and shall include the following specifications: -
 - (i) Appropriate landscaping shall be provided along the length of the western, south-western and southern boundaries of the site. The landscaping shall be contained within the boundaries of the subject land, and shall not impede vehicular and pedestrian sight lines or compromise traffic safety.
 - (ii) Screen planting shall be provided between the motel and the south-western boundary. Selected plant species shall develop into a 'hedge' of 3 metres in height minimum;
 - (iii) The vehicle parking areas shall, as a minimum, be provided with one (1) tree for every six (6) car spaces provided.
 - (iv) Plant species shall be selected from the schedules as contained in the Landscaping Code; and
 - (v) All landscaped areas shall be fitted with micro-irrigation.
- (f) Prior to the commencement of the use, compliance with the Food Hygiene Regulations and Australian Food Standards is required.

.../3

Referral Agency Conditions – Department of Main Roads – Concurrence Agency (Copy attached)

- (g) That the development be carried out in accordance with the conditions as detailed in the Department of Main Roads response of 8 August 2005. In this regard, a copy of the response is attached for your attention.

SCHEDULE 2 – Building Work – Preliminary Approval Conditions

- (h) That a Development Permit to Carry out Building Work shall be obtained prior to the commencement of any construction.
- (i) That roof and wall materials/colours of any building shall not create a glare nuisance.
- (j) That a minimum of ninety-six (96) car parking spaces shall be provided on site. That the motel and shop off-street parking areas, vehicle areas, loading and unloading areas are to be designed in accordance with the standards and the recommended best practice of the Australian Standards "Off Street Parking" AS2890.1 and 'Design for Access and Mobility' AS1428 (and supplements) and the Building Code of Australia.

The car park areas and vehicle movement areas are to be sealed and line marked. In this regard, the car park pavement shall be constructed of an acceptable material such as a bitumen seal, pavers, concrete, etc. The parking areas shall be provided with appropriate lighting in accordance with Australian Standard AS 1158 and a lighting design certificate shall be provided for Council's records. The maximum measured level of light reflected outside of the property boundary, shall not exceed 8 lux unless Council provides written allowance. The car park shall be provided with appropriate signage to direct the various road users, i.e. bike rack location. A scaled Engineering Drawing shall be submitted to Council with scaled vehicle movement paths to verify that the maximum design service vehicle can manoeuvre in a safe manner.

The development shall provide appropriate access arrangements to allow pedestrians to access the site from the road reserve/s.

- (k) That all buildings and paved areas be designed to ensure that no stormwater discharges onto adjacent properties or footpaths. The stormwater run-off from the development shall be discharged by a closed pipe discharge system to the minor piped stormwater system. The drainage system shall take into account environmental principals for the quality of the storm water run-off.

The provision of any piped drainage, internal to the development shall be designed as a minimum for a one in twenty year storm event and provision shall be made for the surcharge and overland flow of a one in one hundred year storm event. Where no overland surcharge path is achieved, then the piped system shall be designed for the one in one hundred year storm event. The inlet pits will be provided with blockage resistant inlets and consideration given to providing landscaping materials, which are not problematic. In this regard, Council shall be provided with a detailed Engineering Certified Drawing, which clearly identifies the piped and overland flow paths with appropriate notation.

- (l) The water and sewerage services are to be connected at the Developer's expense. The water supply application shall take into account the supply characteristics of Council's water main. Any building application shall include hydraulic calculations by a Registered Professional Engineer, which identifies the required service connection size. Council shall be given a minimum notification of two weeks for any service connection. The sewerage connection shall be connected to Council's satisfaction.
- (m) That the motel and shops have commercial vehicle accesses provided to both road frontages to Council's and the Department of Main Roads satisfaction. In this regard, the vehicle access shall be in accordance with Council's Standard Drawing Sd14e, light duty with a minimum width of six (6) metres or a width wider than the minimum to provide for service vehicles and in accordance with the following:
 - (i) That the access is provided with appropriate sight distance in accordance with Australian Standard AS 2890.1 for pedestrian and vehicular safety.
 - (ii) The accesses are to be provided with a No Standing zone extending three metres past the wings of the access. The No Standing zone shall comply with the Department of Main Roads, Manual of Uniform Traffic Control Devices. The marking of the zone will include lines and signs.
- (n) That all fencing and landscaping located within 6.0 metres of the property boundary along the road reserves and in areas where pedestrians cross internal vehicle areas, be constructed and maintained such that its maximum height is 1.0 metre above the adjacent path and/or road area's level. This is to be read in conjunction with the conditions imposed upon vehicle access, regarding sight distance.

SCHEDULE 3 – Reconfigure a Lot – Conditions

- (o) That in lieu of the provision of open space, a monetary contribution is to be paid to Council prior to the sealing of a Plan of Survey and in accordance with the applicable policy at the time of payment. The current monetary contribution (viz. the Parkland Contributions Planning Scheme Policy) is \$1,500 per additional lot.
- (p) That a 'Statutory Covenant' shall be established over the proposed lots 46 to 52 (all inclusive). In this regard, the covenant plan shall identify a ten (10) metre setback from (rear) western lot boundaries to be established as a vegetation buffer.

.../5

- (q) That any new advertising signage shall comply with the Signs Code, Section 4.3.9 of the Maryborough City Plan. No illuminated advertising signage within the site shall be visible from any residential areas.
- (r) All vegetation that is cleared from the subject land is to be removed to a lawful disposal area, or alternatively chipped or shredded on-site. Under no circumstances is there to be any burning of vegetation on the subject land or within or near residential or rural residential land.
- (s) That the removal of any 'Protected Tree' will require a permit.

Advisory Note: Please find attached a copy of Council's Tree Preservation Policy for your information. Please contact Council's Engineering Services Department for further information.

- (t) That any public or privately owned infrastructure, damaged during the construction process, shall be repaired by the developer to a standard as specified by Council's Department of Engineering Services.
- (u) That payment of headworks charges is applicable. The headworks charges shall be paid upon the completion of each stage of development and/or prior to issuance of the associated building's Certificate of Final Completion, in accordance with the policy at the time of payment. The headworks charges for the development are presently rated as follows:

Industrial lots will be charged at a rate of \$15,000 per 2,000m² or fraction of the area.

Commercial area will be charged at a rate of \$5,000 per 400m² of floor area or fraction of area, i.e. gross floor area (GFA) within any proposed commercial building.

Referral Agency Conditions - Department of Main Roads - Concurrence Agency (Copy attached)

- (v) That the development be carried out in accordance with the conditions as detailed in the Department of Main Roads response of 8 August 2005. In this regard, a copy of the response is attached for your attention.

