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T +61 7 4724 4244 F +61 7 4724 4144 E townsville@rpsgroup.com.au W rpsgroup.com.au

□□r □e□□ 109116-3
□□M□ □e□□ TMR13-005882
□ate□ 26 May 2014

Attn: Mark Gharakhanian
Town Planner, Central Queensland
Program Delivery and Operations
Department of Transport and Main Roads
31 Knight Street
North Rockhampton QLD 4701

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Dear Mark

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We act on behalf of Stockland Development Pty Ltd (the applicant), regarding a Development Approval granted by Rockhampton Regional Council on 16 April 2014 for the abovementioned land. This Development Approval is for the following aspects of development:

- Preliminary Approval to vary the effect of the Planning Scheme for Material Change of Use for a Master Planned Community; and
- Development Permit for Reconfiguration of a Lot (five lots into 127 lots, public use land and balance lots); and

Department of Transport and Main Roads acted as a concurrence agency on the application, providing its response to the Council on 17th October 2013.

The purpose of this correspondence is to inform DTMR of some proposed changes to access arrangements for the development, and to seek in principal agreement to the changes. This agreement will subsequently support an application for a permissible change in accordance with Sections 369 and 370 of the Sustainable Planning Act 2009, which will be lodged with the State Assessment and Referral Agency. The reason for this initial correspondence with your Department is to reach agreement on the particulars of the changes, in advance of the time when the permissible change request can be lodged, being when the approval takes effect after the end of the submitter appeal period.

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There are two aspects of access to the development proposed to be changed, on which we seek your consideration and support:

1) Enabling Stage 1 of the development (involving 40 lots) to gain access via the existing

intersection of William Palfrey Road and the Bruce Highway, whilst the new intersection further north is being constructed.

2) Providing for some additional interim intersection designs for earlier stages of the development, with defined trigger points for upgrades to the intersection overtime, eventually resulting in the ultimate intersection as per the current approval.

Full details are outlined below.

1. Stage 1 access via existing intersection

The applicant is seeking approval for access to the first 40 lots, being Stage 1 of the development, to be gained via the existing William Palfrey Road / Bruce Highway intersection. The purpose of this proposal is to allow the applicant to register the Stage 1 lots and start construction on display village and spec dwellings on the sites as soon as possible, whilst in the meantime also progressing construction of the four-way signalised intersection and new rail crossing at Olive Street which will form the main entry to the development.

The proposed access off William Palfrey Road into the Stage 1 allotments is temporary and will be closed as soon as the main entry from Olive Street is completed, anticipated to be in September 2015. This will allow the applicant to launch the site in September 2015 with a fully complete display village.

Currently, the concurrence agency conditions placed on the approval by DTMR require that the intersection upgrade and new rail level crossing, as well as the associated decommissioning of the existing rail level crossing at William Palfrey Road, be complete prior to submitting the Plan of Survey to the local government for approval for the first lot within Stage 1 of the development. Therefore, the proposed alternative arrangement to enable access to Stage 1 allotments for construction purposes requires amendments to the condition timing stipulated in DTMR's conditions as follows:

- Condition 21 – requiring Bruce Highway and Olive Street intersection to be upgraded to a four-way signalised intersection – timing amended to be prior to submitting the Plan of Survey to the local government for approval for the □□t l□t (being the first lot within Stage 2) of the development.
- Conditions 10 and 26 – requiring provision of the replacement rail level crossing at Olive Street – timing amended to be upon decommissioning of the existing rail level crossing located on William Palfrey Road and prior to submitting the Plan of Survey to the local government for approval of □ta□e □ of the development.
- Condition 11 and 27 – requiring decommissioning and closing of the existing rail level crossing - prior to submitting the Plan of Survey to the local government for approval of □ta□e □ of the development and prior to the opening of the replacement rail level crossing.

In support of the requested amendments, the project traffic engineers (Cambray Consulting) have undertaken an assessment of the intersection analysis of the existing intersection and conclude that the intersection of William Palfrey Road and the Bruce Highway has significant spare capacity and can comfortable accommodate additional traffic from the 40 lots comprising Stage 1. Cambray's advice is included as **Atta□□□ ent □**.

The applicant has also commissioned an assessment in accordance with the Australian Level Crossing Assessment Model to identify any potential safety issues at the rail crossing associated with the additional traffic for Stage 1. This was not complete at the time of writing, but will be forwarded to DTMR when available. In this regard, it is understood DTMR will coordinate with Queensland Rail to ascertain their support for use of the existing rail level crossing.

Commensurate amendments will be sought to Council conditions affecting access to Stage 1, in accordance with Sustainable Planning Act requirements DTMR will be notified of these changes via SARA.

The request for this amendment has been made due to the scale of the ultimate rail crossing upgrade. The rail crossing requires an upgrade to the downstream shunting system and as a result can't be delivered by Queensland Rail prior to September 2015 due to long lead times associated with the equipment, which is 6 months beyond expectations had the shunt upgrade not been required.

2. Proposed interim intersections

The current approval involves two configurations for the Bruce Highway and Olive St intersection, commensurate with traffic generation at different stages of the development – an interim configuration to cater for up to 1,275 lots, and the ultimate configuration for the full development.

The applicant has identified an additional opportunity for an interim intersection configuration to cater for the early stages of the development, up to 500 lots. This additional interim intersection proposal will provide valuable cost-savings on the upfront expenditure of the development, assisting the applicant to establish a sustainable project in these initial stages of development. The new initial intersection configuration is supported from a traffic viewpoint, as detailed within the Cambray advice letter provided as **Atta□□□ ent □□**

The proposed new three-stage approach to interim and ultimate intersection configurations can be summarised as follows:

- Stage 1 Interim geometry – further to Stage 1 access proposals outlined in item 1 above, this configuration is proposed to be complete prior to plan sealing of Stage 2 of the development i.e. the 41st lot. This initial intersection will then cater for traffic generation up to 500 lots.
- Stage 2 Interim geometry – to be complete prior to commencement of use of the 501st lot. This intersection geometry will cater for traffic generation up to 1275 lots.
- Stage 3 Ultimate intersection – to be complete prior to commencement of use of the 1276th lot, as per existing DTMR Condition 4.

To facilitate these proposed intersection upgrades, the following amendments to Condition 21 are proposed:

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21	(a) The Bruce Highway and Olive Street intersections must be upgraded to a 4 way signalized intersection. The intersection must be designed and constructed in accordance with the Department of Transport and Main Roads' Road Planning and Design Manual including the Interim Guide to Road Planning. The intersection design may be staged in accordance with: (i) Attachment C of Cambray Consulting Pty Ltd's correspondence dated 26 May 2014 (entitled "New Interim Geometry – Up to 500 dwellings) (j) Figure 4.5.1.2a of Cambray Consulting Pty Ltd's Traffic Impact Assessment (Stage 1-3 Reconfiguration of Lot) dated 7 August 2013 (b) – (d) [No change to content of condition]	(a)(i) – Prior to submitting the Plan of Survey to the local government for approval for the 41st lot of the development. (a)(ii) – Prior to the commencement of use of the 501st lot of the development. (b) – (d) Commensurate with each stage of intersection upgrade as per (a).

Note that Condition 4 pertaining to the Preliminary Approval for the Masterplanned Community and provision of the ultimate intersection configuration to cater for the full development is not sought to be changed.

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Following consideration of the above and coordination with Queensland Rail in regards to the proposal use of the existing rail level crossing for Stage 1 access, we would appreciate a response indicating whether DTMR is in agreement to the proposed changes outlined above to their conditions on the development approval.

Yours sincerely,

NR

Senior Planner

Enc Cambray advice dated 22nd April 2014
Cambray advice dated 26th May 2014

cc NR Stockland

Cambray Consulting Pty Ltd
320 Adelaide Street | Brisbane Q 4000
GPO Box 111 | Brisbane Q 4001
t 07 3221 3503

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22 April 2013

Department of Transport and Main Roads
Program Delivery and Operations
Fitzroy Region (Rockhampton Office)
PO Box 5096
Red Hill QLD 4701

For the attention of Mr Byron Jones
cmo.rockhampton@tmr.qld.gov.au

Dear Sir

Development Application No: **D/36-2013**
Street Address: **Yaamba Road, Parkhurst QLD 4702**
Subject: **Stage 1 - 40 lots with Access from William Palfrey**

The applicant is seeking approval for the construction of the first 40 lots with access via the existing William Palfrey Road / Bruce Highway Intersection. The access from William Palfrey Road to the lots will be via a gravel road (10m wide reserve) similar to the existing William Palfrey Road.

The purpose behind this staging plan is to allow the applicant to register the first 40 lots and start building a display village as soon as possible. This access is temporary will be closed as soon as the main entry for Olive Street and new rail crossing is completed. This is anticipated to occur in September 2015. This will allow the applicant to launch the site in September 2015 with a fully completed display village.

The applicant advises that they have no objection to bonding any outstanding works at the Olive Street / Bruce Highway intersection and access road. This will provide certainty that the access off William Palfrey Road will be closed as soon as Queensland Rail completes the new crossing at Olive Street.

Attachment A includes a copy of the proposed lot reconfiguration plan.

Attachment B includes photos taken at the William Palfrey Road / Bruce Hwy intersection.

We have competed intersection analysis using aaSidra for both AM and PM peak hour periods. This analysis is based on:

- The existing intersection geometry; and
- Existing traffic volumes.

We have taken a very conservative approach by modelling 100 vehicle trips entering and exiting the site coincident with the AM and PM peak hour periods. To put this into perspective, one (1) residential lot generates 0.85 trips in the peak hour. Whilst the application is only for 40 lots, the modelling would reflect the potential impact of 100-125 lots.

We have taken this approach to demonstrate the significant spare capacity that exists at this intersection.

The results of the intersection analysis are included as **Attachment C.**

The results show that the intersection of William Palfrey Road / Bruce Highway has significant spare capacity and is expected to comfortably accommodate any additional traffic that may be generated as part of this application.

The analysis also demonstrates that there is expected to be minimal queuing on William Palfrey Road as vehicles wait for an appropriate gap in through traffic on the Bruce Highway. The analysis suggests that the 95th percentile queue will be 7m and 14m in the AM and PM peak hour periods respectively on the William Palfrey approach. Therefore, we do not expect any queuing of vehicles extending back over the adjacent rail corridor.

As a result of our analysis we conclude that the exiting William Palfrey intersection and at grade rail crossing is expected to operate safely and efficiently for the interim proposal.

If you have any queries regarding the above, please do not hesitate to contact the undersigned.

Yours faithfully

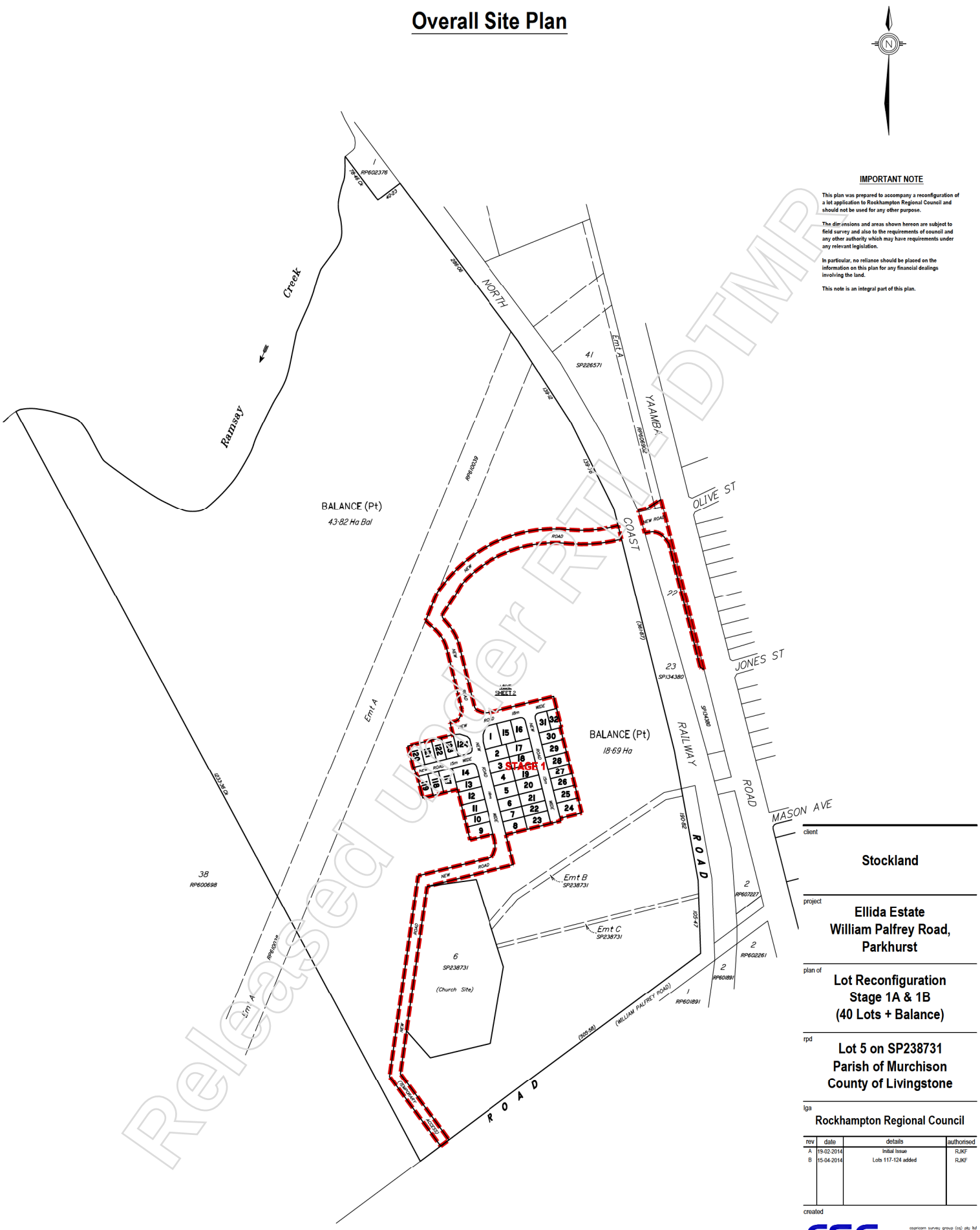
NR

Associate| Cambray Consulting Pty Ltd
BE Civil (Hons) -- MIEAust - RPEQ

ATTACHMENT A

Proposed Lot Reconfiguration Plan

Overall Site Plan



client
Stockland

project
Ellida Estate
William Palfrey Road, Parkhurst

plan of
Lot Reconfiguration
Stage 1A & 1B
(40 Lots + Balance)

rpd
Lot 5 on SP238731
Parish of Murchison
County of Livingstone

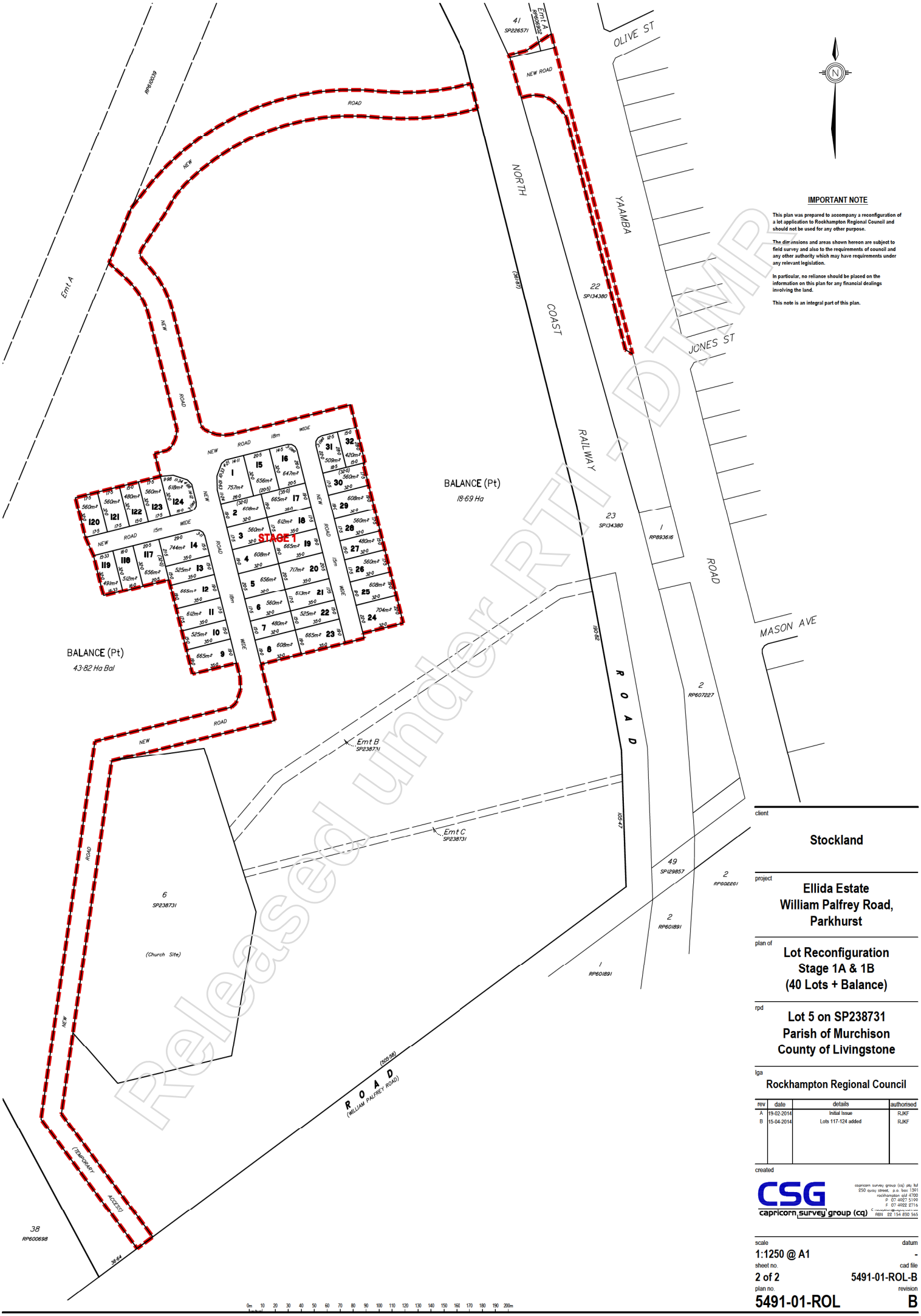
lga
Rockhampton Regional Council

rev	date	details	authorised
A	19-02-2014	Initial Issue	RJKF
B	15-04-2014	Lots 117-124 added	RJKF

created

CSG capricorn survey group (cq)
capricorn survey group (cq) pty ltd
250 quay street, p.o. box 1301
rockhampton qld 4700
p 07 4927 5199
f 07 4922 2716
RBN 82 154 850 565

scale: 1:2500 @ A1
datum: -
sheet no.: 1 of 2
cad file: 5491-01-ROL-B
plan no.: 5491-01-ROL
revision: B



IMPORTANT NOTE

This plan was prepared to accompany a reconfiguration of a lot application to Rockhampton Regional Council and should not be used for any other purpose.