SCHEDULE 4 - Preliminary Approval; Operational Works – Conditions

- (w) Details relating to maintenance agreements shall be submitted to Council in support of an application for operational works. In this regard, Council shall require an agreement between Lots 1 and 2 on RP903779 dealing with the maintenance of all infrastructure within the current easement (Easement A on RP903779). This shall be provided upon conformation that the easement rights are transferable to the development.

.../6

- (x) That the design, construction, supervision and maintenance of operational works associated with the development shall be carried out in accordance with Sections 4.3.2 "Filling and Excavation Code", 4.3.5 "Infrastructure Services Code" and 4.3.12 "Subdivisional and Engineering Works Code" of the Maryborough City Plan, gazetted 2 April 2000. The operational works application shall be subject to the following requirements: -
- (i) An approved Professional Engineer shall submit the following certificates:-
- A Design Certificate lodged with the drawings submitted for engineering approval, which states that the design complies in every respect with the aforementioned documents.
 - An "as constructed" certificate, together with "as constructed" drawings shall be submitted prior to the works being accepted "on maintenance". The "as constructed" certificate shall clearly state all alterations to the approved design.
- (ii) That payment to Council of a review fee (2%) and inspection fee (2%) is required. The fees will be based upon the estimated cost of the operational works and adjusted at the end of construction in accordance with the final certificate of payment, issued to the Contractor/s. The review fee is to be paid upon application and the inspection fee is to be paid prior to commencement of work. In reviewing the various aspects of the subdivisional design and construction, Council will rely on the professional advice provided by the Engineering Consultants and it is the Consultant's responsibility to ensure the accuracy of same.
- (iii) A maintenance retention bond to the value of 5% of the final contract sum of operational work shall be lodged prior to Council's acceptance of the works "on maintenance". The bond shall be held for a period of twelve (12) months from the date of the "on maintenance" inspection, by way of maintenance retention for both the design and construction, to ensure that all obligations are effected during and at the end of such period.
- (y) That the new internal roads and reconstructed external road to the development, shall be constructed to the dimensions as described in the Maryborough City Plan, Section 4.3.12 Subdivisional and Engineering Works code, Table 4.7. That is the loop road shall be constructed to an Industrial Access road standard, the estate entry roads shall be constructed to an Industrial Collector road standard and the extension of Enterprise Street from the tangent point of the curvature shall be constructed to a Collector road standard, in accordance with Standard Drawing Sd1512, Industrial Roads. All roads are to be provided with appropriate stormwater drainage.

Any proposed temporary cul-de-sac required due to the staged development shall have a minimum radius of 13.0 metres and provided with a pavement matching the adjacent pavement. Quarry Road shall be continued a minimum of 10 metres past the entry to the estate kerb return tangent.

That the following items regarding the road network be addressed:

- (i) That proposed lot 54 does not gain direct access to Lot 2 on RP905100 (IFS Service Station). In this regard a permanent fence without opening will be maintained.
 - (ii) That the one way access road from the high speed highway exit to the development be provided with a stand up kerb or similar to prevent errant movement onto Lot 2 on RP905100).
 - (iii) That the entry to the development areas behind Lot 1 on RP905100 (Sexie Coffee) be clearly marked with a threshold treatment and signage to indicate that it is a private entry and that the Quarry Road, Enterprise Street road path has priority.
 - (iv) That a fully detailed Engineering Plan of the proposed line marking, signage, traffic islands etc be provided for review in support of the future Operational Works application. In this regard the entry road shall be clearly marked to ensure vehicles do not stand. Consideration shall be given to the need for any clearways.
 - (v) That the section of Quarry Road and Enterprise Street to be widened, shall have the pavement checked for adequacy and improved if required.
 - (vi) That proposed lot 1 shall not have direct access to Quarry Road unless the Quarry Road frontage is constructed to a point twenty metres past the proposed access.
- (z) That a storm water drainage strategy for the development is to be prepared by an approved and appropriately qualified Professional Engineer to ensure that provision is made for the development and the adjacent areas. The strategy shall include the internal and external catchments and the effect of upstream and downstream drainage structures. The strategy shall clearly identify the major overland flow paths, required works, any easements or statutory covenants, if required and the minimum floor levels of buildings upon allotments, which contain overland flow paths.

The Drainage Strategy shall clearly state the required standards for the proposed stormwater drainage and is required to prove that a legal point of discharge is achieved, without creation of nuisance. In this regard the downstream landowner shall provide proof that the designed drainage works are acceptable and in accordance with the "Discharge Approval" letter dated 31 May 2005. Drainage conditions upstream and downstream of the development are not to be worsened. The storm water drainage system will need to provide mitigation works to control the discharge onto the subsequent down stream properties without creation of nuisance.

The storm water drainage works shall form part of the Operational Works application. The minor piped system shall as a minimum be designed for a 1 in 10 year event and the major overland flow path designed for the surcharge created by a 1 in 100 year storm event.

The Storm Water Drainage Strategy shall include best practice to address environmental issues. The storm water network shall utilise recognised methods for storm water treatment as endorsed within the reference documents of Council's City Plan, including "Soil Erosion and Sediment Control" Engineering Guidelines for Queensland Construction Sites, IEAQ.

The existing easement for storm water drainage across the development area in favour of Lot 2 on RP905100 be removed while maintaining the landowners rights and enjoyment as intended and described within the easement documentation.

- (aa) That inter-allotment drainage is to be provided to all allotments where free draining to the adjacent road kerb or piped storm water system cannot be achieved for any possible building, sited in accordance with the provisions of the Building Code of Australia. This drainage system is to be contained in an appropriate easement and is to be approved by Council's Engineering Services Department. The inter-allotment drainage shall be a "Level III" type system as defined in the Queensland Urban Drainage Manual and provided with a lawful point of to Council's Engineering Services Department's satisfaction. The Developer shall provide inter-allotment drainage to the existing development upstream of the development, should the buildings and sealed areas not connect directly to the proposed minor piped system.

- (bb) That water and sewerage services are provided to all allotments, with any alteration to the existing water and sewerage services to be at the Developer's expense.

The sewer works including the proposed pump station, the water main extension and internal piped system shall form part of the Operational Works application.

- (cc) That a detailed strategy for the provision of sewer reticulation to the total development is required for Council's review and approval. The sewer reticulation strategy shall take into account the optimum catchment and all required external augmentation works. The sewerage network design shall state clearly that all allotments can provide a sewer service to any possible building, sited in accordance with the provisions of the Building Code of Australia.

Further, the design and construction of the associated Sewerage Pump Station shall be in accordance with Council's Maryborough City Plan, which references Aus-spec. The Aus-spec document shall be read with the following amendments:

- (i) That the Water Services Association of Australia code, "Sewage Pumping Station Code of Australia", be utilised in the design in lieu of the previously accepted Department of Natural Resources Guidelines for the Planning and Design of Sewerage Schemes.
- (ii) That the location of the pump station and access road shall be to Council's satisfaction, with a minimum level of 0.3 metres above the local catchment's one in one hundred year flood level for the road and pump station chamber areas.
- (iii) That the pump station shall as a minimum, have a storage capacity of four hours Peak Dry Weather Flow, or the storage volume required by the Department of Natural Resources, which ever is the greater volume.
- (iv) That the pump station shall be controlled by telemetry. In this regard, the telemetry used shall be provided Elpro Technologies.
- (v) That the point of discharge for sewerage from the proposed pump station shall be MH IE2/1 located on Quarry Road.
- (dd) That a detailed analysis for the provision of water reticulation for the total development is required for Council's review and approval. The reticulation strategy shall take into account the optimum catchment and all required external augmentation works. The water main design shall be verified by a network analysis of Council's water supply system and the proposed extension. In this regard, Council is able to undertake the analysis at the Developers expense.
- (ee) That street lighting along the internal roads, private access roads and reconstructed sections of Enterprise Street and Quarry Road, shall be assessed and provided with street lighting in accordance with Australian Standard AS1158. In this regard, Industrial Avenue is considered a Collector Road and Production Street is considered an Access Road. All associated capital costs are to be borne by the Developer. A copy of the certified lighting design and arrangement for any required upgrading work is required for Council's records prior to the issuance of the building's Certificate of Final Classification. (High-pressure sodium lighting only).
- (ff) That the approved plan of development be submitted to Telstra and the Ergon Energy Corporation to facilitate the provision of public utilities to the area. All power shall be run underground. No services shall transgress the proposed property boundaries.

In this regard, Council shall be provided satisfactory evidence from the Ergon Energy Corporation that power supply will be available to the existing buildings on each lot, in an appropriately expedient manner, prior to the sealing of plans.
- (gg) That a minimum of five (5) appropriate Permanent Survey Marks, shall be provided to the satisfaction of Council's Engineering Services Department.

- (hh) That any disused services not required for the purpose of the development shall be removed and disconnected at the point of origin.
- (ii) That no works required by Council as conditions of this approval be undertaken in such a manner as to impede the natural flow of overland drainage.
- (jj) That all construction works associated with the project employ environmental control measures in accordance with the Soil Erosion and Sediment Control Guidelines for Queensland and the Queensland Urban Drainage Manual.

Enclosed for your information is an endorsed copy of the proposal plan together with a copy of Section 4.1.27 of the Integrated Planning Act 1997 as regards Rights of Appeal.

With respect to Appeal Rights of Applicants, the following is drawn to your attention:-

- (a) The Applicant's Appeal Period commences upon receipt of this advice and expires 20 business days thereafter.
- (b) Should the applicant notify in writing of acceptance of the conditions of approval and that it is not intended to make an appeal, the Applicant's Appeal Period is at an end.

With a view to early completion of the Appeal process, it is in your interest to advise Council of your acceptance of the approval and conditions or to lodge an Appeal at your earliest convenience.

Should you require further information, please contact Council's Customer Service Section.

Yours faithfully

B/C Department of Main Roads
Wide Bay District, District Office
Locked Bag 496
BUNDABERG DC QLD 4670

N E GORRIE
CHIEF EXECUTIVE OFFICER

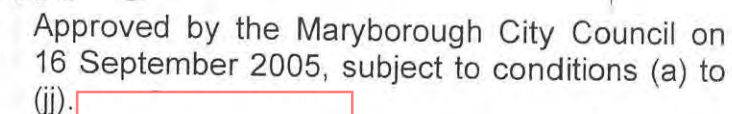
For your information.

Enc.

Not Relevant

N E GORRIE
CHIEF EXECUTIVE OFFICER

<u>LOT TABLE</u>	
LOT NUMBERS	54
TOTAL AREA OF LOTS	121847
AVERAGE AREA OF LOTS	2253



N E GORRIE
CHIEF EXECUTIVE OFFICER

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Emma S Fyfe

From: WBBSARA <WBBSARA@dilgp.qld.gov.au>
Sent: Thursday, 21 April 2016 9:56 AM
To: WBB.IDAS; Adam S Fryer
Subject: SPL-0416-029355 Prelodgement Minutes
Attachments: Draft Pre-lodgement meeting record - SPL-0416-029355.docx

Categories: Filing

Good morning

Please find attached the pre-lodgement minutes for your review. Could you please provide comments and amendments by Tuesday 26th April 2016.

Regards

State Assessment and Referral Agency (SARA) | Wide Bay Burnett
Department of Infrastructure, Local Government and Planning
Queensland Government

p. 07 4331 5614 | e. wbsara@dilgp.qld.gov.au

Customers first | **Ideas into action** | **Unleash potential** | **Be courageous** | **Empower people**

From: SARA Common Email <processmodel196@dsdip.appiancloud.com>
Sent: Wednesday, 6 April 2016 12:53 PM
To: WBB.IDAS
Subject: SPL-0416-029355 Request for technical assessment-pre-lodgement advice

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: eDAM



Our reference: [SPL-0416-029355](#)

Lot on plan	Street address
53SP200102	Enterprise - Maryborough West, Fraser Coast Regional - QLD

On 05 April 2016, the Department of State Development, Infrastructure and Planning received a request for pre-lodgement advice. We are writing to request your technical assessment of this request for the following matters:

Department of Transport and Main Roads

Item	Matters for technical Assessment
1.	advice regarding access to state controlled road and suitability of proposal plan
2.	
3.	
4.	

The applicant has requested a pre-lodgement meeting. A DILGP officer will contact you shortly to arrange a meeting time.

The technical agency assessment response template will be available in the manage documents section of MyDAS.

If you require any further information or clarification, please contact Holly Sorohan, Principal Planning Officer, on 07 4331 5605, or via email WBB.SARA@dilgp.qld.gov.au who will be able to assist.

From: [Not Relevant]@ipsptyltd.com.au>
Sent: Friday, 8 April 2016 3:41 PM
To: wbbsara@dilgp.qld.gov.au; holly.sorohan@dilgp.qld.gov.au; WBB.IDAS; [NR]
Subject: Re: SPL-0416-029355 Pre-Lodgement Meeting
Categories: eDAM, Filing

Hello
Confirming that there will be 2 attendees phoning in for a teleconference on Thursday at 1pm.
Thank you

[NR]

From: WBBSARA
Sent: Friday 8 April 2:38 pm
Subject: SPL-0416-029355 Pre-Lodgement Meeting
To: Holly Sorohan, 'WBB.IDAS@tmr.qld.gov.au', [Not Relevant]

Hi

Please find the pre-lodgement meeting request for SPL-0416-029355. Can you please confirm availability and if you will be in person or dialling in.