The dimensions and areas shown hereon are subject to field survey and also to the requirements of council and any other authority which may have requirements under any relevant legislation.

In particular, no reliance should be placed on the information on this plan for any financial dealings involving the land.

This note is an integral part of this plan.

client
Stockland

project
Ellida Estate
William Palfrey Road, Parkhurst

plan of
Lot Reconfiguration
Stage 1A & 1B
(40 Lots + Balance)

rpd
Lot 5 on SP238731
Parish of Murchison
County of Livingstone

lga
Rockhampton Regional Council

rev	date	details	authorised
A	19-02-2014	Initial Issue	RJKF
B	15-04-2014	Lots 117-124 added	RJKF

created
CSG capricorn survey group (cq) pty ltd
250 quay street, p.o. box 1301
rockhampton qld 4700
P 07 4927 5199
F 07 4922 2716
RBN 82 154 850 565

scale
1:1250 @ A1
datum
-
sheet no.
2 of 2
cad file
5491-01-ROL-B
plan no.
5491-01-ROL
revision
B

ATTACHMENT B

William Palfrey Road / Bruce Hwy (Photos)

EXISTING WILLIAM PALFREY ROAD INTERSECTION WITH HIGHWAY (YAAMBA ROAD)

Figure 1 – View looking East

Figure 2 – View looking South

Figure 3 – View looking North

EXISTING WILLIAM PALFREY ROAD RAIL CROSSING

Figure 4 – Rail crossing looking east toward Yaamba Road (Highway)

Figure 5 – Rail crossing looking West along William Palfrey Road

ATTACHMENT C

Sidra Analysis

MOVEMENT SUMMARY

Site: Existing AM

William Palfrey / Bruce Highway Existing (AM)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bruce Hwy (Southern Approach)											
1	L	74	0.0	0.040	8.2	LOS A	0.0	0.0	0.00	0.67	49.0
2	T	268	5.0	0.142	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		342	3.9	0.142	1.8	NA	0.0	0.0	0.00	0.14	57.2
North: Bruce Hwy (Northern Approach)											
8	T	848	5.0	0.454	3.2	LOS A	6.5	47.7	0.69	0.00	48.8
9	R	5	0.0	0.454	11.5	LOS B	6.5	47.7	0.69	0.99	48.7
Approach		854	5.0	0.454	3.3	NA	6.5	47.7	0.69	0.01	48.8
West: William Palfrey											
10	L	5	0.0	0.007	12.1	LOS B	0.0	0.1	0.37	0.84	45.7
12	R	32	0.0	0.272	45.8	LOS E	0.9	6.3	0.90	1.03	27.0
Approach		37	0.0	0.272	41.0	LOS E	0.9	6.3	0.83	1.00	28.7
All Vehicles		1233	4.5	0.454	4.0	NA	6.5	47.7	0.50	0.07	49.8

MOVEMENT SUMMARY

Site: Existing PM

William Palfrey / Bruce Highway Existing (PM)
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bruce Hwy (Southern Approach)											
1	L	32	0.0	0.017	8.2	LOS A	0.0	0.0	0.00	0.67	49.0
2	T	699	5.0	0.370	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		731	4.8	0.370	0.4	NA	0.0	0.0	0.00	0.03	59.4
North: Bruce Hwy (Northern Approach)											
8	T	317	5.0	0.176	5.1	LOS A	2.1	15.3	0.72	0.00	48.3
9	R	5	0.0	0.176	13.4	LOS B	2.1	15.3	0.72	1.04	46.9
Approach		322	4.9	0.176	5.2	NA	2.1	15.3	0.72	0.02	48.2
West: William Palfrey											
10	L	5	0.0	0.010	15.5	LOS C	0.0	0.2	0.58	0.89	43.1
12	R	74	0.0	0.490	44.7	LOS E	2.0	13.9	0.91	1.09	27.5
Approach		79	0.0	0.490	42.7	LOS E	2.0	13.9	0.89	1.08	28.1
All Vehicles		1132	4.5	0.490	4.7	NA	2.1	15.3	0.27	0.10	52.0

Cambray Consulting Pty Ltd
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t 07 3221 3503

www.cambray.com.au

26 May 2014

Department of Transport and Main Roads
Program Delivery and Operations
Fitzroy Region (Rockhampton Office)
PO Box 5096
Red Hill QLD 4701

For the attention of Mr Mark Gharakhanian
cmo.rockhampton@tmr.qld.gov.au

Dear Sir

Development Application No: **D/36-2013**
Street Address: **Yaamba Road, Parkhurst QLD 4702**
Subject: **Olive Street/Bruce Hwy Intersection (New Interim Geometry – Up to 500 Dwellings)**

The main access point to the subject site is via a fourth leg to the Bruce Highway / Olive Street Intersection. This will be a signalised intersection and will include the local duplication of the Bruce Highway and auxiliary turn lanes. The ultimate geometry is included in **Attachment A** and the corresponding intersection analysis detailed in our traffic report (Rev C, August 2013).

Our report detailed the proposed staging of this intersection which included an interim proposal **(Attachment B)** which showed the same detail with respect to the local duplication of the Bruce Highway and signalisation of the intersection. The geometry differed with respect to the left turn lane from the Bruce Highway into the subject site whereby only 1 of the 2 left turn lanes was to be constructed. *"This geometry is expected to operate within the acceptable limit of operation until such time as site generated traffic exceeds 11,475 vehicles per day."*[1] The trigger for the ultimate geometry is 1,275 detached dwellings.

Major services (e.g. gas) run adjacent to the Bruce Highway which will need to be relocated to accommodate the auxiliary left turn lanes described above. As a consequence, further traffic analysis has been carried out to determine the trigger point for the auxiliary turn lanes to allow Stockland to defer the cost of relocating the major services.

The geometry depicted in **Attachment C** shows the new geometry proposed at the year of opening. This shows same detail with respect to the local duplication of the Bruce Highway and signalisation of the intersection (i.e. two through lanes in each direction). The only change being that left turn vehicles will use the kerbside lane in lieu of an auxiliary turn lane.

[1] Refer to Page 21, of Cambray Traffic Report (Rev C, August 2013)

This geometry is predicted to operate below the acceptable limit of operation with **500** occupied dwellings which are expected to be delivered prior to 2025. Our analysis is included as **Attachment D** and models the performance of the new geometry under 2025 traffic conditions for the AM and PM peak hour periods. The model:

- Adopts the 2025 background traffic volumes from our traffic report.[2]
- Assumes the site will generate 425 vehicle trips in the peak hours (i.e. 500 dwellings @ 0.85 trips/dwelling).

The results show that the new interim geometry (**Attachment C**) is expected to operate below 65% degree of saturation with full occupancy of 500 dwellings in 2025. TMR's acceptable limit of operation for traffic signals is 90%.

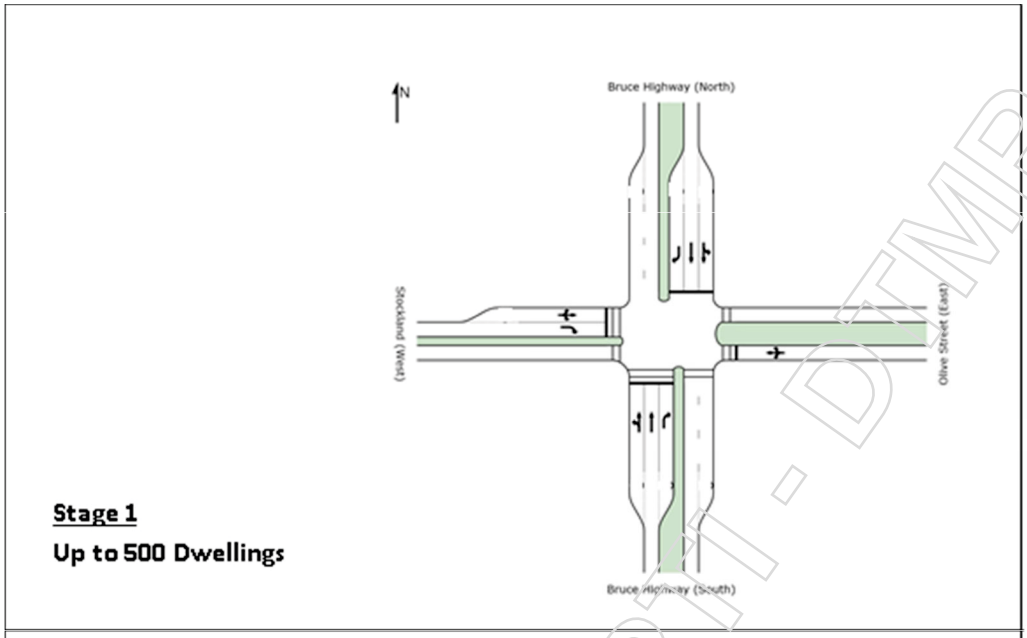
Under this proposal there are no changes proposed to the geometry of the at grade rail crossing. This will operate in a manner consistent with Section 4.2 of our traffic report (Rev C, August 2013). The traffic signals will be co-ordinated with the rail crossing and when a train is detected on approach to the crossing a special train phase will run which will clear queues and minimise the potential for any queuing across the rail corridor.

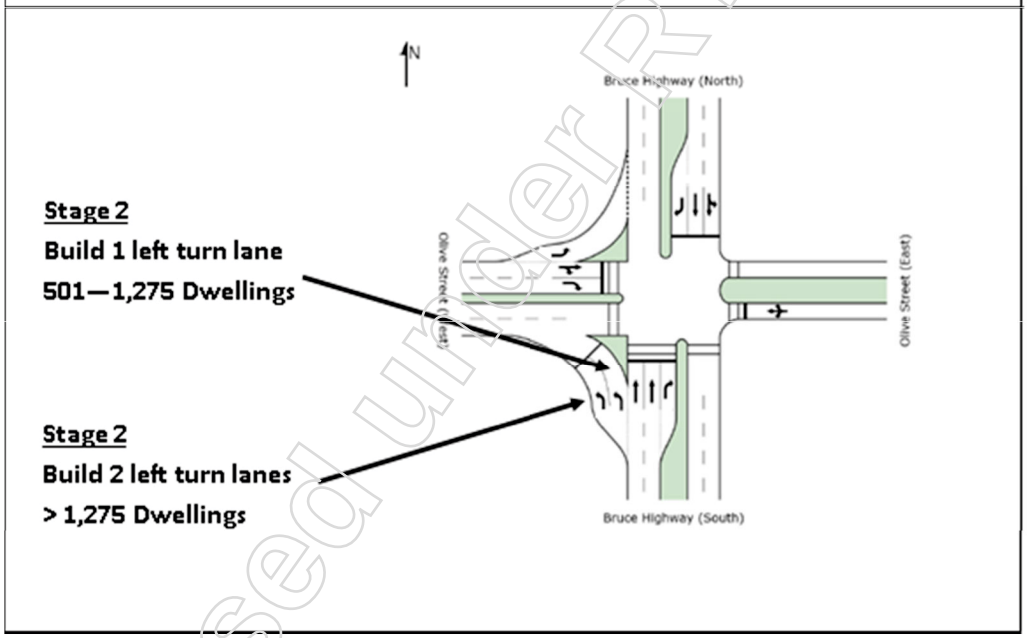
The only change occurs to the queuing of vehicles entering the site from the south. When a train is crossing, all traffic entering the site from the Bruce Highway will face a red traffic signal. During these events, vehicles wanting to turn left from the Bruce Highway into the site will queue in the kerbside lane of the Bruce Highway. The interim proposal is limited to 500 dwellings and during the PM peak hour a maximum of 230 vehicles would be expected to turn left from the Bruce Hwy into the site. This equates to 3-4 vehicles per minute. The delay due to a train could be up to 85 seconds and should this occur coincident with the PM peak hour period, an additional 5-6 vehicles would queue in the kerbside lane. The kerbside lane is approximately 180m in length and will comfortably accommodate any queuing that may occur. Through traffic will be able to pass in the centre lane without experiencing any delay.

As a result of our analysis we conclude that the proposed geometry shown in **Attachment C** is expected to operate safely and efficiently with full occupancy of 500 dwellings.

[2] Refer to Page 28, Figure 5.2a of Cambray Traffic Report (Rev C, August 2013)

For clarity the staging and trigger points for the Bruce Highway / Olive Street intersection are shown conceptually below.





If you have any queries regarding the above, please do not hesitate to contact the undersigned.

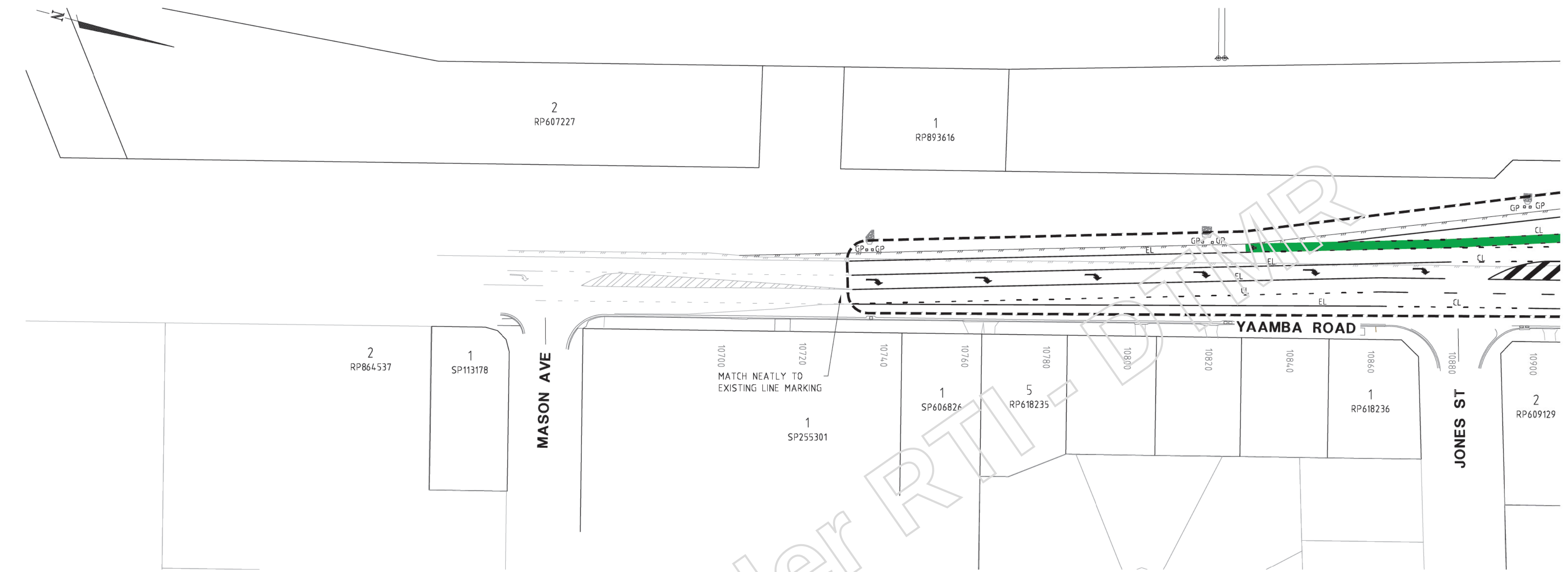
Yours faithfully

NR

Associate| Cambray Consulting Pty Ltd
BE Civil (Hons) – MIEAust - RPEQ

ATTACHMENT A

Stage 3 Ultimate Geometry (> 1,275 Dwellings)



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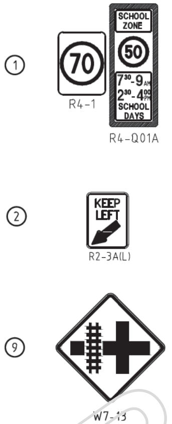
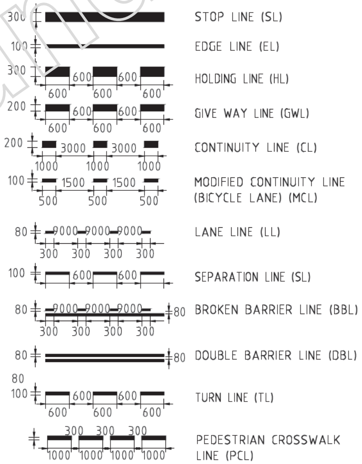


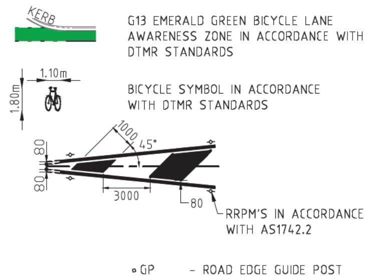
NOTES:

1. ALL LINEMARKING AND SIGNPOSTING SHALL BE CONSTRUCTED IN ACCORDANCE WITH AS 1742 (M.U.T.C.D.) AND D.M.R. REQUIREMENTS
2. PAINT SINGLE YELLOW LINE ADJACENT KERB WHERE "NO STANDING" PARKING RESTRICTIONS WILL APPLY
3. PROVIDE TACTILE GROUND SURFACE INDICATORS IN ACCORDANCE WITH AS1428.4.1 2009 TO BE INSTALLED BY SPECIALIST INSTALLER TO LANDSCAPE ARCHITECT SPECIFICATIONS.

LINEMARKING DETAILS

DIMENSIONS IN MILIMETERS





LEGEND

LIMIT OF CONTRACT

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Xref's: X-N12081-BASE X-N12081-SURVEY X-N13041-TIT USR: ben gear

ISSUE	CALCS	DRAWN	DATE	AMENDMENT DETAILS
FIRST ISSUE	JM	JM	12.12.13	
A				
B				
C				
D				
E				
F				

DESIGN CHECK

DRAWN CHECK

SCALE (METRES) 1:500 A1 1:1000 A3 — 10 5 0 10 20

MICROFILM No.