Teleconference Details

Phone – 18000 556 264

Guest Pin - 0107010

If you have any questions please call 4331 5614.

Regards

State Assessment and Referral Agency (SARA) | Wide Bay Burnett
Department of Infrastructure, Local Government and Planning
Queensland Government

p. 07 4331 5614 | e. wbbsara@dilgp.qld.gov.au

Customers first | Ideas into action | Unleash potential | Be courageous | Empower people

From: SARA Common Email <processmodel196@dsdip.appiancloud.com>
Sent: Monday, 11 April 2016 9:42 AM
To: WBB.IDAS
Subject: SDA-0416-029356 Request for technical assessment-auto notification



10 April 2016

Our reference: [SDA-0416-029356](#)

Street address: Airstrip - Biggenden, North Burnett Regional - QLD

Lot on plan: 87 CK535

On 11 April 2016, the Department of State Development, Infrastructure and Planning received a development application as referral agency. Please provide a technical assessment of this application for the following trigger/s:

Trigger ID	Description	Technical Agency	Fast track
------------	-------------	------------------	------------

7.2.34	Reconfiguring a lot if any part of the land is - (a) within 25m of a railway or future railway land and 1 or both of the following apply - (i) the total number of lots is increased; (ii) an easement abutting the railway or future railway land is created; or (b) future railway land	TMR	No
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This application has been assigned to SARA Wide Bay Burnett and is ready for validation by one of our case officers. We will undertake a fast track assessment where a FastTrack5 trigger is identified and confirmed.

After validation, you will receive a confirmation email requesting your technical assessment of any triggers (marked as NO in the *Fast Track* trigger column) and relevant due dates. The assessment response template will then be available from the manage documents section of MyDAS.

For more information, please contact SARA Wide Bay Burnett on 0743315614 or email at WBBSARA@dsdip.qld.gov.au.

Adam S Fryer

From: Adam S Fryer
Sent: Friday, 22 April 2016 1:01 PM
To: WBBSARA
Subject: Re: SPL-0416-029355 Prelodgement Minutes
Attachments: Draft Pre-lodgement meeting record - SPL-0416-029355.docx

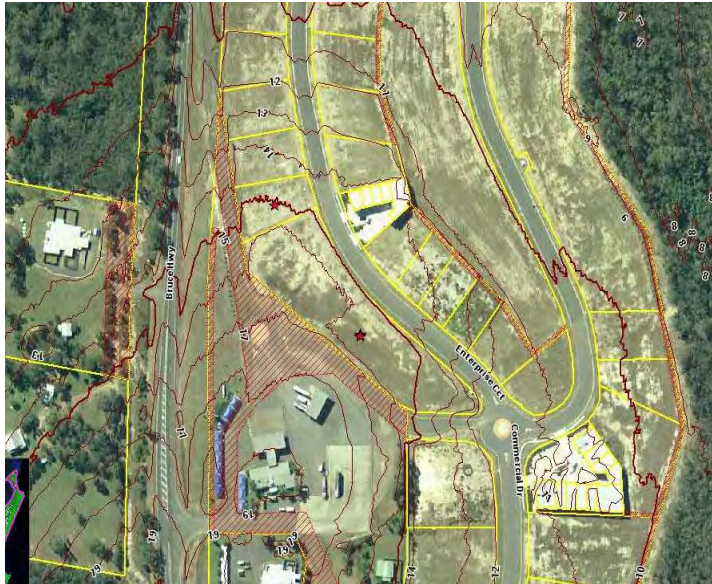
Hi Holly,
I have reviewed the minutes. My suggestions are attached.
Thanks
Adam

From: WBBSARA <WBBSARA@dilgp.qld.gov.au>
Sent: Thursday, 21 April 2016 9:55 AM
To: WBB.IDAS; Adam S Fryer
Subject: SPL-0416-029355 Prelodgement Minutes

Good morning
Please find attached the pre-lodgement minutes for your review. Could you please provide comments and amendments by Tuesday 26th April 2016.

Regards
State Assessment and Referral Agency (SARA) | Wide Bay Burnett
Department of Infrastructure, Local Government and Planning
Queensland Government
p. 07 4331 5614 | e. wbsara@dilgp.qld.gov.au
Customers first | **Ideas into action** | **Unleash potential** | **Be courageous** | **Empower people**