PROJECT No. N13041

NR

RPEQ 7862

FOR & ON BEHALF OF BROWN CONSULTING (QLD) PTY LTD

CLIENT: STOCKLAND PTY LTD

PROJECT: PARKHURST OLIVE STREET INTERSECTION

BROWN Smart Consulting

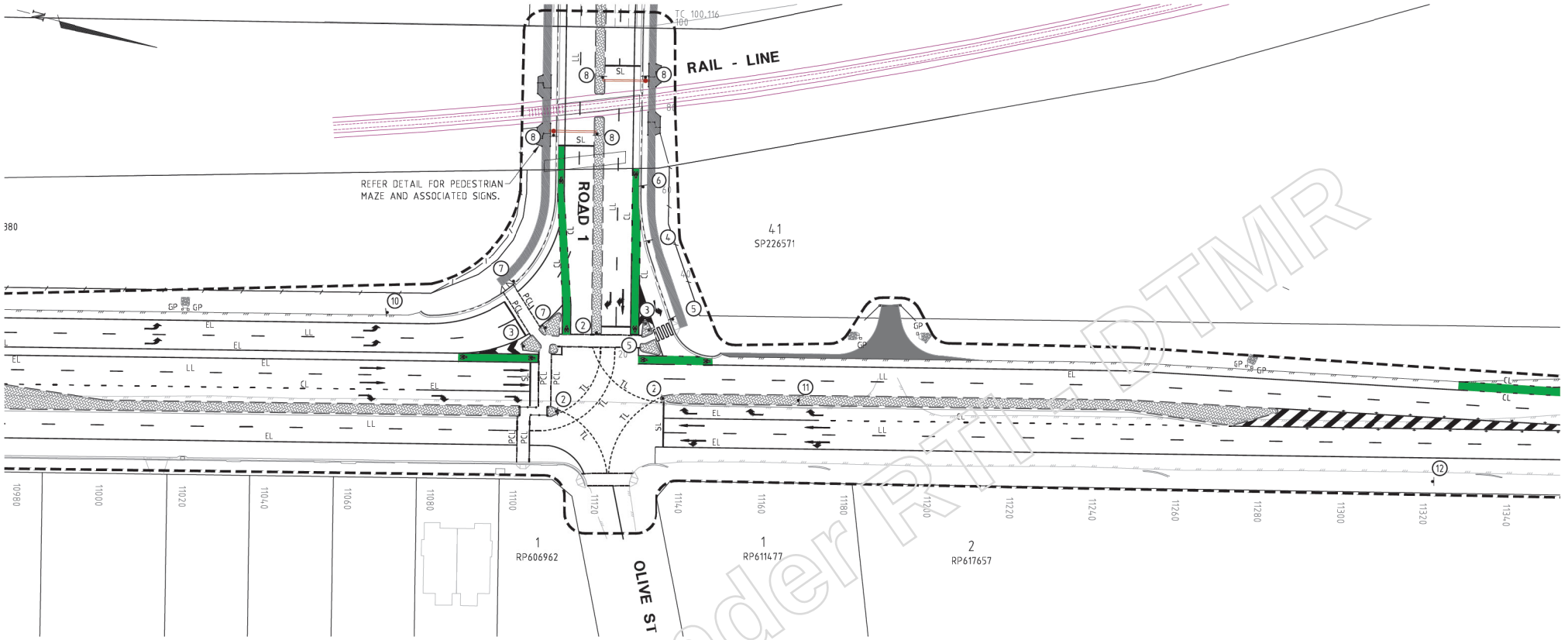
CONSULT AUSTRALIA

Brown Consulting (QLD) Pty Ltd

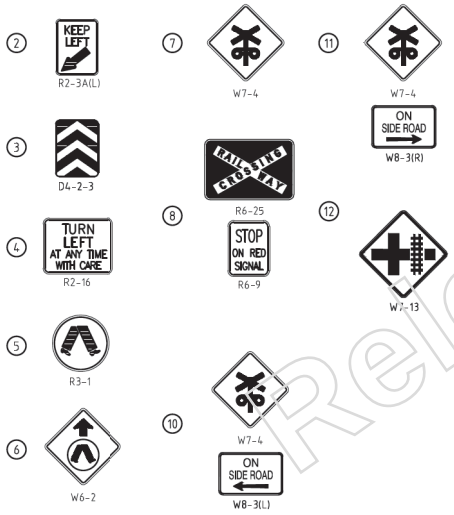
DRAWING TITLE: SIGNAGE AND LINEMARKING PLAN SHEET 1 OF 3

DRAWING NUMBER: N13041-533

ISSUE

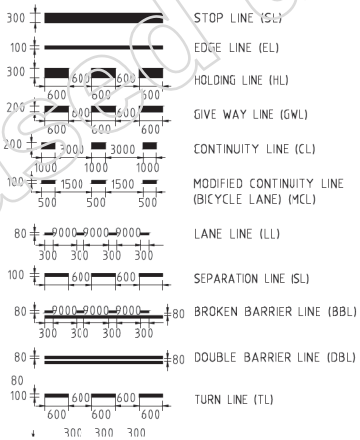


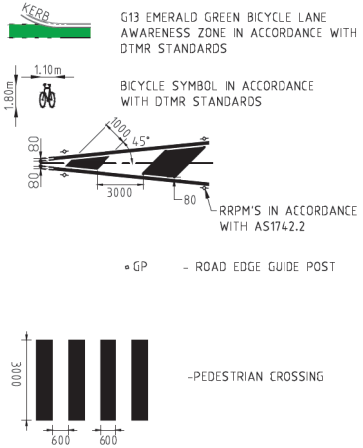
SIGNS LEGEND



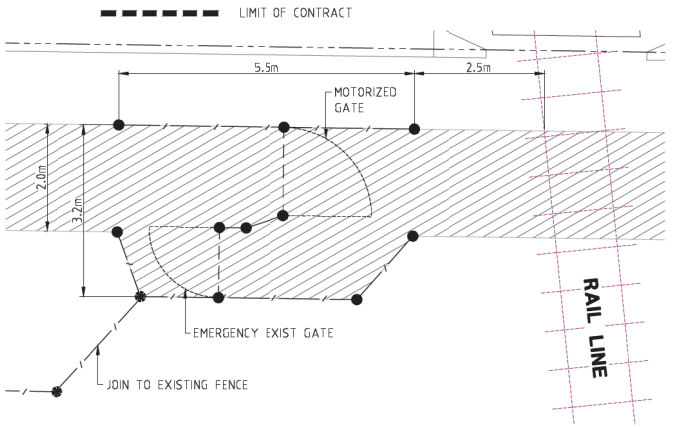
LINEMARKING DETAILS

DIMENSIONS IN MILLIMETERS





LEGEND



PEDESTRIAN MAZE DETAIL - TYPICAL

GATED ENCLOSURE, SIGNS, SIGNALS AND TGSI IN ACCORDANCE WITH MUTCD

FILE: N13041-534.dwg DATE: 10-01-2014 TIME: 14:41
Xref's: X-N12081-BASE X-N12081-SURVEY X-N13041-TIT USR: ben gear

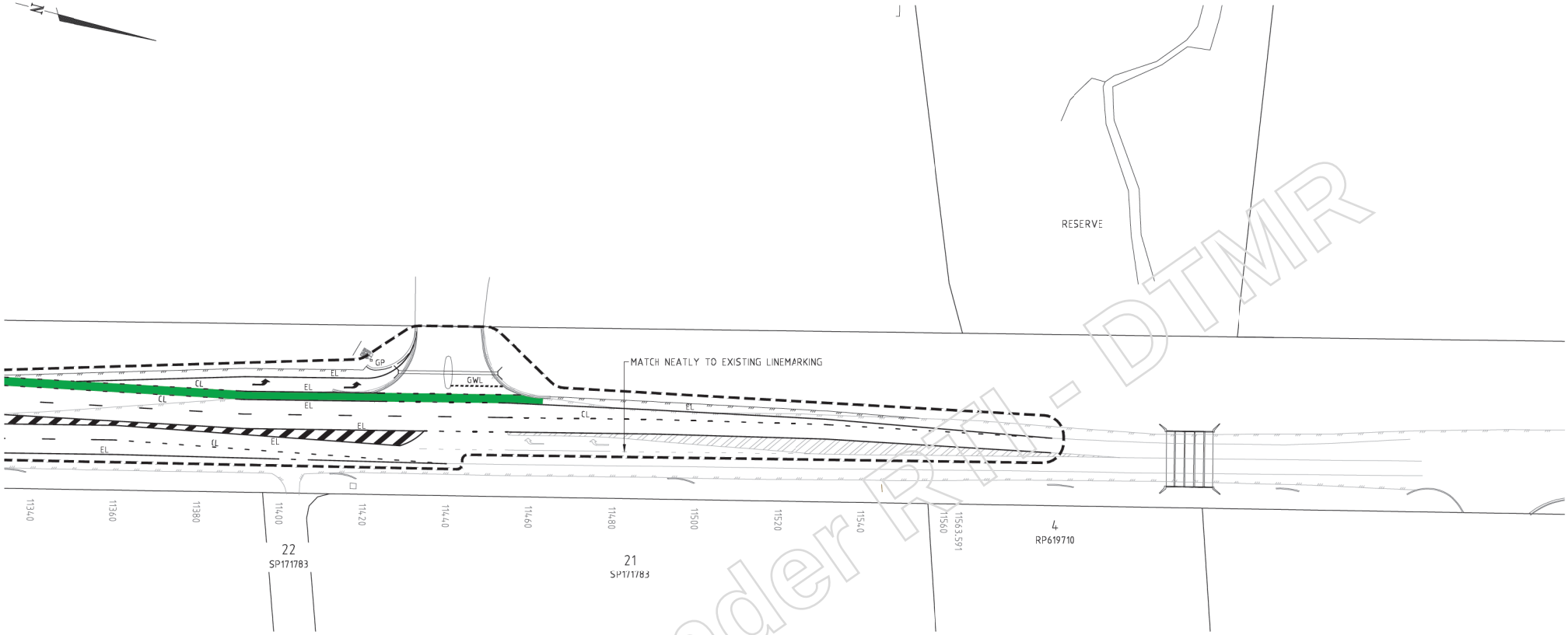
ISSUE	CALCS	DRAWN	DATE	AMENDMENT DETAILS
A	JM	JM	12.12.13	
B				
C				
D				
E				
F				

DESIGN CHECK
DRAWN CHECK
SCALE (METRES) 1:500 1:1000 10 5 0 10 20 A1 A3
MICROFILM No.
PROJECT No. N13041
NR
RPEQ 7861
FOR & ON BEHALF OF BROWN CONSULTING (QLD) PTY LTD

CLIENT: STOCKLAND PTY LTD
PROJECT: PARKHURST OLIVE STREET INTERSECTION

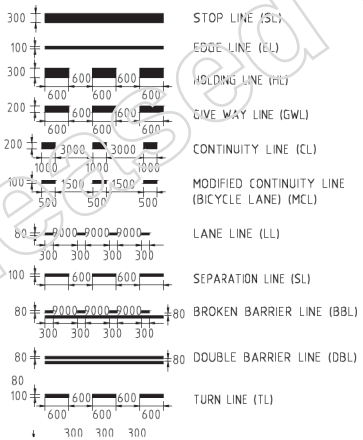
BROWN Smart Consulting
CONSULT AUSTRALIA
Brown Consulting (QLD) Pty Ltd
Level 3, 16 Innovation Parkway, Birtinya QLD Australia 4575
Telephone 07 5314 2500 Facsimile 07 5314 2522
Brisbane Canberra Melbourne Sydney Singapore Sunshine Coast
Quality Environment Company ISO 9001 Ltd 4084

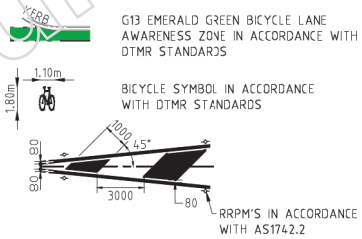
DRAWING TITLE: SIGNAGE AND LINEMARKING PLAN SHEET 2 OF 3
DRAWING NUMBER: N13041-534
ISSUE



LINEMARKING DETAILS

DIMENSIONS IN MILIMETERS





G13 EMERALD GREEN BICYCLE LANE AWARENESS ZONE IN ACCORDANCE WITH DTMR STANDARDS

BICYCLE SYMBOL IN ACCORDANCE WITH DTMR STANDARDS

RRPM'S IN ACCORDANCE WITH AS1742.2

∘GP – ROAD EDGE GUIDE POST

LEGEND

LIMIT OF CONTRACT

FILE: N13041-535.dwg DATE: 10-01-2014 TIME: 14:58
Xref's: X-N12081-BASE X-N12081-SURVEY X-N13041-TIT USR: ben gear

ISSUE	CALCS	DRAWN	DATE	AMENDMENT DETAILS
A	JM	JM	12.12.13	
B				
C				
D				
E				
F				

DESIGN CHECK

DRAWN CHECK

SCALE (METRES)
1:500 1:1000 10 5 0 10 20 A1 A3

MICROFILM No.

PROJECT No. N13041

NR

RPEQ 7861

FOR & ON BEHALF OF BROWN CONSULTING (QLD) PTY LTD

CLIENT: STOCKLAND PTY LTD

PROJECT: PARKHURST OLIVE STREET INTERSECTION

BROWN Smart Consulting

CONSULT AUSTRALIA
Brown Consulting (QLD) Pty Ltd
Level 3, 16 Innovation Parkway, Birtinya QLD Australia 4575
Telephone 07 5314 2200 Facsimile 07 5314 2222
Brisbane Canberra Melbourne Sydney Singapore Sunshine Coast
Quality Environment Company ISO 9001 Ltd 4004

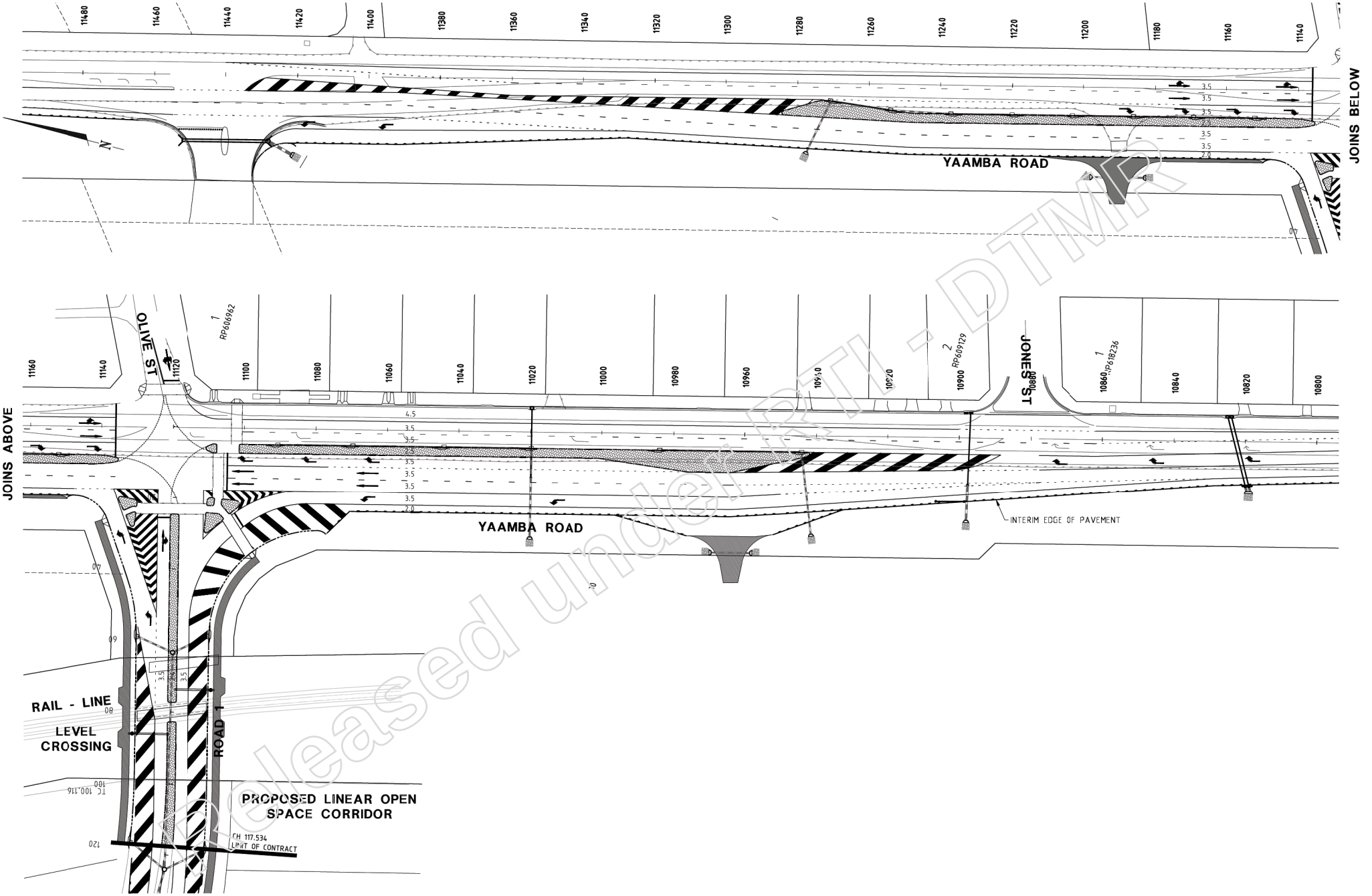
DRAWING TITLE: SIGNAGE AND LINEMARKING PLAN SHEET 3 OF 3

DRAWING NUMBER: N13041-535

ISSUE

ATTACHMENT B

Stage 2 Interim Geometry (501 – 1,275 dwellings)



FILE: N13041-540.dwg DATE: 20-12-2013 TIME: 10:16
Xref's: X-N12081-BASE X-N12081-SURVEY X-N13041-TIT USR: ben gear

FIRST ISSUE	CALCS	DRAWN	DATE
	JM	JM	12.12.13

AMENDED TO F

AMENDMENT DETAILS

DESIGN CHECK

DRAWN CHECK

SCALE (METRES)
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1:1000 A3

MICROFILM No.

PROJECT No. N13041

NR

RPEQ 7861

FOR & ON BEHALF OF BROWN CONSULTING (QLD) PTY LTD

CLIENT: STOCKLAND PTY LTD

PROJECT: PARKHURST
OLIVE STREET INTERSECTION

BROWN Smart Consulting

CONSULT AUSTRALIA
Brown Consulting (QLD) Pty Ltd
Level 3, 16 Innovation Parkway, Birtinya QLD Australia 4575
Telephone 07 5314 2300 Facsimile 07 5314 2322
Brisbane Canberra Melbourne Sydney Singapore Sunshine Coast

Quality Endorsed Company ISO 9001 Lic-0001

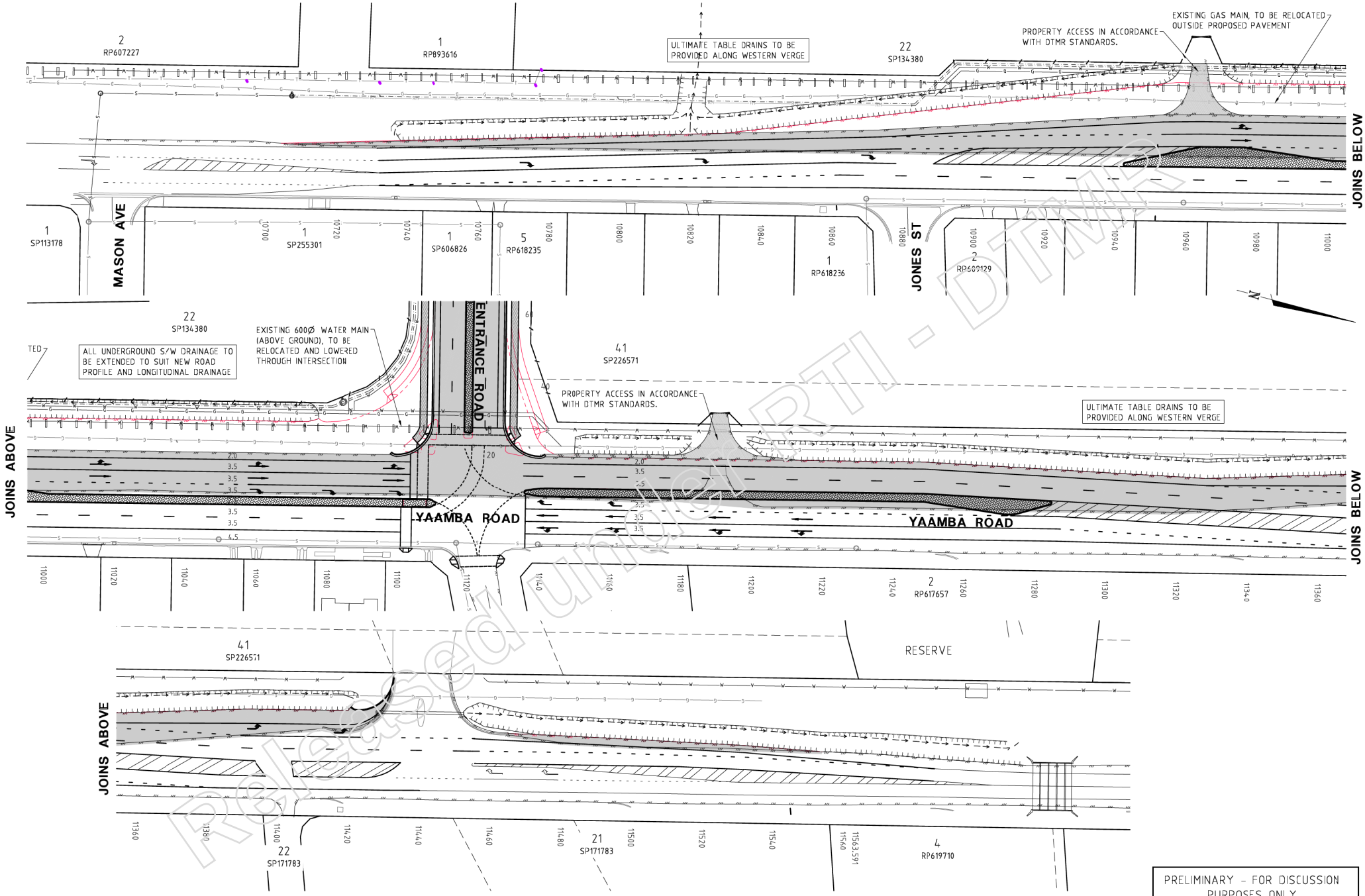
DRAWING TITLE
YAAMBA ROAD INTERSECTION
INTERIM DESIGN GEOMETRY

DRAWING NUMBER
N13041-540

ISSUE

ATTACHMENT C

Stage 1 Interim Geometry (up to 500 dwellings)



PRELIMINARY – FOR DISCUSSION PURPOSES ONLY

FILE: N13041-SK4.dwg DATE: 13-03-2014 TIME: 13:44
Xref's: X-N12081-BASE X-N12081-SURVEY X-N13041-TIT USR: Jason Marshall

FIRST ISSUE	CALCS	DRAWN	DATE	AMENDMENT DETAILS
A	JM	JM	17.10.13	
B	JM	JM	12.3.14	INTERIM GEOMETRY REVISED AT INTERSECTION
C				
D				
E				
F				

AMENDED

DESIGN CHECK
DRAWN CHECK

SCALE (METRES)
1:500 10 5 0 10 20 A1
1:1000 A3

MICROFILM No.
PROJECT No. N13041
APPROVED RPEQ 7862
FOR & ON BEHALF OF BROWN CONSULTING (QLD) PTY LTD

CLIENT STOCKLAND PTY LTD
PROJECT PARKHURST OLIVE STREET INTERSECTION

BROWN Smart Consulting

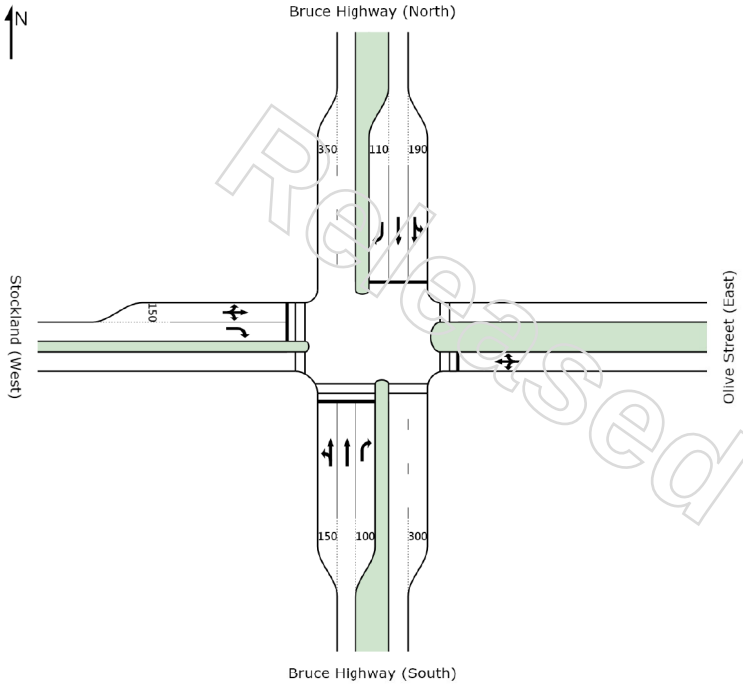
CONSULT AUSTRALIA
Brown Consulting (QLD) Pty Ltd
Level 3, 16 Innovation Parkway, Birtinya QLD Australia 4575
Telephone 07 5314 2520 Facsimile 07 5314 2522
Brisbane Canberra Melbourne Sydney Singapore Sunshine Coast
Quality Endorsed Company ISO 9001 Lic-4084

DRAWING TITLE
YAAMBA ROAD INTERSECTION
INTERIM DESIGN GEOMETRY

DRAWING NUMBER N13041-SK4
ISSUE A

ATTACHMENT D

Stage 1 Interim Geometry Sidra Analysis



MOVEMENT SUMMARY

Site: POST 2025 AM PEAK - Interim

Olive Street / Bruce Highway (Initial Upgrade)
Post Development (500 Lots)
2025 AM Peak
Signals - Fixed Time Cycle Time = 140 seconds (Optimum Cycle Time - Minimum Degree of Saturation)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bruce Highway (South)											
1	L	115	0.0	0.310	22.9	LOS C	5.5	41.3	0.58	0.86	40.8
2	T	361	21.2	0.310	19.8	LOS B	10.6	88.0	0.62	0.53	41.5
3	R	37	0.0	0.276	77.9	LOS E	2.5	17.4	0.98	0.73	19.9
Approach		513	14.9	0.310	24.7	LOS C	10.6	88.0	0.64	0.62	38.5
East: Olive Street (East)											
4	L	89	2.2	0.594	74.2	LOS E	8.5	60.1	1.00	0.80	20.7
5	T	20	0.0	0.594	65.2	LOS E	8.5	60.1	1.00	0.80	20.1
6	R	18	0.0	0.594	73.9	LOS E	8.5	60.1	1.00	0.80	20.8
Approach		127	1.6	0.594	72.7	LOS E	8.5	60.1	1.00	0.80	20.6
North: Bruce Highway (North)											
7	L	8	12.5	0.601	33.8	LOS C	20.0	147.4	0.71	1.03	35.7
8	T	1016	5.9	0.601	25.5	LOS C	27.4	201.4	0.74	0.66	37.6
9	R	13	0.0	0.097	76.2	LOS E	0.9	6.0	0.96	0.69	20.2
Approach		1037	5.9	0.601	26.2	LOS C	27.4	201.4	0.75	0.67	37.2
West: Stockland (West)											
10	L	30	0.0	0.589	70.5	LOS E	10.1	70.6	0.96	0.81	21.4
11	T	20	0.0	0.589	61.6	LOS E	10.1	70.6	0.96	0.78	20.8
12	R	267	0.0	0.589	70.3	LOS E	10.1	70.6	0.96	0.81	21.4
Approach		317	0.0	0.589	69.8	LOS E	10.1	70.6	0.96	0.81	21.4
All Vehicles		1994	7.0	0.601	35.7	LOS D	27.4	201.4	0.77	0.69	32.1

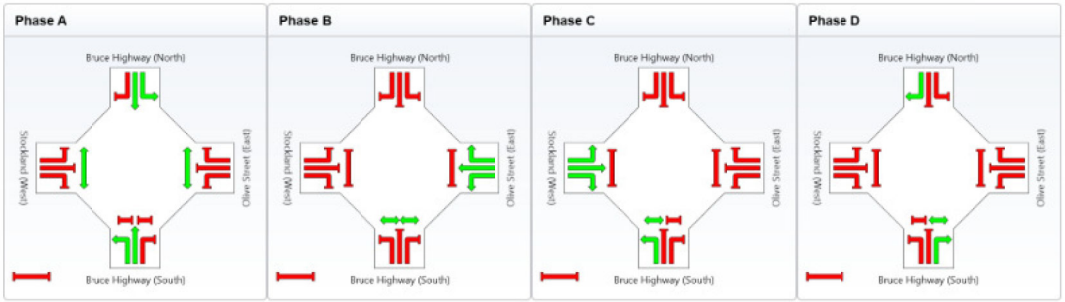
PHASING SUMMARY

Olive Street / Bruce Highway (Initial Upgrade)
Post Development (500 Lots)
2025 AM Peak
Signals - Fixed Time Cycle Time = 140 seconds (Optimum Cycle Time - Minimum Degree of Saturation)

Phase times determined by the program
Sequence: CAMBRAY 1
Input Sequence: A, B, C, D
Output Sequence: A, B, C, D

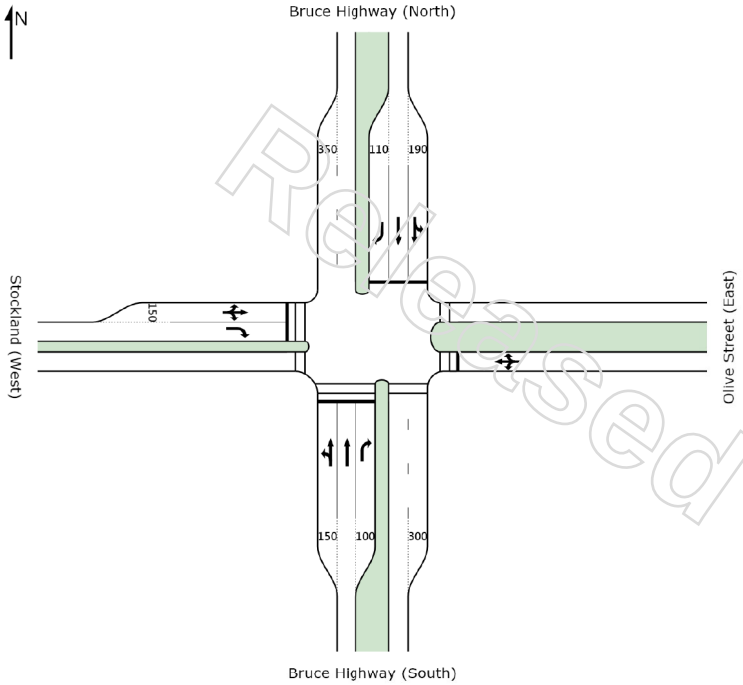
Phase Timing Results

Phase	A	B	C	D
Green Time (sec)	70	16	20	10
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	76	22	26	16
Phase Split	54 %	16 %	19 %	11 %



Bruce Hwy / Olive St Interim Geometry

2025 AM-500 dwellings



MOVEMENT SUMMARY

Site: POST 2025 PM PEAK - Interim

Olive Street / Bruce Highway (Initial Upgrade)
Post Development (500 Lots)
2025 PM Peak
Signals - Fixed Time Cycle Time = 135 seconds (Optimum Cycle Time - Minimum Degree of Saturation)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flow veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Bruce Highway (South)											
1	L	230	0.0	0.635	24.5	LOS C	16.6	118.8	0.60	0.92	39.9
2	T	971	5.0	0.635	18.8	LOS B	30.2	220.2	0.69	0.63	42.1
3	R	75	0.0	0.540	77.0	LOS E	5.0	34.9	1.00	0.77	20.0
Approach		1276	3.8	0.635	23.2	LOS C	30.2	220.2	0.69	0.69	39.3
East: Olive Street (East)											
4	L	56	0.0	0.625	77.8	LOS E	5.9	41.5	1.00	0.80	20.1
5	T	20	0.0	0.625	68.9	LOS E	5.9	41.5	1.00	0.80	19.4
6	R	12	0.0	0.625	77.6	LOS E	5.9	41.5	1.00	0.80	20.1
Approach		88	0.0	0.625	75.8	LOS E	5.9	41.5	1.00	0.80	19.9
North: Bruce Highway (North)											
7	L	14	0.0	0.327	23.9	LOS C	8.7	65.4	0.53	1.06	41.3
8	T	611	9.0	0.327	15.3	LOS B	11.8	88.9	0.55	0.47	45.7
9	R	25	0.0	0.180	74.3	LOS E	1.6	11.2	0.97	0.72	20.6
Approach		650	8.5	0.327	17.7	LOS B	11.8	88.9	0.56	0.50	43.7
West: Stockland (West)											
10	L	17	0.0	0.523	73.6	LOS E	6.1	42.6	0.98	0.78	20.9
11	T	20	0.0	0.523	64.6	LOS E	6.1	42.6	0.98	0.76	20.3
12	R	153	0.0	0.523	73.4	LOS E	6.1	42.6	0.98	0.78	20.8
Approach		190	0.0	0.523	72.6	LOS E	6.1	42.6	0.98	0.78	20.8
All Vehicles		2204	4.7	0.635	28.0	LOS C	30.2	220.2	0.69	0.65	36.2

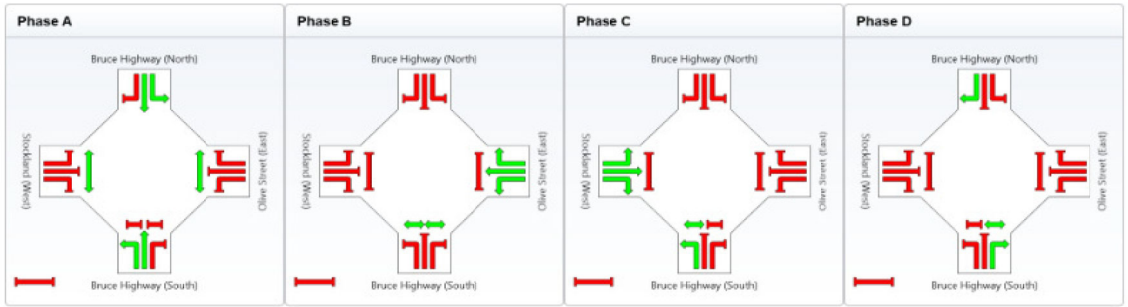
PHASING SUMMARY

Olive Street / Bruce Highway (Initial Upgrade)
Post Development (500 Lots)
2025 PM Peak
Signals - Fixed Time Cycle Time = 135 seconds (Optimum Cycle Time - Minimum Degree of Saturation)

Phase times determined by the program
Sequence: CAMBRAY 1
Input Sequence: A, B, C, D
Output Sequence: A, B, C, D

Phase Timing Results

Phase	A	B	C	D
Green Time (sec)	78	10	13	10
Yellow Time (sec)	4	4	4	4
All-Red Time (sec)	2	2	2	2
Phase Time (sec)	84	16	19	16
Phase Split	62 %	12 %	14 %	12 %



Bruce Hwy / Olive St Interim Geometry

2025 PM-500 dwellings

From: Rebecca Z Kalianiotis
To: Helen A Phillips
Cc: Mark L Gharakhanian
Subject: Parkhurst - permissible change
Date: Friday, 11 September 2015 2:29:00 PM
Attachments: 109116-3_DTMR in principal for permissible change_FINAL 26May14.pdf

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Hi Helen,

The applicant has just submitted this which appears to be requesting in-principle approval for a permissible change to the previous concurrence agency response and also gives reference to Rockhampton City Council's Decision Notice.

Can you please reconfirm the status of these documents for both Mark and myself.

Is there any final documentation regarding the conclusion of the Appeal that we could read so everyone is clear on the situation?

Otherwise you may need to also attend the prelodgement meeting?

Kind regards,

Rebecca Kalianiotis
Manager (Rail and Public Transport Technical Advice) | Transport System Management
Transport Strategy and Planning | Department of Transport and Main Roads

Floor 12 | Brisbane - Terrica Place | 140 Creek Street | Brisbane Qld 4000
GPO Box 213 | Brisbane Qld 4001
P: (07) 30661456 | F: (07) 31462008
M: NR
E: rebecca.z.kalianiotis@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Rebecca Z Kalianiotis
To: Paul M Shelton
Cc: Simon P Ross; Mark L Gharakhanian; Victoria L Stavar; Kelly-Leigh Y Graham; "Carl.Porter@dilgp.qld.gov.au"
Subject: Parkhurst Ellida Development
Date: Friday, 18 September 2015 2:23:00 PM

Dear Paul,

Further to the prelodgement meeting this week about the proposed Ellida Estate at Yaamba Road, Parkhurst, my senior managers have clarified the process required regarding the applicant's request for written in-principle agreement as to the validity of the 'replacement railway level crossing'.

As stated at the meeting, I can confirm that the applicant will need to write to TMR to make this request, including clarifying details regarding the proposed development. A decision regarding the matter will need to be made by the relevant Minister. We are unable to put a timeframe on seeking the decision of the Minister.