Town Planning Advice

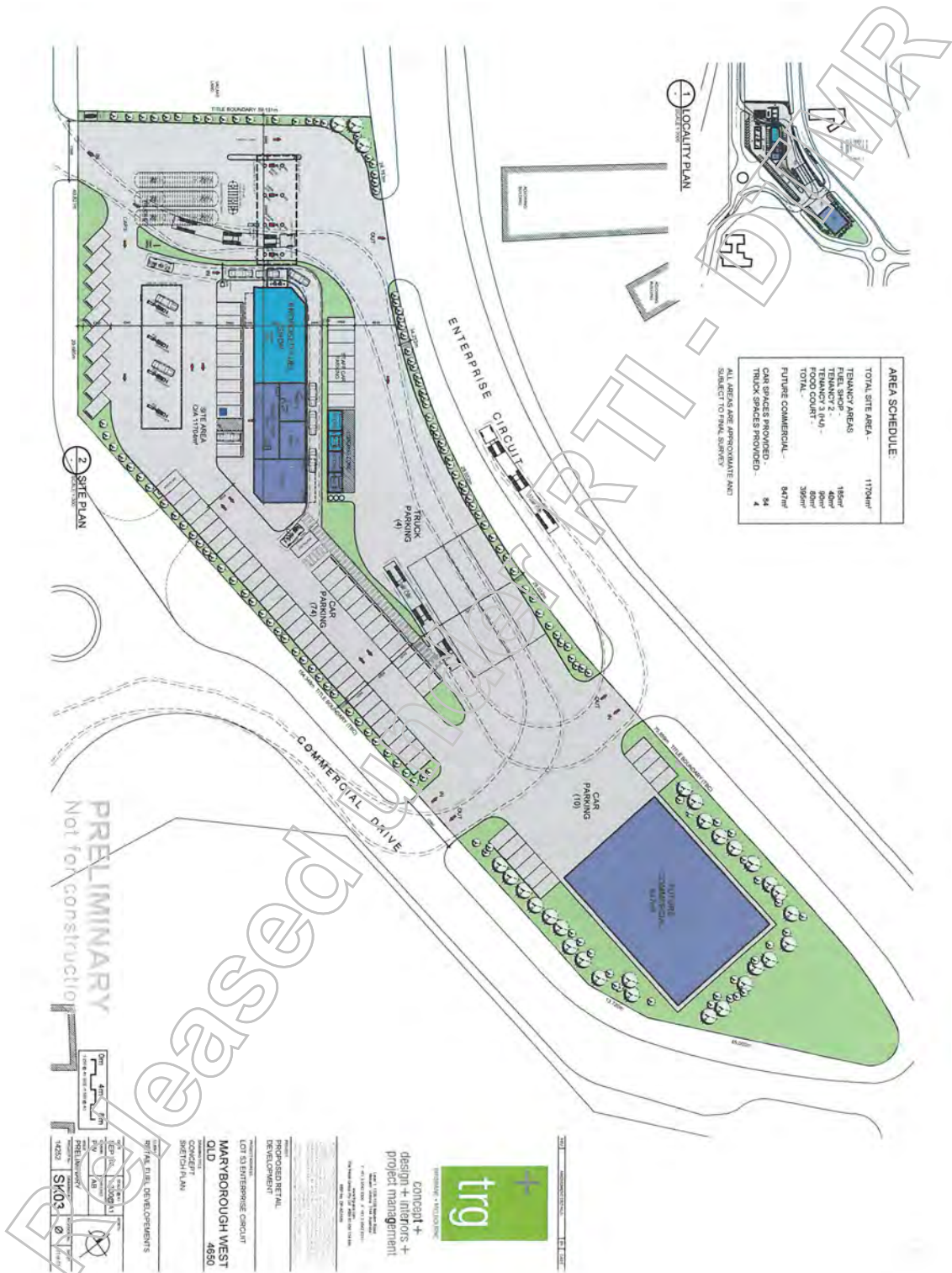


Site Address	Wide Bay Industrial Estate – Enterprise Circuit, Maryborough
Property Description	Lot 53 SP200102
Site area	Lot 53 – 9,704m ²
Fraser Coast Regional Planning Scheme 2014 - Zoning	Medium Impact Industry
Wide Burnett Regional Plan 2011	Urban Footprint
Features / Constraints	Accessed directly from a State Controlled Road

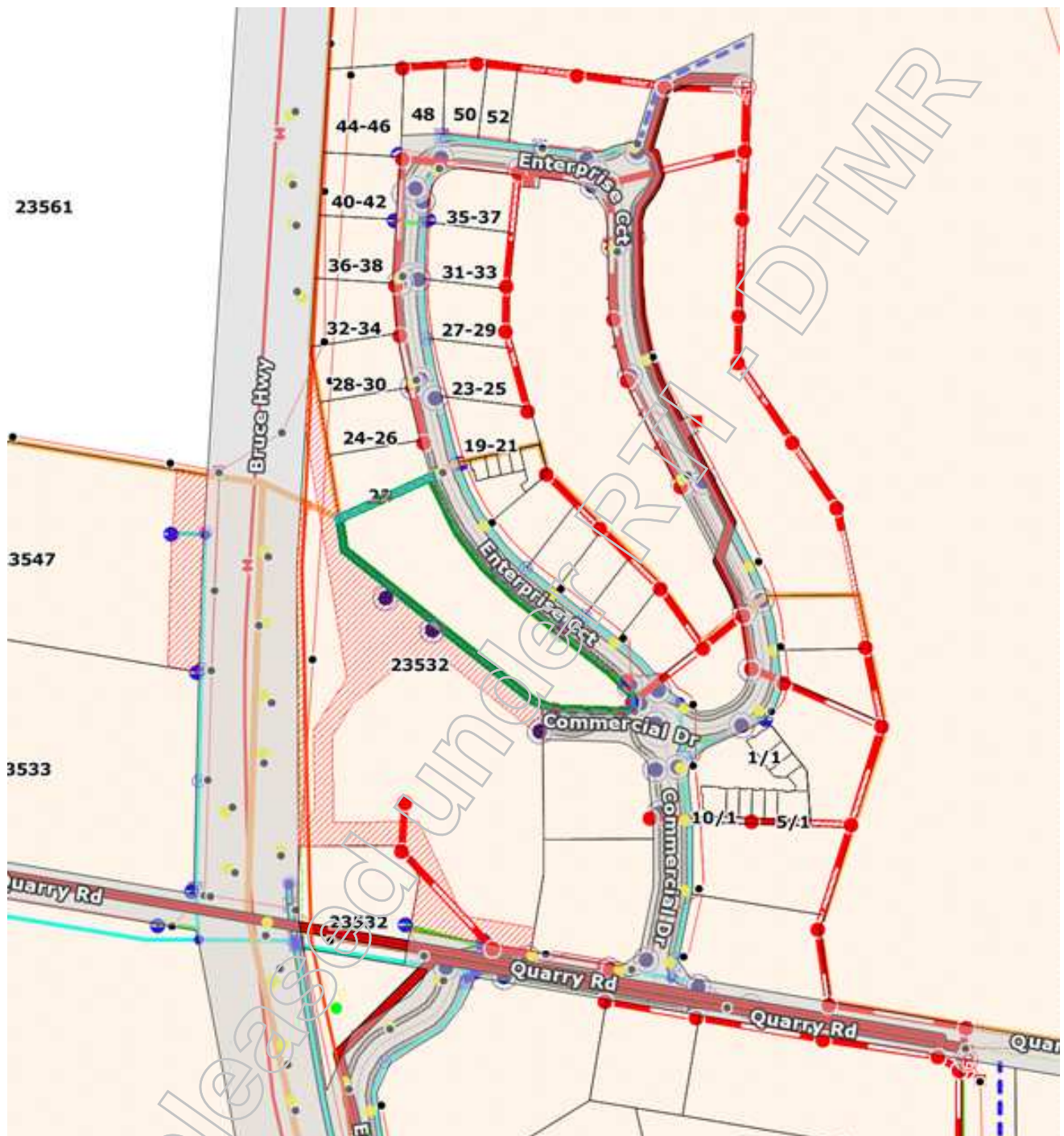
Proposal	Service Centre
Approvals required	Material Change of Use – Service Station
Assessment	<p>Code Assessable (Food and Drink Outlet and Shop are able to be accommodated with the primacy landuse activity where they are ancillary).</p> <p>*a stand-alone food and drink outlet having a GLFA <100m² and not involving a drive-thru facility is Code assessable development.</p> <p>*a shop that is not ancillary to service station i.e. a stand-alone shop is Impact assessable development.</p>
Applicable Planning Scheme	Fraser Coast Planning Scheme 2014 V6
Applicable Codes & Overlays	<p><u>Codes</u></p> <ul style="list-style-type: none"> • Medium Impact Industry Zone Code • Service Station Code • Business Uses Code • Landscape Code • Transport and Parking Code; • Works, Services and Infrastructure Code <p><u>Overlays / Overlay Codes Applicable</u></p> <ul style="list-style-type: none"> • Infrastructure - Gas pipeline buffer • Infrastructure - High volt sub-trans line buffer • Infrastructure - Major road corridor buffer • Acid Sulfate Soils - Land above 5m & below 20mAHD • Airport & aviation facilities – OLS and Distance to airport runway • Bushfire Hazard - Potential Impact Buffer and Bushfire prone area • Coastal Protection - Coastal zone

Identified requirements and likely matters for further investigation	<p><u>Design provisions</u></p> <ul style="list-style-type: none"> • Maximum building height = 15m; • Front setback 7.5m (fuel pump & Canopy) all other buildings or structures 10m; • Side and rear setbacks = 2m • Access and circulation for MRV and HRV service vehicles; • Number of car parking spaces – 1 space / 20m² (where involving sale of goods) + 2 spaces per service bay. Stand-alone food and drink outlet = 1 space per 15m² GFA and a stand-alone shop = 1 space per 20m² GFA • Management of stormwater quantity and quality in accordance with Council's Development Manual • Minimum landscape area = 10% of the site with a 2m wide buffer along the street frontage and common boundaries. <p>*Further design provisions for consideration are able to be sourced within the codes identified.</p> <p>*Variation to planning scheme provisions will be assessed on their merits.</p> <p><u>Likely matters for further investigation</u></p> <ul style="list-style-type: none"> • Access easement (Commercial Drive connection to the Bruce Highway). Check access rights. • Vehicle access to the Bruce Highway. As the Department of Transport and Main Roads (DTMR) is triggered as a concurrence agency to the proposal it is recommended that this matter be discussed with them prior to lodgement of an application as part of pre-application investigations (due diligence).
Infrastructure contributions	An Infrastructure agreement (IA) is currently in place with regard to infrastructure charges over the estate. Crediting will be applied to new landuse activities as part of the IA. A quote of infrastructure can be provided upon request.
Application fees	To be confirmed
Referrals	DTMR – concurrence agency referral (Access from a State controlled Road)
Other – Defined as an Environmental Relevant Activity (ERA)	Self-regulated. To be discussed with Department of Environment and Heritage Protection (DEHP).
Indicative Assessment Timeframe	Code Assessable / 20-30 business days minimum (Dependant on 20 business days for DTMR referral)

Doc#3112491



Infrastructure



Our reference: SPL-0416-029355

28 April 2016

Innovative Planning Solutions
PO Box 1043
MAROOCHYDORE QLD 4558
info@ipsptyltd.com.au

Attn: Not Relevant

Dear Not Relevant

Pre-lodgement meeting record—proposed development
Enterprise Street, Maryborough West – Lot 53 on SP200102

This pre-lodgement record provides a summary of the matters discussed at the pre-lodgement meeting in addition to providing further advice prepared subsequent to the meeting. This record provides initial advice regarding the likely major issues relevant to the development proposal to assist in the timely processing of a development application. While this pre-lodgement advice is provided in good faith, if the proposal is changed to that which was discussed with the department during the pre-lodgement meeting, this advice is not binding.

Reference information

Departmental role: Concurrence agency
Jurisdiction: Schedule 7, Table 3, Item 1 – State-controlled road
Pre-lodgement meeting date: 14 April 2016
Meeting attendees:

Name	Position	Organisation
Pamela Davidson	Town Planner	Innovative Planning Solutions
Klute Griese	Representative	Retail Fuel Developments
Adam Fryer	Senior Planner	Department of Transport and Main Roads (DTMR)
Holly Sorohan	Principal Planning Officer	Department of Infrastructure, Local Government and Planning (DILGP)

Name	Position	Organisation
Jacinta Jowett	Planning Officer	Department of Infrastructure, Local Government and Planning (DILGP)

Site details

Street address:	Enterprise Street, Maryborough West, QLD 4650
Real property description:	Lot 53 on SP200102
Local government area:	Fraser Coast Regional Council
Local government zone:	Medium Impact Industry
Existing use:	Vacant

Proposed development details

Development type:	Material Change of Use
Development description:	The proposed development is for a service station with supporting food outlets comprising a total gross floor area of 395m ² over the 1.17 ha site.

Supporting information

Plan / Report title	Author	Reference no.	Version and date
Proposed Development Concept Plan	-	14252 Drawing no SK03	September 2014.
Town Planning Advice	Fraser Coast Big in Business	-	-

Meeting minutes

Item	Discussion and advice
Proposed Development	
1.	<p>The Department understands that the proposed development is for a Material Change of Use for a Service Station and food and drink outlet. While the concept plan shows an additional commercial space it is understood that this is not proposed to be incorporated in the initial development however may occur as a second stage of the development at a later date (with a future development application).</p> <p>The wider subdivision in which the site is located gains access to the Bruce Highway. South bound left in access is provided by an access ramp. Additional all movements access is understood to be provided by an access easement through the existing service station. The applicant advised that they are currently obtaining easement documents to ensure appropriate access rights are available for the proposed development.</p>

Item	Discussion and advice
State Controlled Road Matters	
2.	<p>DTMR advised that additional information is required in relation to the easement which provides access to the overall development. Identification of which lots are benefited and burdened by the easement will affect the impacts that the development will have on the state-controlled road (Bruce Highway) and how the development application will need to address these impacts. It should also be noted that any development application must include land owners consent for any lots affected by the development (including in relation to the supply of access if required under the <i>Sustainable Planning Act 2009</i>).</p>
3.	<p>A development application will need to provide a detailed analysis of the proposal's impacts on the existing access intersection, being the existing service station access location. The application will need to demonstrate that the safety and efficiency of the state controlled road is maintained. In particular, the south bound acceleration lane would appear appropriate however the north bound right turn movement for heavy vehicles may present issues.</p> <p>The applicant advised that they will be seeking to engage a traffic consultant to review road impacts.</p>
4.	<p>The site is located approximately 215m from the nose of the south bound access ramp. Access should be established as a fourth leg to the roundabout. While direct access to an access ramp is generally discouraged, based on distance measured from the concept plan, the site appears to be far enough away to not pose an acceleration or deceleration safety issue.</p> <p>An auxiliary left turn lane may be required to provide safe access to the site from the off ramp.</p> <p>However the applicant is advised that, if the access easements favour DTMR, there may be additional requirements and concerns in relation to the proposed development. DTMR will review this aspect further once easement documentation can be obtained.</p>
5.	<p>An examination of the proposed arrangement for the truck fuelling area in combination with the location of fuel pumps for light vehicles and the drive through fast food lane may create a squeeze point, and result in queueing out onto the access ramp. Stored trucks may block access to the rest of the site. Similarly vehicles stored to access the first light vehicle pump may restrict access to the remaining pumps and this may also conflict with queues associated with the drive through.</p> <p>Vehicle queueing is an issue, especially if as vehicles are travelling at speed and not expecting vehicle queues to be on the off ramp. As part of any development application, a detailed assessment needs to demonstrate sufficient queueing space is provided.</p>

Item	Discussion and advice
	If, after reviewing the easement documentation, this portion of the off-ramp is determined to be a DTMR responsibility then a left turn in lane to the service station may be required. In any event, a left turn lane may be required if it is determined that it is required to maintain safety for vehicles exiting from the Bruce Highway.
6.	DTMR can provide any traffic count data (if any is available) held by the department that relates to this area. This can be requested by emailing your request to Bundaberg.office@tmr.qld.gov.au

It is considered that the above summary is an accurate record of the matters discussed at the pre-lodgement meeting.