Kind regards,

Rebecca Kalianiotis
Manager (Rail and Public Transport Technical Advice) | Transport System Management
Transport Strategy and Planning | Department of Transport and Main Roads

Floor 12 | Brisbane - Terrica Place | 140 Creek Street | Brisbane Qld 4000
GPO Box 213 | Brisbane Qld 4001
P: (07) 30661456 | F: (07) 31462008
M: NR
E: rebecca.z.kalianiotis@tmr.qld.gov.au
W: www.tmr.qld.gov.au

Approved plans and specifications

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

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Aspect of development: Reconfiguring a lot (1 lot into 129 lots)				
Proposed Subdivision Stages 1-3 Allotment Layout, as amended in red to show the potential future bus route	RPS	19 February 2018	109116-90	I
Olive Street 4 Way Signalised Intersection Concept	Calibre	25 February 2018	SK01, Sheet 1 of 2	C
Noise Amenity Assessment	MWA Environmental	31 October 2013 as updated 27 February 2018	11-007	2
Flood Investigation & Concept Stormwater Quantity Management Plan	Calibre Consulting (Qld) Pty Ltd	19 February 2018	17-002720-WER02	C
				-
Layout of Yellow Cross Hatch markings and Keep Clear Signs at Railway Level Crossings	Road Safety and Systems Management Division Road Safety Unit	13 October 2009	TC1248	G
Pedestrian Level Crossings – Asphaltic Concrete (A.C) Pathway	Queensland Rail – Civil Engineering	22 August 2007	10698	C

Standard – Level Crossings – Details of Public Road Grading and Sign Posting	Queensland Rail – Civil Engineering	17 March 2009	2586	B
Standard – Level Crossings – Incident Reporting Signs	Queensland Rail – Civil Engineering	16 February 2006	2622	-
Standard – Level Crossings – Removal of Private & Public Crossings	Queensland Rail – Civil Engineering	16 February 2006	2623	-
Standard – Pedestrian Track Crossing – Active Gated Enclosures (Electrically Operated) Layout Details (Sheet 1 of 2)	Queensland Rail – Civil Engineering	14 September 2009	2644	E
Standard – Pedestrian Track Crossing – Active Gated Enclosures (Electrically Operated) Typical Details (Sheet 2 of 2)	Queensland Rail – Civil Engineering	5 March 2008	2645	D
Whistle Board – General Arrangement & Locating Details	Queensland Rail – Civil Engineering	25 May 2007	10732	-

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Reconfiguring a lot (1 lot into 129 lots)		
State transport infrastructure, State transport corridors and future State transport corridors—The chief executive administering the *Planning Act 2016* nominates the Director-General of Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
1.	The development, including the minimum setback of the residential allotments from the railway corridor, must be carried out generally in accordance with the following plan: • Proposed Subdivision Stage 1-3 Allotment Layout prepared by RPS dated 19 February 2018, reference 109116-90 and revision I, as amended in red.	(a) & (b) Prior to submitting the Plan of Survey to the local government for approval.

2.	(a) Road works comprising: i. signalised dual slip lanes from the Bruce Highway (Yaamba Road) into Olive Street (west) providing a minimum 120 metres storage and an allowance for diverge / deceleration for a minimum of 100 metres and lighting, ii. the fourth leg (Olive Street (west) of the signalised intersection of the Bruce Highway (Yaamba Road) / Olive Street, forming part of Stage 3a on Proposed Subdivision Stage 1-3 Allotment Layout, prepared by RPS, dated 19 February 2018, reference 109116-90 and revision I, as amended in red; must be provided generally in accordance with Olive Street 4 Way Signalised Intersection Concept, prepared by Calibre, dated 25 February 2018, reference SK01 Sheet 1 of 2 and revision C. (b) The road works (and lighting) must be designed and constructed in accordance with the Department of Transport and Main Roads' *Road Planning and Design Manual (2nd Edition)*.	(a) & (b) Prior to submitting the Plan of Survey to the local government for approval
3.	(a) Road works comprising an internal road connection between the fourth leg (Olive Street (west)), forming part of Stage 3a on Proposed Subdivision Stage 1-3 Allotment Layout prepared by RPS, dated 19 February 2018, reference 109116-90 and revision I, as amended in red, must be connected to William Palfrey Road at the same time when condition 2 and 14 is completed. (b) The road works must be constructed in accordance with Rockhampton Regional Council requirements.	At the same time Condition 2 and 14 are completed
4.	(a) A Construction Management Plan must be prepared by Registered Professional Engineer of Queensland and given to the Program Delivery and Operations Unit	(a) & (b) Prior to obtaining

	(Central.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads (b) The construction of the development must be undertaken in accordance with the Construction Management Plan.	development approval for operational work (c) At all times during the construction of the development
5.	The 'potential future bus route' shown on the Proposed Subdivision Stages 1-3 Allotment Layout, prepared by RPS, dated 19 February 2018, plan reference 109116-90 and revision I, as amended in red must be designed and constructed to be in accordance with the Department of Transport and Main Roads' *Road Planning and Design Manual, Edition 2: Volume 3, Supplement to Austroads Guide to Road Design, Part 3: Geometric Design* (March 2016) and the *Austroads Guide to Road Design Part 3, Geometric Design* (2016) to accommodate a single unit rigid bus of 12.5m in length.	Prior to submitting the Plan of Survey to the local government for approval.
6.	Fencing sufficient to prevent unauthorised access by people, vehicles and projectiles must be provided along the site boundary with the railway corridor in accordance with Queensland Rail standard fencing drawing number QR-C-S3230 '1.8m High Chain Link Security Fence (without rails using 50mm diamond mesh general arrangement)' or Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-014 – *Design of Noise Barriers*	Prior to submitting the Plan of Survey to the local government for approval
7.	(a) Carry out the development generally in accordance with the report Noise Amenity Assessment, prepared by MWA Environmental dated 31 October 2013, and given Job Number 11-007, version 2. (b) The noise barrier must be designed in accordance with: i. Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-014 – *Design of Noise Barriers Adjacent to Railways*; ii. Transport and Main Roads Specifications MRTS04 and MRS04 General Earthworks; and iii. Transport and Main Roads Specifications MRTS16 and MRS16 Landscape and Revegetation Works. (c) RPEQ certification with supporting documentation must be	(a), (b) & (c) Prior to submitting the Plan of Survey to the local government for approval for stage 2a, 2e, 2f and L1 and to be maintained at all times.

	provided to the Program Delivery and Operations Unit (Central.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with parts (a) and (b) of this condition.	
8.	(a) The development must be carried out generally in accordance with Section 4 – Hydraulic Investigation and Appendix C – Concept Plans & Details of the Flood Investigation & Concept Stormwater Quantity Management Plan prepared by Calibre Consulting (Qld) Pty Ltd dated (b) RPEQ certification with supporting documentation must be provided to Program Delivery and Operations Unit (Central.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with part (a) of this condition.	(a) At all times (b) Prior to submitting the Plan of Survey to the local government for approval for stages 2a, 2e, 2f and 3a.
9.	(a) Any excavation, filling/backfilling/compaction, retaining structures, batters, earth mounds, stormwater management measures and other works involving ground disturbance must not encroach or de-stabilise the railway corridor, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts. (b) RPEQ certification with supporting documentation must be provided to the Program Delivery and Operations Unit (Central.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with part (a) of this condition.	(a) At all times (b) Prior to submitting the Plan of Survey to the local government for approval (for the relevant stages)
10.	The railway level crossing of the North Coast Line at William Palfrey Road (ID: 5412) must be: (a) widened to accommodate two passing semi-trailers over the crossing and for a distance of 20m from the outer rail track (edge running rail) on each side of the crossing; and (b) sealed with asphaltic concrete or similar material which must extend over the crossing and for a minimum distance of 20 metres from the outer rail track (edge running rail) on each side of the crossing, in accordance with Queensland Rail Standard Drawing No. 2586 – 'Level Crossings, Details of Public Road Grading and Sign Posting'.	Prior to the commencement of operational work or building work, whichever occurs first
11.	(a) The railway level crossing of the North Coast Line at William Palfrey Road (ID: 5412) must be upgraded at the applicant's expense to include the following on each side of the crossing: i. Maintain the flashing light controls in accordance with clause 2.3.1 'Railway crossing flashing signal assembly (RX-5)' of AS1742.7:2016 *Manual of uniform traffic control devices,*	(a) & (b) Prior to the commencement of operational work or building work,

	Part 7: Railway crossings; ii. Install advanced warning signage in accordance with Figure 4.6 'Railway crossing with straight approach controlled by flashing lights (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; iii. Install cross-hatching and "Keep Tracks Clear" signs in accordance with Section 3.6 and Figure 3.2 'Yellow Box Markings' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings* and Department of Transport and Main Roads Drawing number TC1248 'Layout of Yellow Cross Hatch Markings and Keep Clear Signs at Railway Level Crossings'. (b) The applicant must provide to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au) written evidence from the railway manager that the required works have been designed and constructed in accordance with part (a) of this condition.	whichever occurs first
12.	(a) The railway level crossing of the North Coast Line at William Palfrey Road (ID: 5412) must be relocated to Olive Street in accordance with the location shown on the General Arrangement Plan Sheet 1 of 2, prepared by Calibre Consulting, reference SK01, dated 25.02.2018 and revision C. (b) The Olive Street railway level crossing must be upgraded at the applicant's expense to include the following: i. On each side of the crossing install flashing lights and boom barriers in accordance with clause 2.3.1 'Railway crossing flashing signal assembly (RX-5)', clause 2.3.8 'Boom barrier' and Figure 4.6 'Railway crossing with straight approach controlled by flashing lights (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; ii. Install cantilevered overhead flashing light signal assembly to cover all traffic lanes in accordance with clause 2.3.1 'Railway crossing flashing signal assembly (RX-5)', Figure 2.1 'Overhead flashing signal assembly' and Figure 4.6 'Railway crossing with straight approach controlled by flashing lights (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; iii. On each side of the crossing install cross-hatching and "Keep Tracks Clear" signs in accordance with Section 3.6 and Figure 3.2 'Yellow Box Markings' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings* and Department of Transport and Main Roads Drawing number TC1248 'Layout of Yellow Cross Hatch Markings and Keep Clear Signs at Railway Level	(a) & (b) Upon decommissioning the existing rail level crossing located on William Palfrey Road and prior to submitting the Plan of Survey to the local government for approval (c) Prior to submitting the Plan of Survey to the local government for approval

	Crossings'; iv. In vehicle lanes on the western approach to the crossing install all advanced warning signage and road markings in accordance with Figure 4.7 'Railway crossing with straight approach controlled by flashing lights and half-boom barrier (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; v. In vehicle lanes on the eastern approach to the crossing install all advanced warning signage and road markings in accordance with Figure 4.11 'Railway level crossing on a side road controlled by flashing lights (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; vi. Install whistle boards at 360 metres on both Up and Down sides of the crossing in accordance with Queensland Rail drawing number 10732 – 'Whistle Board, General Arrangement & Locating Details'; vii. On each side of the crossing install Incident Reporting Signage (crossing ID 7426) at the crossing in accordance with Queensland Rail standard drawing number 2622 – 'Level crossings, Incident Reporting Signage'; viii. Upgrade the existing relay interlocking at Parkhurst to a Processor Based Interlocking (including a new power supply/ circuitry); ix. The railway level crossing active controls (flashing signals and boom barriers) must be coordinated with the traffic light system at the Olive Street / Bruce Highway intersection. The coordinated flashing signals and traffic light system must minimise vehicle queueing between the railway level crossing and intersection, and hold traffic west of the railway level crossing; x. Install overhead lighting for the road crossing of the railway corridor in accordance with the Department of Transport and Main Roads' *Road Planning and Design Manual (2nd Edition)*. xi. On each side of the crossing construct a pedestrian pathway and install Tactile Ground Surface Indicator pads in accordance with Queensland Rail drawing number 10698 – 'Pedestrian Level Crossings'; xii. On each side of the crossing install active gated enclosures with tapping rails and all warning signage in accordance with Queensland Rail standard drawing numbers 2644 – 'Pedestrian Track crossing' and 2645 – 'Pedestrian Track crossing'; xiii. Install guide fencing on the funnel pathway on both approaches to the crossing; xiv. Install overhead lighting for the pedestrian crossings in	

	accordance with clause 6.3.3 (g) 'Footpath requirements' of AS1742.7:2016 Manual of uniform traffic control devices, Part 7: Railway crossings. (c) The applicant must provide to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au) written evidence from the railway manager that the required works have been designed and constructed in accordance with parts (a) and (b) of this condition.	
13.	The railway level crossing of the North Coast Line at Olive Street must be sealed with asphaltic concrete or similar material which must extend over the crossing and to the railway corridor boundary on each side of the crossing, in accordance with Queensland Rail Standard Drawing No. 2586 – 'Level Crossings, Details of Public Road Grading and Sign Posting'.	Upon decommissioning the existing rail level crossing located on William Palfrey Road and prior to submitting the Plan of Survey to the local government for approval
14.	(a) The railway level crossing of the North Coast Line at William Palfrey Road (ID: 5412) must be decommissioned in accordance with Queensland Rail Standard Drawing number 2623 – 'Level Crossings, Removal of Private and Public crossings' and closed in conjunction with the opening of the fourth leg (Olive Street (west)) as detailed in condition 2. (b) Written evidence from the railway manager (Queensland Rail) must provide to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au), confirming that the public level crossing has been decommissioned and closed in accordance with part (a) of this condition.	(a) & (b) Prior to submitting the Plan of Survey to the local government for approval and prior to the commencement of use of the Olive Street railway level crossing

Technical Specialist Response

Technical agency (TA)—Transport and Main Roads
Technical Specialist - RAPTTA

PD&O Requested Date:	
PD&O Due Date:	9 November 2017
PD&O DAO:	
TA reference:	TMR17-022950
DILGP reference:	1710-2243 SRA
DILGP regional office:	SARA Fitzroy Central
DILGP email:	RockhamptonSARA@dilgp.qld.gov.au

1.0 Endorsement

Officer	Approver
Adrian Pennisi	Rebecca Kalianiotis
Principal Planner	Manager
3066 1814	3066 1456
7 November 2017	09/11/2017

2.0 Application details

Street address:	23-27 William Palfrey Road, Parkhurst QLD 4701
Real property description:	22SP134380, 23SP134380, 41SP226571, 49SP129857, 5SP238731
Local government area:	Rockhampton Regional Council
Applicant name:	Stockland Development Pty Ltd
Applicant contact details:	c/-RPS PO Box 977 Townsville QLD 4810

3.0 Aspects of development and type of approval being sought

Aspect Of Development	Type Of Approval	Description
Reconfiguration of a Lot	Development Permit	1 lot into 129 lots - 124 residential lots, 2 management lots, 1 active open space lot, 1 linear open space lot, and 1 balance lot

4.0 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
All Modes	10.9.4.1.1.1	Development application for an aspect of development stated in schedule 20 that is assessable development under a local categorising instrument or section 21, if—(a) the development is for a purpose stated in schedule 20, column 1 for the aspect; and (b) the development meets or exceeds the threshold— (i) for development in local government area

		1—stated in schedule 20, column 2 for the purpose; or (ii) for development in local government area 2—stated in
State-Controlled Roads	10.9.4.2.1.1	Development application for reconfiguring a lot that is assessable development under section 21, if— (a) all or part of the premises are within 25m of a State transport corridor; and (b) 1 or more of the following apply— (i) the total number of lots is increased; (ii) the total number of lots adjacent to the State transport corridor is increased; (iii) there is a new or changed access between the premises and the State transport corridor; (iv) an easement is created adjacent to a railway as defined under the Transport Infrastructure Act, schedule 6; and (c) the reconfiguration does not relate to government supported transport infrastructure
State-Controlled Roads	10.9.4.2.3.1	Development application for reconfiguring a lot that is assessable development under section 21, if— (a) all or part of the premises are— (i) adjacent to a road (the relevant road) that intersects with a State-controlled road; and (ii) within 100m of the intersection; and (b) 1 or more of the following apply— (i) the total number of lots is increased; (ii) the total number of lots adjacent to the relevant road is increased; (iii) there is a new or changed access between the premises and the relevant road; and (c) the reconfiguration does not relate to government supported transport infrastructure

5.0 Assessment

5.1 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
[insert details]	[insert details]	[insert details]	[insert details]	[insert details]
[insert details]	[insert details]	[insert details]	[insert details]	[insert details]
[insert details]	[insert details]	[insert details]	[insert details]	[insert details]
[insert details]	[insert details]	[insert details]	[insert details]	[insert details]

Background

- In 2011, Stockland advised TMR of a proposed integrated residential and commercial development 'Ellida' at Parkhurst, north of Rockhampton.

Previous development application (TMR Ref: TMR13-005882, Rockhampton Regional Council Ref: D/36-2013)

- A development application was made on 11 March 2013 to Rockhampton Regional Council (Ref: D/36-2013) seeking a preliminary approval for a master planned residential estate of 2350 allotments and a development permit for reconfiguring a lot for stages 1 – 3 of 199 lots at Yaamba Road, Parkhurst. The site was adjacent to the North Coast Line railway and triggered referral to the Department of Transport and Main Roads as a concurrence agency for railways and state-controlled roads.
- Access to the development from the Bruce Highway was proposed via a four way intersection at Olive Street which would involve a new railway crossing of the North Coast Line railway.
- The development was facilitated as a 'major project' under the previous Department of State Development Infrastructure Planning (DSDIP) Industry Support Unit.