The following information is provided as further advice prepared subsequent to the meeting.

Further advice

Item	Further advice
State Referrals	
1.	<p>The proposed application will trigger referral to the Department under the following sections of the <i>Sustainable Planning Regulation 2009</i>:</p> <ul style="list-style-type: none"> Schedule 7, Table 3, Item 1 – State controlled road matters <p>Referral to the Department's State Assessment and Referral Agency (SARA) has referral assessment fees associated with each applicable referral trigger.</p> <p>The following is a guide to the applicable fees; these are subject to change dependent on the time of lodgement and any changes to the nature and scale of the development:</p> <ul style="list-style-type: none"> Trigger reference 7.3.1—State-controlled road - \$2,922.00 <p>For current fees at the time of lodgement, refer to schedule 7A of the <i>Sustainable Planning Regulation 2009</i> for development assessment fees. The regulation can be accessed online from:</p> <p>http://www.legislation.qld.gov.au/LEGISLTN/CURRENT/S/SustPlanR09.pdf</p>
State Development Assessment Provisions (SDAP)	
2.	<p>The application material needs to address the Department's State Development Assessment Provisions (SDAP) – in particular Modules 18 and 19 to ensure that all mandatory supporting information is supplied. The SDAP can be accessed from:</p> <p>http://www.statedevelopment.qld.gov.au/development-applications/sdap.html</p>

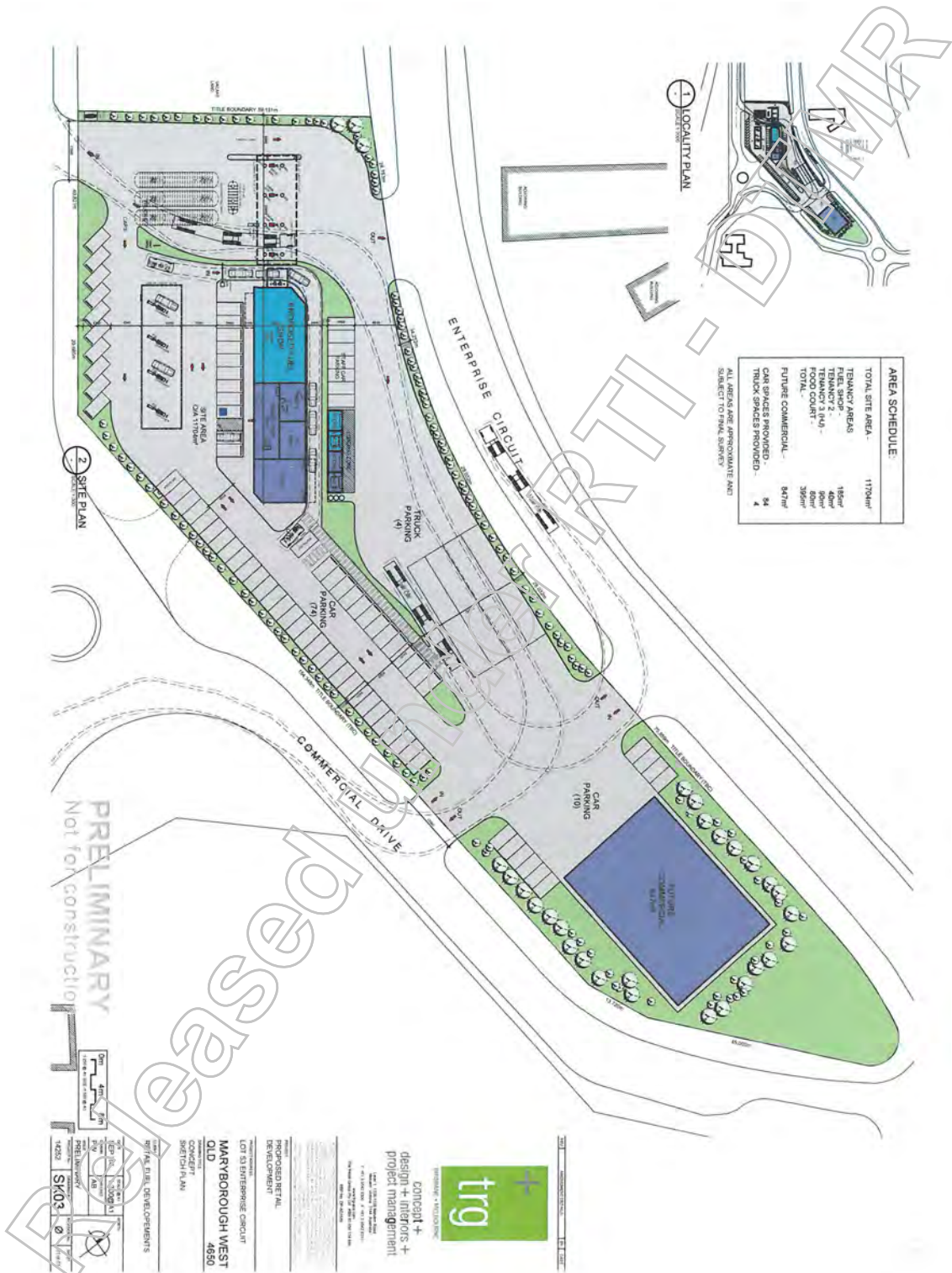
If you require any further information, please contact Jacinta Jowett, Planning Officer, on (07) 4331 5604 or via email at WBBSARA@dilgp.qld.gov.au who will be pleased to assist.