- There were a number of workshops and pre-lodgement meetings with the applicant, Department of Transport and Main Roads, Queensland Rail and the Minister's office from November 2012 regarding the proposal for a new railway level crossing for the development.
- The *Queensland Level Crossing Safety Strategy 2012-2021* seeks to eliminate level crossings where appropriate. In particular, Strategy 9 seeks to:
  'Explore opportunities for grade separation or closing level crossings and seek to minimise any proposals to construct a public level crossing on a greenfield site, with a clear objective to add no further open level crossings to the network.'
- Consequently, any proposed level crossings require Minister endorsement.
- To overcome the Government's position of 'no new level crossings', Stockland proposed to relocate the William Palfrey Road level crossing approximately 700m north to Olive Street. Grade separation was considered unviable due to cost and land constraints.
- In March 2013, the Minister advised that the new Olive Road level crossing was supported as a replacement for the William Palfrey Road level crossing based on it being assessed as 'medium risk'.
- TMR provided a letter dated 15 April 2013 to Stockland which advised that '*TMR supports the proposed at-grade level crossing solution to Olive Street, noting no further crossings will be added to the network as the existing level crossing at William Palfrey Road will be relocated and upgraded.'*
- TMR issued an information request dated 7 May 2013 which requested further information in relation to state-controlled road traffic, conceptual engineering drawings for the Olive Street level crossing and railway noise.
- The existing William Palfrey Drive level crossing was intended to be utilised for construction purposes, then decommissioned and closed upon the opening of the replacement Olive Street level crossing.
- Queensland Rail provided approval in principle to replace the William Palfrey Road level crossing with the Olive Street level crossing via letters dated 12 April 2013 and 28 August 2013 including specific requirements and conditional upon further consultation at detailed design stages.
- TMR issued a concurrence agency response with conditions on 17 October 2013. This included requirements regarding the new Olive Street level crossing and closure and decommissioning of the William Palfrey Road level crossing, amongst other railway conditions concerning stormwater, fencing, noise and earthworks. Additional conditions were applied in relation to state-controlled road intersection works and future potential bus routes.
- Rockhampton Regional Council issued a Decision Notice dated 11 December 2013 giving approval for a Preliminary Approval to vary the effect of the Planning Scheme for a Material Change of Use for a Master Planned Community and a Development Permit for Reconfiguring a Lot (five lots into 127 lots, public use land and balance lots).
- The approval was subsequently appealed and withdrawn. As such, there is no prior approval.
- The current Rockhampton City Plan 2015 now designates the 'Ellida' site as residential and as such future residential development on the site does not require a preliminary approval for a material change of use to change the levels of assessment for the land.
- A number of prelodgement meetings have been held between TMR, QR, DILGP and the applicant:

  <u>Prelodgement Meeting – 16 September 2015</u> (TMR ref: TMR15-014875; DILGP Ref: SPL-0815-023596)

  - A prelodgement meeting was held on 16 September 2015, and a prelodgement meeting record dated 2 October 2015 was provided regarding a forthcoming 128 lot subdivision and sales office generally corresponding to the previously assessed stages 1-3.
  - the applicant was advised that all previous reporting for the development application needed to be revised and updated and the relevant SDAP criteria would need to be addressed for state-controlled roads and railways.
  - The applicant advised that the intention of closing the William Palfrey Road railway

level crossing remained and requested in-principle agreement that the replacement railway level crossing was still valid. TMR was to check the process required for this with senior management and advised updated traffic data would be required regarding the revised development proposal and arrangements, background traffic, design horizon and the like as this would affect the design / safety controls.

- The applicant was requested to provide formal written correspondence to TMR clarifying the nature of the proposed development and requesting written confirmation regarding the validity of the replacement railway level crossing.
- Since this meeting, TMR confirmed that the replacement level crossing approved by the Minister in 2013 remains valid in principle. This was the direction given by the Executive Director, of Transport System Management within TMR.

Prelodgement Meeting – 29 May 2017 (TMR ref: TMR17-021315; DILGP Ref: SPL-0517-039320)

- A prelodgement meeting was held on 29 May 2017 (SPL-0517-039320) and a prelodgement meeting record dated 8 June 2017 was provided regarding a forthcoming 126 lot subdivision generally corresponding to the previously assessed stages 1-3. The intent was to provide information for the entire development.
- Access for the initial stages of the development (construction, display village and initial lot releases of approximately 200 allotments) was proposed through Edenbrook estate, subject to receiving approval from Rockhampton City Council. The intersection of William Palfrey Road and the Bruce Highway was not intended to be used to access the site during construction and at commencement, provided the applicant could reach agreement to use the road connection from the Edenbrook estate. The applicant wished to achieve primary access to the estate via Olive Street.
- At this meeting it was conveyed that the issues raised at the prelodgement meeting of October 2015 were still required to be addressed, in particular all reports should be updated.
- TMR is upgrading the Bruce Highway at this location, however would not be designing or funding the fourth leg of Olive Street which includes the replacement railway level crossing.
- The meeting specifically discussed traffic information, and in relation to railway level crossings TMR identified that information would be required in relation to proposed access arrangements and development generated traffic for all aspects and stages of the development, and only one level crossing could be operational at one time.
- Queensland Rail and TMR advised that it was preferred for access to the development (namely, construction and the initial stages) to be gained from the road connection via the Edenbrook estate rather than via the existing railway level crossing at William Palfrey Road.

Current development application

- The development application is seeking a development permit for Reconfiguring a Lot (1 lot into 129 lots - 124 residential lots, 2 management lots, 1 active open space lot, 1 linear open space lot, and 1 balance lot).
- The proposed development is for the initial stages 1-3 of the 'Ellida' development, adjacent to the railway corridor. The overall development will include up to approximately 2,350 residential allotments as part of the master planned community.
- Access to the development is proposed via a four-way signalised intersection on the Bruce Highway at Olive Street which includes a replacement at-grade crossing of the railway corridor on the (western) fourth leg of this intersection.
- The existing level crossing on William Palfrey Road is proposed to be relocated to align with the proposed principal access point of the development.

- The proposed development is adjacent to the North Coast Line on its eastern boundary.
- The development application is made partly over rail corridor land, namely Lots 22 and 23 on SP134380 and Lot 49 on SP129857. These lots include the existing railway level crossing of William Palfrey Road and the proposed Olive Street extension and new level crossing. The referral material includes a land owner's consent letter from the Department of Transport and Main Roads in relation to the rail corridor land via letter reference 485/00165, E46413 to enable the development application to be made over Lots 22 and 23 on SP134380 and Lot 49 on SP129857.
- The applicant has agreed to receive an information request as per DA Form 1, Part 6 – Information Request, item 19.
- Other than the Traffic Impact Assessment, the reports submitted with the current development application have generally not been updated since 2013.
- The development was deemed properly made by Rockhampton Regional Council on 16 October 2017.
- Therefore, the development application is triggered for assessment under the following state code of the State Development Assessment Provisions, version 2.1, effective from 11 August 2017, in relation to railways:

5.2 SDAP Assessment

The following is an assessment of the application against each applicable codes in

State Code 2: Development in a railway environment

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 railway corridor or cause damage to, or obstruct, rail transport infrastructure or other rail infrastructure.	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a railway corridor. AND AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a railway corridor. AND	<u>Development setbacks/clearances</u> • The Proposed Subdivision Stages 1-3 Allotment Layout shows a linear open space lot (Stage 3b) approximately 25m wide extending along the length of the railway corridor. The planning report indicates the intent of this lot is to accommodate a future electrical easement. • This plan also shows Stage 3a will include a new road across the railway corridor. This will be addressed under PO23 in relation to railway level crossings. • Therefore the development is unlikely to compromise this aspect of PO1. <u>Pipework, services and utilities</u> • Electricity is currently available to the site and a future electrical easement lot is proposed adjacent to the railway corridor. • The planning report indicates that new sewer and water connections will be required to service the development from Yaamba Road. These will be required to cross the railway corridor.

Performance outcomes	Acceptable outcomes	Response
		• These connections across the railway are conceptually shown on the Wastewater Master Plan Service Strategy and Concept Water Reticulation Layout Plan. They appear to align with the new location of Olive Street and will likely be co-located with the new road. • Therefore an advice statement should be provided at the assessment stage regarding the approval requirements under section 255 of the *Transport Infrastructure Act 1994* to ensure compliance with this aspect of PO1.
	AO1.3 Buildings, structures and infrastructure are set back horizontally a minimum of 3 metres from the outermost projection of overhead line equipment. Note: Section 2.3 of the Guide to Development in a Transport Environment: Rail, TMR, 2015 provides guidance on how to comply with this acceptable outcome. **AND**	N/A – There is no OHLE on this section of railway corridor.
	AO1.4 The lowest part of development in or over a railway is a minimum of: 1. 7.9 metres above the railway track where the proposed development extends along the railway for a distance of less than 40 metres 2. 9 metres above the railway track where the development extends along the railway for a distance of between 40 and 80 metres. **AND**	N/A – The development is not in or above the railway.
	AO1.5 Pipe work, services and utilities: 1. are not attached to rail transport infrastructure or other rail infrastructure 2. do not penetrate through the side of any proposed building element or structure where built to boundary in, over or abutting a railway corridor.	• Refer to the assessment under AO1.

Performance outcomes	Acceptable outcomes	Response
PO2 Buildings and structures are located to not interfere with, or impede access to, a railway bridge.	AO2.1 Buildings and structures are set back horizontally a minimum of 3 metres from a railway bridge. **AND** AO2.2 Permanent structures are not located below or abutting a railway bridge. **AND** AO2.3 Temporary activities below or abutting a railway bridge do not impede access to a railway corridor. Note: Temporary activities below or abutting a railway bridge could include, for example, car parking or outdoor storage.	N/A – there are no railway bridges at this location.
PO3 Development does not add or remove loading that will cause damage to rail transport infrastructure or a railway corridor. Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment, prepared in accordance with the Guide to Development in a Transport Environment: Rail, TMR 2015 is provided.	No acceptable outcome is prescribed.	• Refer to the assessment under PO10-PO14.
PO4 Development above a railway is designed to enable natural ventilation and smoke dispersion in the event of a fire emergency. Note: Section 5.1 – Development over a railway of the Guide to Development in a Transport Environment: Rail, TMR, 2015, provides guidance on how to comply with this acceptable outcome.	No acceptable outcome is prescribed.	N/A – The development is not proposed above the railway corridor.
PO5 Construction activities do not cause ground movement or	No acceptable outcome is prescribed.	• Refer to the assessment under PO10-PO14.

Performance outcomes	Acceptable outcomes	Response
vibration impacts in a railway corridor. Note: Recommended a RPEQ certified geotechnical assessment, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, TMR, 2015 is provided.		
PO6 Buildings and structures in a railway corridor are designed and constructed to remain structurally sound in the event of a derailed train.	AO6.1 Buildings and structures, in a railway corridor including piers or supporting elements, are designed and constructed in accordance with Civil Engineering Technical Requirement – CIVIL-SR-012 Collision protection of supporting elements adjacent to railways, Queensland Rail, 2011, AS5100 Bridge design and AS1170 Structural design actions. Note: Section 3.2 of the Guide to Development in a Transport Environment: Rail, TMR, 2015 provides guidance on how to comply with this acceptable outcome.	• N/A – The proposed development is not located within a railway corridor and is located more than 20m from the nearest railway track. The proposed development relates to a reconfiguration.
PO7 Buildings and structures in high risk locations and where also located within 10 metres of the centreline of the nearest railway track are designed and constructed to remain structurally sound in the event of a derailed train.	AO7.1 Buildings and structures, in a railway corridor including piers or supporting elements, are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways, Queensland Rail, 2011, AS5100 Bridge design and AS1170 Structural design actions. Note: Section 3.2 of the Guide to Development in a Transport Environment: Rail, TMR, 2015 provides guidance on how to comply with this acceptable outcome.	
PO8 Buildings and structures in a railway corridor are designed and constructed to prevent projectiles from	AO8.1 Buildings and structures in a railway corridor include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical	

Performance outcomes	Acceptable outcomes	Response
being thrown onto a railway.	Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR-008 Protection screens, Queensland Rail. **AND**	
	AO8.2 Road, pedestrian and bikeway bridges over a railway include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR-008 Protection screens, Queensland Rail. Note: Section 2.4 of the Guide to Development in a Transport Environment: Rail, TMR, 2015, provides guidance on how to comply with this outcome.	
PO9 Buildings, and structures, other than accommodation activities, are designed and constructed to prevent projectiles from being thrown onto a railway from any publicly accessible areas located within 20 metres from the centreline of the nearest railway track.	AO9.1 Publically accessible areas located within 20 metres from the centreline of the nearest railway track do not directly overlook a railway. **OR**	
	AO9.2 Buildings and structures are designed to ensure publically accessible areas located within 20 metres of the centreline of the nearest railway track and that overlook the railway include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR-008 Protection screens, Queensland Rail. Note: Section 2.4 of the Guide to Development in a Transport Environment: Rail, TMR, 2015,	

Performance outcomes	Acceptable outcomes	Response
	provides guidance on how to comply with this outcome.	
Filling, excavation and retaining structures		
PO10 Filling, excavation and retaining structure do not interfere with, or result in damage to, infrastructure or services in a railway corridor. Note: Where development will impact on an existing or future service or public utility plant in a railway corridor, 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.	No acceptable outcome is prescribed.	<u>Earthworks, Retaining and Ground Disturbance</u> • The proposed subdivision will involve road works and is likely to involve bulk earthworks to achieve level building pads. • The Proposed Subdivision Stages 1-3 Allotment Layout shows a linear open space lot (Stage 3b) approximately 25m wide extending along the length of the railway corridor. The planning report indicates the intent of this lot is to accommodate a future electrical easement. • This plan also shows Stage 3a will include a new road across the railway corridor. • The Civil Engineering and Services Report (Appendix G), prepared by Brown Consulting and dated 05/03/2013, includes Preliminary Bulk Earthworks and Retaining Wall Plans and Preliminary Bulk Earthworks Cut/Fill Depths Plans. These plans show earthworks will be setback approximately 25m from the railway corridor except for works associated with the construction of the Olive Street extension over the railway corridor. • The works on the railway corridor associated with this new road and level crossing will be assessed under PO23 in relation to railway level crossings and require railway manager approval under section 255 of the *Transport Infrastructure Act*. • An earthworks condition is likely to be required in relation to the road works adjacent to the railway corridor. • Compliance with PO10-PO14 can be further addressed at the assessment stage.
PO11 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a railway corridor. Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, TMR, 2015.	No acceptable outcome is prescribed.	
PO12 Filling and excavation, building foundations and retaining structures do not cause ground water disturbance in a railway corridor. Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified	No acceptable solution is prescribed.	

Performance outcomes	Acceptable outcomes	Response
geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, TMR, 2015.		
PO13 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 railway corridor, rail transport infrastructure or railway works. Note: Recommended a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, TMR, 2015.	No acceptable outcome is prescribed.	
PO14 Filling and excavation material does not cause an obstruction or nuisance in a railway corridor.	AO14.1 Development does not store fill, spoil or any other material in, or adjacent to, a railway corridor.	
Stormwater and drainage		
PO15 Development does not result in an actionable nuisance or worsening of stormwater, flooding or drainage impacts in a railway corridor. Note: Section 2.8 of the Guide to Development in a Transport Environment: Rail, TMR, 2015, provides guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	• The site is currently undeveloped rural land and adjoins the railway corridor on its eastern boundary. • The first stages of the development directly adjoin the railway corridor. • The railway corridor is located upstream of the site. • The proposed residential subdivision will increase the impervious area on the site and therefore peak discharge. • Proposed bulk earthworks also have the potential to alter the existing drainage and flooding characteristics of the site which may adversely impact on the railway corridor. • The site is subject to flooding from Ramsay Creek according to Rockhampton Regional Council online mapping from 2014.
PO16 Run-off from the development site during construction of development does not cause siltation of	AO16.1 Run-off from the development site during construction of development is not discharged to stormwater	

Performance outcomes	Acceptable outcomes	Response
stormwater infrastructure affecting a railway corridor.	infrastructure in a railway corridor.	• The applicant has resubmitted the Stormwater Quality Management Plan prepared by DesignFlow and Flood Management Report prepared by Brown Smart Consulting, both from 2013 relating to the previous development application over the site (TMR Ref: TMR13-005822, Council Ref: D/36-2013). • TMR's Engineering and Technology (Hydraulics) Branch has reviewed the material and advised: *We refer Brown Consulting (Qld) Pty Ltd's Version C Jan 2013 Flood Management Report.* *The proposed development is on Ramsey Creek, downstream of the North Coast Railway (Glen Geddes to Parkhurst) and the state-controlled 10F Bruce Highway.* *A small portion of the site in the north receives tributary discharge from the railway reserve. The site layout shows that this portion will not be developed and hence will not impede runoff from state controlled infrastructure.* *All other parts of the site runoff away from the state-controlled network and have no external catchment crossing that network. Flood modelling of Ramsey Creek for a range of ARIs from 5 to 100 years, results in flood levels at the upstream cross-section (some 75m downstream of the railway crossing) in the developed case being equal to that for the existing case. Hence there is no worsening of flood level at the state-controlled network. Hence TMR should have no objection to this development on stormwater drainage grounds.* *With regards to stormwater management of stages 1 to 3, a report has been prepared by Design Flow in October 2013. The conceptual stormwater management plan appears to show that stormwater runoff from a railway crossing to the east of the development will be conveyed via an open drain along the boundary between the development site and the state controlled railway corridor before discharging into a gully within the development site. TMR records and aerial photos show that there are potentially 2 railway culvert*

Performance outcomes	Acceptable outcomes	Response
		crossings in the vicinity of Stages 1 to 3 of the development. While TMR support this concept in principle, we should request details of the proposed drainage configuration including a hydraulic assessment showing that the proposed drainage configuration will no worsen flood levels and velocities within the state controlled corridor for events up to the 1% AEP. • Given the above, further information is required to demonstrate compliance with PO15 and PO16.
Access		
PO17 Development prevents unauthorised access to a railway corridor.	AO17.1 Where development is abutting a railway corridor fencing is provided along the property boundary with the railway corridor in accordance with the railway manager's standards. Note: It is recommended the applicant contact the railway manager for advice regarding applicable fencing standards. **AND**	• The site is currently vacant rural land. • The proposed development involves the creation of residential allotments on a site adjacent to the railway corridor. • The proposed development will be changing the existing use of the site and increasing the risk of trespass onto the railway. • A fencing condition is likely to be required. • Compliance with PO17 can be addressed at the assessment stage.
	AO17.2 A road barrier designed in accordance with Civil Engineering Technical Requirement – CIVIL-SR-007 Design and selection criteria for road/rail interface barriers, Queensland Rail 2011, and certified by an RPEQ, is installed along any roads abutting a railway corridor. **AND**	N/A – The proposed development does not involve a new road abutting a railway corridor.
	AO17.3 Proposed vehicle manoeuvring areas, driveways, loading areas or carparks abutting a railway corridor include rail interface barriers. Note: Section 2.4 of the Guide to Development in a Transport Environment: Rail, TMR, 2015, provides guidance on how to comply with acceptable outcome 16.3.	N/A – The proposed development does not involve vehicle manoeuvring areas, driveways, loading areas or carparks abutting a railway corridor.
PO18 Development does not obstruct existing access to a railway corridor.	AO18.1 Development is sited and designed to ensure existing authorised access points and access routes for maintenance and emergency works to a railway corridor are	N/A – The development does not obstruct existing authorised access points and access routes for maintenance and emergency works to a railway corridor.

Performance outcomes	Acceptable outcomes	Response
	clear from obstructions at all times.	
PO19 Access to a railway corridor does not create a safety hazard for users of a railway, or result in a worsening of operating conditions on a railway.	AO19.1 Development does not require a new railway crossing. **AND**	Refer to the assessment against PO23.
	AO19.2 Development does not propose new or temporary structures or works connecting to rail transport infrastructure or other rail infrastructure. **AND**	
	AO19.3 Vehicle access points achieve sufficient clearance from a railway level crossing in accordance with AS1742.7:2016 – Manual of uniform traffic control devices, Part 7: Railway crossings, by providing minimum 5 metres clearance from the edge running rail (outer rail), plus the length of the largest vehicle anticipated on-site. Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.	
PO20 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian and cycle access to public passenger transport infrastructure and public passenger services.	AO20.1 Development does not necessitate the relocation of existing public passenger transport infrastructure. **AND**	• N/A – Interference with public passenger transport will be addressed under the assessment against State Code 6.
	AO20.2 Vehicular access and associated road access works for a development is not located within 5 metres of existing public passenger transport infrastructure. **AND**	
	AO20.3 On-site vehicle circulation is designed 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 cyclist access to public passenger transport infrastructure and public passenger services. **AND**	

Performance outcomes	Acceptable outcomes	Response
	AO20.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of rail transport infrastructure.	AO21.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for planned upgrades to rail transport infrastructure. Note: Land required for the planned upgrade of rail transport infrastructure is identified in the DA mapping system. **OR**	N/A - Development is not located on land identified by the Department of Transport and Main Roads as land required for planned upgrades to rail transport infrastructure.
	AO21.2 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 rail transport infrastructure.	
	OR all of the following acceptable outcomes apply: AO21.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a of rail transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development. **AND**	
	AO21.4 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade of rail transport infrastructure. **AND**	
	AO21.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	
Network safety		

Performance outcomes	Acceptable outcomes	Response
PO22 Development involving dangerous goods adjacent to a railway corridor does not adversely impact on the safety or operations of a railway. Note: Development involving dangerous goods, or hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016, should demonstrate that impacts on a railway from a fire, explosion, spill, gas emission or dangerous goods incident can be appropriately mitigated. Section 2.6 – Dangerous goods and fire safety of the Guide to Development in a Transport Environment: Rail, TMR, 2015, provides guidance on how to comply with this performance outcome.	AO22.1 Development does not involve handling or storage of hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016.	• N/A – The proposed development does not involve the handling or storage of dangerous goods or hazardous chemicals.
PO23 Development does not adversely impact on the safety of a railway crossing. Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this performance outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the	AO23.1 Development does not require a new railway crossing. OR AO23.2 A new railway crossing is grade separated. Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, TMR, 2015, provides guidance	<u>Railway Level Crossing Safety</u> • The proposed stage 1-3 subdivision plan indicates that the development will gain access to the road network across the railway corridor via an extension of Olive Street to the Bruce Highway. This plan shows that this road forms Stage 3a of the current application and will be 36.0m wide (half constructed). • The applicant has submitted a Traffic Impact Assessment (TIA) prepared by SLR and dated 5 September 2017. This report references AECOM's Rockhampton Northern Access Upgrade (RNAU) project commissioned by TMR and the previously submitted Cambray Consulting Traffic Report from 2013

Performance outcomes	Acceptable outcomes	Response
Guide to Development in a Transport Environment: Rail, Department of TMR, 2015, provides guidance on how to comply with this performance outcome.	on how to comply with this acceptable outcome. **OR** all of the following acceptable outcomes apply: AO23.3 Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable railway manager's standard drawings. **AND** AO23.4 Vehicle access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site. **AND** AO23.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times to ensure vehicles do not queue in a railway crossing.	relating to the previous development application over the site (TMR Ref: TMR13-005882, Council Ref: D/36-2013). • The Traffic Impact Assessment identifies the following: ○ The current reconfiguration application has not been considered in isolation; instead the report is based on the ultimate development of 2,300+ residential dwellings; ○ The Cambray report indicates a second connection to the external network would be required beyond 1,895 dwellings through to McLaughlin Street/Alexandra Street to the west/south; ○ The RNAU considered the ultimate development of 1,575 lots – 70% accessing the external road network via Olive Street and 30% using the secondary McLaughlin Street access; ○ Olive Street will form the main access road to the proposed development from the Bruce Highway and is intended to be a 4 lane urban arterial road 36.0m wide; ○ The report acknowledges that the William Palfrey Road crossing will need to be closed prior to the use of the replacement railway level crossing at Olive Street; ○ Section 7.2 indicates the intersection of Olive Street and the Bruce Highway will include an at-grade crossing of the North Coast Line approximately 70m west of the Bruce Highway – 2 traffic lanes are proposed to cross the railway both eastbound and westbound; ○ Table 1 indicates that with 1,900 dwellings the intersection is anticipated to cause queuing in the AM peak onto Ellida (west) leg towards the level crossing; ○ Based on anticipated traffic distribution, the intersection of Olive Street should just be adequate to accommodate the traffic generated from approximately 1,575 dwellings

Performance outcomes	Acceptable outcomes	Response
		within the development at the 2038 horizon. • TMR's PD&O Central Region has reviewed the TIA and advised that there is insufficient traffic data and inaccurate assumptions and consequently the traffic data is not reliable. • The staged development of the Olive Street level crossing must be appropriately designed to ensure the safety and operational integrity of the North Coast Line. • Conceptual engineering plans and associated documents should be provided for the Olive Street level crossing for both the initial and ultimate designs of the Olive Street/Bruce Highway intersection. • The TIA does not indicate access arrangements for construction traffic, and each stage in terms of where access will be taken from and anticipated development generated traffic. Should the applicant be proposing to use the William Palfrey railway level crossing to access the site for construction or at the completion of the allotments, then the railway level crossing will need to be upgraded as per prelodgement advice. • The TIA has not considered how the proposed new level crossing of Olive Street will function as part of the new 4-way signalised intersection with the Bruce Highway or the conceptual design or function of the level crossing given the pedestrian, cyclist and bus functions. • Additionally, it is not clear which level crossing of the railway corridor (existing or replacement) is proposed to be used, and at what stages. • The proposed development and traffic data used to determine the level crossing upgrade requirements has changed since the previous 2013 development application. Therefore, a full set of updated traffic data considering current standards, studies and planning context is required to enable an assessment of level crossing impacts. • The railway manager (Queensland Rail) has reviewed the material and advised:

Performance outcomes	Acceptable outcomes	Response
		Initially, if the overall development has not altered from the previous application, the conditions and requirements for the proposed crossing at Olive Street and existing crossing at William Palfrey Road remain as per the original application, which included on opening of Olive Street, William Palfrey Road crossing is to be closed, additional road traffic lights co-ordinated with the crossing flashing lights on the western approach to the crossing, active pedestrian crossing. *If the road and intersection designed has changed for Olive St it will have to be reviewed with respect to the crossing requirements. Current design drawing are required for QR Civil to review for the crossing construction.* *Current Traffic Impact Assessment with traffic volumes required to compare with previous estimates.* *Details of construction traffic required – routes, vehicles types, daily volume, operation times, duration etc need to be provided as it would seem they would intend using William Palfrey Road for access.* *It is noted that Alexandra Road is listed as another feeder road to be developed. This road currently does not go over the rail line. Rockhampton Council has made some initial enquiries about installing an at-grade level crossing. The Council has been advised by Rockhampton office that QR could not support installation of an at grade crossing at this location.* • Given the above, further information is required demonstrate compliance with PO19 and PO23.
Noise		
Accommodation activities		
PO24 Development involving: 1. an accommodation activity; or	**AO24.1** A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria at all	• The site adjoins the railway corridor on the eastern boundary. • The proposed development involves accommodation activities.

Performance outcomes	Acceptable outcomes	Response
2. land for a future accommodation activity minimises noise intrusion from a railway or type 2 multi-modal corridor in habitable rooms.	facades of the building envelope: **a.** ≤65 dB(A) L_{eq} (24 hour) façade corrected **b.** ≤87 dB(A) (single event maximum sound pressure level) façade corrected **2.** in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011. Note: To demonstrate compliance with the acceptable outcome, it is recommended a RPEQ certified noise assessment report be provided. The noise assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used. In some instances, the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads. **OR** all of the following acceptable outcomes apply: **AO24.2** Buildings which include a habitable room are setback the maximum distance possible from a railway or type 2 multi-modal corridor. **AND**	• The North Coast Line carries more than 15 passenger and freight services per day. • Transport Noise Corridors were gazetted for railways on 3 July 2015 and therefore Mandatory Part 4.4 of the Queensland Development Code would apply to the development. The development's compliance with the internal railway noise criterion will therefore be dealt with through the subsequent building works approval process. • The submitted plans indicate that the proposed single dwelling residential allotments will be setback approximately 40m from the railway corridor boundary. At this location the railway track is setback a minimum of approximately 20m from the railway corridor boundary which indicates allotments will be setback in the order of 60m from the railway tracks. • Stage 2e includes a 'super lot' of 1.59 hectares approximately 25m from the railway corridor. It is not clear what future uses are proposed on this lot, however would likely entail residential purposes. • There does not appear to be a noise barrier at this location. • The referral material includes a Noise Amenity Report, prepared by MWA Environmental dated 31 October 2013. • This report has not been updated since 2013 prior to Transport Noise Corridors being gazetted for railways and relies on noise logging from 2011. • While the report and noise measurements are not current, the outcomes are still likely to be consistent. • The report concludes that no acoustic barrier is required to comply with the relevant external railway noise planning levels for residential allotments within Stages 1 to 3. • The report also indicates the potential to construct an earth mound / acoustic barrier generally along the 'optional acoustic barrier alignment' illustrated within Figure 5. This option will reduce the standard of acoustic treatment required for future residential dwellings under QDC MP4.4.

Performance outcomes	Acceptable outcomes	Response
	AO24.3 Buildings are designed and oriented so that habitable rooms are located furthest from a railway or type 2 multi-modal corridor. **AND**	• TMR's Engineering and Technology Branch (Acoustics) has reviewed the noise assessment and the proposed plan of development and provided the following comments: *The report reproduction is not the best and the modelling methodology for rail is very basic, but it is sufficient to demonstrate that the noise impact for both road and rail is below our criteria for facade and open space for Stage 1 without the need for acoustic conditions.* *The report considers the construction requirements for dwellings for rail noise since the report came out before the rail corridors were gazetted, but that is now covered by QDC.* • The proposed development is therefore unlikely to compromise PO24 and PO25 where the setback of the development is in accordance with the submitted Proposed Subdivision plan.
	AO24.4 Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria: 1. ≤45 dB(A) single event maximum sound pressure level. Statutory note: Noise levels from railways or type 2 multi-modal corridors are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided. The noise assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the State Planning Policy Interactive Mapping System.	
PO25 Development involving an accommodation activity minimises noise intrusion from a railway or type 2 multi-modal	**AO25.1** A noise barrier or earth mound is provided which is designed, sited and constructed: 1. to meet the following external noise criteria in	

Performance outcomes	Acceptable outcomes	Response
corridor in outdoor spaces for passive recreation.	outdoor spaces for passive recreation: **a.** ≤62 dB(A) L_{eq} (24 hour) free field **b.** ≤84 dB(A) (single event maximum sound pressure level) free field **2.** in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011. **OR**	
	AO25.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a railway or type 2 multi-modal corridor by a building, a solid gap-free fence, or other solid gap-free structure. **AND**	
	AO25.3 Each dwelling with a balcony directly exposed to noise from a railway or type 2 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).	
Child care centres and educational establishments		
PO26 Development involving a: 1. child care centre; or 2. educational establishment minimises noise intrusion from a railway or type 2 multi-modal corridor in indoor education areas and indoor play areas.	**AO26.1** A noise barrier or earth mound is provided which is designed, sited and constructed: **1.** to meet the following external noise criteria at all facades of the building envelope: **a.** ≤65 dB(A) L_{eq} (1 hour) façade corrected (maximum hour during opening hours) **b.** ≤87 dB(A) (single event maximum sound pressure level) façade corrected **2.** in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to	N/A- The proposed development does not involve a child care centre or an educational establishment.

Performance outcomes	Acceptable outcomes	Response
	railways, Queensland Rail, 2011. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided. The noise assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.	
	OR all of the following apply: **AO26.2** Buildings which include an indoor education area, indoor play area or sleeping room are setback furthest from a railway or type 2 multi-modal corridor as possible. **AND**	
	AO26.3 Buildings are designed and oriented so that indoor education areas, indoor play areas or sleeping rooms are located furthest from a railway or type 2 multi-modal corridor. **AND**	
	AO26.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria: **1.** ≤50 dB(A) single event maximum sound pressure level. **AND**	
	AO26.5 Buildings are designed and constructed using material which ensure sleeping rooms in a child care	

Performance outcomes	Acceptable outcomes	Response
	centre meet the following internal noise criteria: **1.** ≤45 dB(A) single event maximum sound pressure level. Statutory note: Noise levels from railways or type 2 multi-modal corridors are measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided. The noise assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.	
PO27 Development involving a: 1. child care centre; or 2. educational establishment minimises noise intrusion from a railway or type 2 multi-modal corridor in outdoor education areas and outdoor play areas.	**AO27.1** A noise barrier or earth mound is provided which is designed, sited and constructed: **1.** to meet the following external noise criteria in each outdoor education area or outdoor play area: **a.** ≤62 dB(A) L_{eq} (24 hour) free field (between 6am and 6pm) **b.** ≤84 dB(A) (single event maximum sound pressure level) free field **2.** in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided. The noise	

Performance outcomes	Acceptable outcomes	Response
	assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. **OR**	
	AO27.2 Each outdoor education area and outdoor play area is shielded from noise generated from a railway or type 2 multi-modal corridor by a building, a solid gap-free fence, or other solid gap-free structure.	
Hospitals		
PO28 Development involving a hospital minimises noise intrusion from a railway or a type 2 multi-modal corridor in patient care areas.	**AO28.1** Hospitals are designed and constructed using materials which ensure ward areas meet the following internal noise criteria: 1. ≤45 dB(A) single event maximum sound pressure level. **AND**	N/A -- The proposed development does not involve a hospital.
	AO28.2 Hospitals are designed and constructed using materials which ensure patient care areas (other than ward areas) meet the following internal noise criteria: 1. ≤50 dB(A) single event maximum sound pressure level. Statutory note: Noise levels from railways or type 2 multi-modal corridors are measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided. The noise assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information –	

Performance outcomes	Acceptable outcomes	Response
	Community Amenity (Noise), TMR, 2013.	
Vibration		
Hospitals		
PO29 Development involving a hospital located within 25 metres of the centreline of the nearest railway track minimises vibration impacts from a railway or type 2 multi-modal corridor in patient care areas.	**AO29.1** Hospitals are designed and constructed to ensure vibration in the treatment area of a patient care area does not exceed a vibration dose value of $0.1m/s^{1.75}$. **AND**	N/A - The proposed development does not involve a hospital.
	AO29.2 Hospitals are designed and constructed to ensure vibration in the ward area of a patient care area does not exceed a vibration dose value of $0.4m/s^{1.75}$. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report be provided.	
Air and light		
PO30 Development involving an accommodation activity minimises air quality impacts from a railway in outdoor spaces for passive recreation.	**AO30.1** Each dwelling has access to an outdoor space for passive recreation that is shielded from a railway by a building, a solid gap-free fence, or other solid gap-free structure.	N/A
PO31 Development involving a: 1. child care centre; or 2. educational establishment minimises air quality impacts from a railway in outdoor education areas and outdoor play areas.	**AO31.1** Each outdoor education area and outdoor play area is shielded from a railway by a building, a solid gap-free fence, or other solid gap-free structure.	
PO32 Development involving an accommodation activity or hospital minimises lighting impacts from a railway.	**AO32.1** Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a railway. OR	
	AO32.2 Windows facing a railway include treatments to block light from a railway.	

6.0 Recommendations

6.1 Information Request

RAPTA:

(a) recommends the following further information be requested from the applicant to enable the assessment to be finalised:

Item	Information requested
Railway Corridors	
1.	**Railway Level Crossing Safety** Railway level crossings of the North Coast Line could be adversely impacted on by development generated traffic. In particular, the development directly relies on access across the North Coast Line via the existing William Palfrey Road level crossing and proposed Olive Street replacement level crossing. The applicant is therefore requested to provide further information demonstrating how the proposal will comply with PO19 and PO23 of State Code 2: Development in a Railway Environment of the State Development Assessment Provisions (available at: http://dilgp.qld.gov.au/planning/development-assessment/state-development-assessment-provisions.html). In particular, the following are required to be addressed: (a) Development Intent for Railway Level Crossings The applicant should provide a staging plan (including early works, construction and subdivision stages), clearly indicating at what stages access is sought via which railway level crossing (William Parfrey Road level crossing and proposed Olive Street replacement level crossing). This information should also clearly indicate whether the implementation of the replacement Olive Street railway level crossing is intended to be undertaken in a staged manner, for instance, 2 traffic lanes widened to 4 traffic lanes and at what development stages. Information request advice is provided that only the William Parfrey Road level crossing or the proposed Olive Street replacement level crossing is to be operational at any point in time. (b) Australian Level Crossing Assessment Model (ALCAM) Traffic information certified by a Registered Professional Engineer of Queensland (RPEQ) is required addressing the following: • the expected traffic distribution on the road network as a result of the proposed development, including for each development stage; • identification of any railway level crossing/s likely to be impacted on by development generated traffic (including construction and operational traffic). The proportion of development generated traffic that is likely to use the identified railway level crossing/s should be identified; • the expected timeframe for the delivery of the proposed development including the commencement of construction and the completion of the development/works, including any stages; • existing traffic flows (expressed as vehicles per day) over the impacted railway level crossing/s, including daily (peak hour) fluctuations, and number and percentage of heavy vehicles and buses; • the expected background traffic growth (expressed as vehicles per day) over the impacted railway level crossing/s, including the number and percentage of heavy vehicles and buses.

Item	Information requested
	This should include background traffic growth from the anticipated commencement of construction and each development stage to a ten year horizon; • the expected development generated traffic (expressed as vehicles per day), including daily fluctuations (peak hour) and percentage of heavy vehicles and length and number of buses, that will pass over the impacted railway level crossing/s from the commencement of construction, and each development stage to a ten year design horizon; • the maximum size and type of vehicle (including length, width, height and weight) anticipated over the impacted railway level crossings as a result of the development during construction and on-going operation (including any stages); • the following data table is required to be populated for each impacted railway level crossing. If a different railway level crossing is proposed to be used for construction versus the on-going operation of the development then separate data tables will need to be provided for each impacted railway level crossing accordingly.