Yours sincerely

Not Relevant

Kieran Hanna
A/ Manager (Planning)

Released under RTI - DTMR





Department of Infrastructure,
Local Government and Planning

Our reference: SPL-0416-029355
Your reference:

Date: 14 April 2016

Innovative Planning Solutions
PO Box 1043
Maroochydore Queensland 4558
info@ipsptyltd.com.au

Dear Not Relevant

Pre-lodgement meeting record—proposed development
Enterprise Street, Maryborough West, -QLD; lot 53 on SP200102

This pre-lodgement record provides a summary of the matters discussed at the pre-lodgement meeting in addition to providing further advice prepared subsequent to the meeting. This record provides initial advice regarding the likely major issues relevant to the development proposal to assist in the timely processing of a development application. While this pre-lodgement advice is provided in good faith, if the proposal is changed to that which was discussed with the department during the pre-lodgement meeting, this advice is not binding.

Reference information

Departmental role: Concurrence agency
Jurisdiction: Schedule 7, Table 3, Item 1—State-controlled roads
Pre-lodgement meeting date: 14 April 2016

Meeting attendees:

Name	Position	Organisation
Pamela Davidson		Innovative Planning Solutions
Klute Grieser		Retail Fuel Developments
Adam Fryer	Senior Planner	Department of Transport and Main Roads (DTMR)

Page 1

Wide Bay - Burnett Region
Level 1, 7 Takalvan Street
PO Box 979
Bundaberg QLD 4670

Name	Position	Organisation
Holly Sorohan	Principal Planning Officer	Department of Information Local Government and Planning (DILGP)
Jacinta Jowett	Planning Officer	DILGP

Site details

Street address: Enterprise Street, Maryborough West, QLD

Real property description: 53 SP200102

Local government area: Fraser Coast Regional Council

Local government zone: Medium Impact Industry

Existing use: ~~Dwelling house~~ Vacant

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Proposed development details

Development type: Material change of use

Development description: Proposed development is for a Service station with supporting food outlets comprising a total use area of 395 m².

Supporting information

Plan / Report title	Author	Reference no.	Version and date
Proposed Development Concept Plan		14252 Drawing no SK03	September 2014.
Town Planning Advice	Fraser Coast Big in Business		

Meeting minutes

Item	Discussion and advice
Proposed Development	
1.	The Department understands that the proposed development is for Material Change of Use for a Service Station and food and drink outlet. While the concept plan shows an additional commercial space it is understood that this is not proposed to be incorporated in the initial development however may occur as a second stage of the development at a later date.

Item	Discussion and advice
	<p>The wider subdivision gains access to the Bruce Highway. South bound left in access is provided by an access ramp. Additional left in left out all <u>movements</u> access is understood to be provided by an access easement through the existing service station. The applicant advised that they are currently obtaining easement documents to ensure appropriate access rights are available for the proposed development.</p>
State Controlled Road Matters	
2.	<p>DTMR advised that additional information is require in relation to the easement which provides access to the overall development. Identification of which lots are benefited and burdened by the easement will affect the impacts that the development will have on the state-controlled road <u>(Bruce Highway)</u> and how the application will need to address these impacts. It should also be noted that any development application must include land owners consent for any lots affected by the development (including in relation to the supply of access <u>if required under the Sustainable Planning Act 2009</u></p>
3.	<p>Any development application should provide a detailed analysis in of the impacts on the existing <u>access</u> intersection, being the existing service station access location. DTMR understands there are currently no issues with the operation of the intersection. The application will need to demonstrate that the safety and efficiency of the state controlled road is maintained. In particular, the south bound acceleration lane would appear appropriate however the north bound <u>right turn movement for heavy vehicles</u> lane may present issues.</p> <p><u>The applicant advised that they will be seeking to engage a traffic consultant to review road impacts.</u></p>
4.	<p>The site is approximately 215m from the nose of the south bound access ramp. <u>Access should be established as a fourth leg to the roundabout.</u> While direct access to an access ramp is generally discouraged, based on distance measured from the concept plan, the site appears to be far enough away to not pose an acceleration or deceleration safety issue.</p> <p><u>An auxiliary left turn lane may be required to provide safe access to the site from the off ramp.</u></p> <p>However the applicant is advised that, if the access easements favour DTMR, there may be additional requirements and concerns in relation to the proposed development. <u>TMR will be reviewing this aspect further once easement docs can be obtained.</u></p>

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Item	Discussion and advice
5.	<p>An examination of the proposed arrangement for the truck fuelling <u>area in combination with the location of fuel pumps for light vehicles and the drive through fast food lane</u> may create a squeeze point, and result in queueing out onto the access ramp. <u>Stored trucks may block access to the rest of the site. Similarly vehicles stored to access the first light vehicle pump may restrict access to the remaining pumps and this may also conflict with queues associated with the drive through.</u></p> <p><u>The queueing is an issue especially if as vehicles are travelling at speed and not expecting queues to be on the off ramp.</u></p> <p>As part of any future development application, a detailed assessment which demonstrates sufficient queueing space is required.</p> <p>If after reviewing the easement documentation, this portion of the off-ramp is determined to be a Transport and Main Roads responsibility then they may require a left turn in lane to the service station <u>and in any event a left turn lane may be required if it is determined that that it is required to maintain safety for vehicles exiting from the Bruce Highway.</u></p>
6.	<p>DTMR can provide any traffic count data (if any is available) held by the <u>department that relates to this area. This can be requested by emailing your request to Bundaberg.office@tmr.qld.gov.au</u></p>

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It is considered that the above summary is an accurate record of the matters discussed at the pre-lodgement meeting.

The following information is provided as further advice prepared subsequent to the meeting.

Further advice

Item	Further advice
State Referrals	
1.	<p>The proposed application will trigger referral to DILGP under the following sections of the <i>Sustainable Planning Regulation 2009</i>:</p> <ul style="list-style-type: none"> Schedule 7, Table 3, Item 1 – State controlled road matters <p>Referral to the State Assessment and Referral Agency (SARA) has fees associated with each applicable referral trigger.</p> <p>The following is a guide to the applicable fees; these are subject to change dependent on the time of lodgement and any changes to the nature and scale of the development:</p> <ul style="list-style-type: none"> Trigger reference 7.3.1—State-controlled road - \$2922.00 <p>For current fees at time of lodgement, refer to schedule 7A of the</p>

Item	Further advice
	<i>Sustainable Planning Regulation 2009</i> for development assessment fees. The regulation can be accessed from: http://www.legislation.qld.gov.au/LEGISLTN/CURRENT/S/SustPlanR09.pdf
State Development Assessment Provisions (SDAP)	
2.	The application material will need to address DILGP's State Development Assessment Provisions (SDAP) – in particular Modules 1, 18 and 19 to ensure that all mandatory supporting information is supplied. The SDAP can be accessed from: http://www.statedevelopment.qld.gov.au/development-applications/sdap.html

If you require any further information, please contact Jacinta Jowett, Planning Officer, on 07 4330 5604 who will be pleased to assist.

Yours sincerely

Signature
placeholder

Sarah Doring
A/ Manager (Planning)