AADT over railway level crossing (Prepare table for each impacted railway level crossing)			
Year	Without development (background growth)	With development	No. and dimensions/type of heavy vehicles and buses
2017 (current scenario)			
Commencement of construction (prepare for each stage)			
Commencement of use (prepare for each stage)			
Ten year design horizon			

A railway safety assessment incorporating comparative Australian Level Crossing Assessment Model (ALCAM) assessments will need to be undertaken for each impacted railway level crossing, incorporating with and without development scenarios. Please contact Adrian Pennisi of the Department of Transport and Main Roads on telephone number 3066 1814 or at Adrian.p.pennisi@tmr.qld.gov.au who will assist you with the ALCAM assessments once the traffic engineering information addressing the items above is available. The outcomes of the ALCAM assessments will identify the mitigation measures required to address any identified safety issues and will need to be included in the information request response.

Information request advice is provided that the traffic data provided for the ALCAM assessments should be endorsed by the Central Queensland Region of the Department of Transport and Main Roads.

<u>Design of the Olive Street Replacement Railway Level Crossing</u>

The proposed Olive Street replacement level crossing must be appropriately designed to ensure the safety and operational integrity of the North Coast Line. The applicant is therefore requested to provide RPEQ certified design drawings and supporting technical documentation for the Olive Street replacement railway level crossing for both the initial and ultimate designs of the Olive Street/Bruce Highway intersection.

Item	Information requested
	The design of the replacement railway level crossing should be in accordance with AS1742.7:2016 – Manual of uniform traffic control devices, Part 7: Railway crossings, applicable Queensland Rail design standards and requirements, the results of the ALCAM assessment in part (a) and must not result in queuing (short stacking issues). In respect of short stacking there should be sufficient clearance from the railway level crossing to allow the maximum size of vehicle used in the operation to queue. The minimum clearance should be 5m from the edge running rail (of the closest railway track) as per Figure 3.2 of *AS1742.7 Manual of Uniform Traffic Control Devices, Part 7: Railway* plus the length of the maximum design vehicle. The design of the replacement railway level crossing must also demonstrate how the proposed new level crossing of Olive Street will be integrated with the new 4-way signalised intersection with the Bruce Highway given the pedestrian, cyclist and bus route functions indicated for Olive Street to function as an arterial road. The applicant is encouraged to consult with Adrian Pennisi of the Department of Transport and Main Roads on telephone number 3066 1814 or at adrian.p.pennisi@tmr.qld.gov.au in relation to the design of the replacement level crossing prior to the submission of the information request response.
2.	**Stormwater Management Plan** **[PD&O – combine with state controlled roads if necessary]** The applicant is requested to provide further information to demonstrate compliance with PO15-PO16 of State Code 2: Development in a Railway Environment of the State Development Assessment Provisions [Add in SCR code and PO] and with consideration given to the Queensland Urban Drainage Manual, Fourth Edition, prepared by the Institute of Public Works Engineering Australasia (http://www.ipweaq.com/qudm). In particular, the applicant should provide RPEQ certified design drawings and a supporting hydrological/hydraulic assessment demonstrating how the external catchment flows into the site from under the railway corridor will be managed to achieve a no worsening impact (on the pre-development condition) for all flood and stormwater events that exist prior to development and up to a 1% Annual Exeedance Probability (AEP). The design of the open drain along the eastern boundary of the site (proposed Lot 5002) should be provided. This should take into account any proposed noise attenuation measures such as noise barriers and/or earthmounds. Stormwater management for the proposed development must ensure no worsening or actionable nuisance to the state controlled transport infrastructure (railway corridor, including rail transport infrastructure, and state controlled road) caused by peak discharges, flood levels, frequency/duration of flooding, flow velocities, water quality, sedimentation and scour effects. There should be no concentration of flows, backflows or blockage of flows.

Technical Specialist Response - Assessment

Technical agency (TA)—Transport and Main Roads
Technical Specialist - RAPTTA

PD&O Requested Date:	14 March 2018
PD&O Due Date:	15 March 2018
PD&O DAO:	
TA reference:	TMR17-022950
DILGP reference:	1710-2243 SRA
DILGP regional office:	SARA Fitzroy Central
DILGP email:	RockhamptonSARA@dilgp.qld.gov.au

1.0 Endorsement

Officer	Approver
Kelly Graham	Rebecca Kalianiotis
Senior Planner	Manager
3066 1821	3066 1456
6 March 2018	13/03/2018

2.0 Application details

Street address:	23-27 William Palfrey Road, Parkhurst QLD 4701
Real property description:	22SP134380, 23SP134380, 41SP226571, 49SP129857, 5SP238731
Local government area:	Rockhampton Regional Council
Applicant name:	Stockland Development Pty Ltd
Applicant contact details:	c/-RPS PO Box 977 Townsville QLD 4810

3.0 Aspects of development and type of approval being sought

Aspect Of Development	Type Of Approval	Description
Reconfiguration of a Lot	Development Permit	1 lot into 129 lots - 124 residential lots, 2 management lots, 1 active open space lot, 1 linear open space lot, and 1 balance lot

4.0 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
All Modes	10.9.4.1.1.1	Development application for an aspect of development stated in schedule 20 that is assessable development under a local categorising instrument or section 21, if—(a) the development is for a purpose stated in schedule 20, column 1 for the aspect; and (b) the development meets or exceeds the threshold— (i) for development in local government area

		1—stated in schedule 20, column 2 for the purpose; or (ii) for development in local government area 2—stated in
Railways	10.9.4.2.1.1	Development application for reconfiguring a lot that is assessable development under section 21, if— (a) all or part of the premises are within 25m of a State transport corridor; and (b) 1 or more of the following apply— (i) the total number of lots is increased; (ii) the total number of lots adjacent to the State transport corridor is increased; (iii) there is a new or changed access between the premises and the State transport corridor; (iv) an easement is created adjacent to a railway as defined under the Transport Infrastructure Act, schedule 6; and (c) the reconfiguration does not relate to government supported transport infrastructure
State-Controlled Roads	10.9.4.2.3.1	Development application for reconfiguring a lot that is assessable development under section 21, if— (a) all or part of the premises are— (i) adjacent to a road (the relevant road) that intersects with a State-controlled road; and (ii) within 100m of the intersection; and (b) 1 or more of the following apply— (i) the total number of lots is increased; (ii) the total number of lots adjacent to the relevant road is increased; (iii) there is a new or changed access between the premises and the relevant road; and (c) the reconfiguration does not relate to government supported transport infrastructure

5.0 Assessment

5.1 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
[insert details]	[insert details]	[insert details]	[insert details]	[insert details]
[insert details]	[insert details]	[insert details]	[insert details]	[insert details]
[insert details]	[insert details]	[insert details]	[insert details]	[insert details]
[insert details]	[insert details]	[insert details]	[insert details]	[insert details]

Background

- In 2011, Stockland advised TMR of a proposed integrated residential and commercial development 'Ellida' at Parkhurst, north of Rockhampton.

Previous development application (TMR Ref: TMR13-005882, Rockhampton Regional Council Ref: D/36-2013)

- A development application was made on 11 March 2013 to Rockhampton Regional Council (Ref: D/36-2013) seeking a preliminary approval for a master planned residential estate of 2350 allotments and a development permit for reconfiguring a lot for stages 1 – 3 of 199 lots at Yaamba Road, Parkhurst. The site was adjacent to the North Coast Line railway and triggered referral to the Department of Transport and Main Roads as a concurrence agency for railways and state-controlled roads.
- Access to the development from the Bruce Highway was proposed via a four way intersection at Olive Street which would involve a new railway crossing of the North Coast Line railway.
- The development was facilitated as a 'major project' under the previous Department of State Development Infrastructure Planning (DSDIP) Industry Support Unit.
- There were a number of workshops and pre-lodgement meetings with the applicant, Department

of Transport and Main Roads, Queensland Rail and the Minister's office from November 2012 regarding the proposal for a new railway level crossing for the development.

- The *Queensland Level Crossing Safety Strategy 2012-2021* seeks to eliminate level crossings where appropriate. In particular, Strategy 9 seeks to:
  'Explore opportunities for grade separation or closing level crossings and seek to minimise any proposals to construct a public level crossing on a greenfield site, with a clear objective to add no further open level crossings to the network.'
- Consequently, any proposed level crossings require Minister endorsement.
- To overcome the Government's position of 'no new level crossings', Stockland proposed to relocate the William Palfrey Road level crossing approximately 700m north to Olive Street. Grade separation was considered unviable due to cost and land constraints.
- In March 2013, the Minister advised that the new Olive Road level crossing was supported as a replacement for the William Palfrey Road level crossing based on it being assessed as 'medium risk'.
- TMR provided a letter dated 15 April 2013 to Stockland which advised that '*TMR supports the proposed at-grade level crossing solution to Olive Street, noting no further crossings will be added to the network as the existing level crossing at William Palfrey Road will be relocated and upgraded.'*
- TMR issued an information request dated 7 May 2013 which requested further information in relation to state-controlled road traffic, conceptual engineering drawings for the Olive Street level crossing and railway noise.
- The existing William Palfrey Drive level crossing was intended to be utilised for construction purposes, then decommissioned and closed upon the opening of the replacement Olive Street level crossing.
- Queensland Rail provided approval in principle to replace the William Palfrey Road level crossing with the Olive Street level crossing via letters dated 12 April 2013 and 28 August 2013 including specific requirements and conditional upon further consultation at detailed design stages.
- TMR issued a concurrence agency response with conditions on 17 October 2013. This included requirements regarding the new Olive Street level crossing and closure and decommissioning of the William Palfrey Road level crossing, amongst other railway conditions concerning stormwater, fencing, noise and earthworks. Additional conditions were applied in relation to state-controlled road intersection works and future potential bus routes.
- Rockhampton Regional Council issued a Decision Notice dated 11 December 2013 giving approval for a Preliminary Approval to vary the effect of the Planning Scheme for a Material Change of Use for a Master Planned Community and a Development Permit for Reconfiguring a Lot (five lots into 127 lots, public use land and balance lots).
- The approval was subsequently appealed and withdrawn. As such, there is no prior approval.
- The current Rockhampton City Plan 2015 now designates the 'Ellida' site as residential and as such future residential development on the site does not require a preliminary approval for a material change of use to change the levels of assessment for the land.
- A number of prelodgement meetings have been held between TMR, QR, DILGP and the applicant:

  Prelodgement Meeting – 16 September 2015 (TMR ref: TMR15-014875; DILGP Ref: SPL-0815-023596)

  - A prelodgement meeting was held on 16 September 2015, and a prelodgement meeting record dated 2 October 2015 was provided regarding a forthcoming 128 lot subdivision and sales office generally corresponding to the previously assessed stages 1-3.
  - the applicant was advised that all previous reporting for the development application

needed to be revised and updated and the relevant SDAP criteria would need to be addressed for state-controlled roads and railways.

- The applicant advised that the intention of closing the William Palfrey Road railway level crossing remained and requested in-principle agreement that the replacement railway level crossing was still valid. TMR was to check the process required for this with senior management and advised updated traffic data would be required regarding the revised development proposal and arrangements, background traffic, design horizon and the like as this would affect the design / safety controls.
- The applicant was requested to provide formal written correspondence to TMR clarifying the nature of the proposed development and requesting written confirmation regarding the validity of the replacement railway level crossing.
- Since this meeting, TMR confirmed that the replacement level crossing approved by the Minister in 2013 remains valid in principle. This was the direction given by the Executive Director, of Transport System Management within TMR.

Prelodgement Meeting – 29 May 2017 (TMR ref: TMR17-021315; DILGP Ref: SPL-0517-039320)

- A prelodgement meeting was held on 29 May 2017 (SPL-0517-039320) and a prelodgement meeting record dated 8 June 2017 was provided regarding a forthcoming 126 lot subdivision generally corresponding to the previously assessed stages 1-3. The intent was to provide information for the entire development.
- Access for the initial stages of the development (construction, display village and initial lot releases of approximately 200 allotments) was proposed through Edenbrook estate, subject to receiving approval from Rockhampton City Council. The intersection of William Palfrey Road and the Bruce Highway was not intended to be used to access the site during construction and at commencement, provided the applicant could reach agreement to use the road connection from the Edenbrook estate. The applicant wished to achieve primary access to the estate via Olive Street.
- At this meeting it was conveyed that the issues raised at the prelodgement meeting of October 2015 were still required to be addressed, in particular all reports should be updated.
- TMR is upgrading the Bruce Highway at this location, however would not be designing or funding the fourth leg of Olive Street which includes the replacement railway level crossing.
- The meeting specifically discussed traffic information, and in relation to railway level crossings TMR identified that information would be required in relation to proposed access arrangements and development generated traffic for all aspects and stages of the development, and only one level crossing could be operational at one time.
- Queensland Rail and TMR advised that it was preferred for access to the development (namely, construction and the initial stages) to be gained from the road connection via the Edenbrook estate rather than via the existing railway level crossing at William Palfrey Road.

Current development application

- The development application is seeking a development permit for Reconfiguring a Lot (1 lot into 129 lots - 124 residential lots, 2 management lots, 1 active open space lot, 1 linear open space lot, and 1 balance lot).
- The proposed development is for the initial stages 1-3 of the 'Ellida' development, adjacent to the railway corridor. The overall development will include up to approximately 2,350 residential allotments as part of the master planned community.

- Access to the development is proposed via a four-way signalised intersection on the Bruce Highway at Olive Street which includes a replacement at-grade crossing of the railway corridor on the (western) fourth leg of this intersection.
- The existing level crossing on William Palfrey Road is proposed to be relocated to align with the proposed principal access point of the development.
- The proposed development is adjacent to the North Coast Line on its eastern boundary.
- The development application is made partly over rail corridor land, namely Lots 22 and 23 on SP134380 and Lot 49 on SP129857. These lots include the existing railway level crossing of William Palfrey Road and the proposed Olive Street extension and new level crossing. The referral material includes a land owner's consent letter (reference 485/00165, E46413) from the Department of Transport and Main Roads in relation to the rail corridor land to enable the development application to be made over Lots 22 and 23 on SP134380 and Lot 49 on SP129857.
- The applicant has agreed to receive an information request as per DA Form 1, Part 6 – Information Request, item 19.
- Other than the Traffic Impact Assessment, the reports submitted with the current development application have generally not been updated since 2013.
- The development was deemed properly made by Rockhampton Regional Council on 16 October 2017.
- Therefore, the development application is triggered for assessment under the following state code of the State Development Assessment Provisions, version 2.1, effective from 11 August 2017, in relation to railways:

5.2 SDAP Assessment

The following is an assessment of the application against each applicable codes in:

State Code 2: Development in a railway environment

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 railway corridor or cause damage to, or obstruct, rail transport infrastructure or other rail infrastructure.	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a railway corridor. AND AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a railway corridor. AND	<u>Development setbacks/clearances</u> • The Proposed Subdivision Stages 1-3 Allotment Layout (revision I) shows a linear open space lot approximately 20m wide and balance lot 5007 adjacent to the railway corridor. The linear open space is to accommodate a noise mound and the balance lot accommodates future SCR planning. • This plan also shows Stage 3b will include a new road across the railway corridor. This will be addressed under PO23 in relation to railway level crossings. • Therefore the development is unlikely to compromise this aspect of PO1. <u>Pipework, services and utilities</u> • Electricity is currently available to the site and a future electrical easement lot is proposed adjacent to the railway corridor.

Performance outcomes	Acceptable outcomes	Response
		• The planning report indicates that new sewer and water connections will be required to service the development from Yaamba Road. These will be required to cross the railway corridor. • These connections across the railway corridor are conceptually shown on the Wastewater Master Plan Service Strategy and Concept Water Reticulation Layout Plan. They appear to align with the new location of Olive Street and will likely be co-located with the new road. • Therefore an advice statement should be provided regarding the approval requirements under section 255 of the *Transport Infrastructure Act 1994* to ensure compliance with this aspect of PO1.
	AO1.3 Buildings, structures and infrastructure are set back horizontally a minimum of 3 metres from the outermost projection of overhead line equipment. Note: Section 2.3 of the Guide to Development in a Transport Environment: Rail, TMR, 2015 provides guidance on how to comply with this acceptable outcome. **AND**	N/A – There is no OHLE in this section of the railway corridor.
	AO1.4 The lowest part of development in or over a railway is a minimum of: 1. 7.9 metres above the railway track where the proposed development extends along the railway for a distance of less than 40 metres 2. 9 metres above the railway track where the development extends along the railway for a distance of between 40 and 80 metres. **AND**	N/A – The development is not in or above the railway corridor.
	AO1.5 Pipe work, services and utilities: 1. are not attached to rail transport infrastructure or other rail infrastructure 2. do not penetrate through the side of any proposed building element or	Refer to the assessment under AO1.1 and AO1.2.

Performance outcomes	Acceptable outcomes	Response
	structure where built to boundary in, over or abutting a railway corridor.	
PO2 Buildings and structures are located to not interfere with, or impede access to, a railway bridge.	AO2.1 Buildings and structures are set back horizontally a minimum of 3 metres from a railway bridge. **AND**	N/A – there are no railway bridges at this location.
	AO2.2 Permanent structures are not located below or abutting a railway bridge. **AND**	
	AO2.3 Temporary activities below or abutting a railway bridge do not impede access to a railway corridor. Note: Temporary activities below or abutting a railway bridge could include, for example, car parking or outdoor storage.	
PO3 Development does not add or remove loading that will cause damage to rail transport infrastructure or a railway corridor. Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment, prepared in accordance with the Guide to Development in a Transport Environment: Rail, TMR 2015 is provided.	No acceptable outcome is prescribed.	Refer to the assessment under PO10-PO14.
PO4 Development above a railway is designed to enable natural ventilation and smoke dispersion in the event of a fire emergency. Note: Section 5.1 – Development over a railway of the Guide to Development in a Transport Environment: Rail, TMR, 2015, provides guidance on how to comply with this acceptable outcome.	No acceptable outcome is prescribed.	N/A – The development is not proposed above the railway corridor.

Performance outcomes	Acceptable outcomes	Response
PO5 Construction activities do not cause ground movement or vibration impacts in a railway corridor. Note: Recommended a RPEQ certified geotechnical assessment, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, TMR, 2015 is provided.	No acceptable outcome is prescribed.	Refer to the assessment under PO10-PO14.
PO6 Buildings and structures in a railway corridor are designed and constructed to remain structurally sound in the event of a derailed train.	AO6.1 Buildings and structures, in a railway corridor including piers or supporting elements, are designed and constructed in accordance with Civil Engineering Technical Requirement – CIVIL-SR-012 Collision protection of supporting elements adjacent to railways, Queensland Rail, 2011, AS5100 Bridge design and AS1170 Structural design actions. Note: Section 3.2 of the Guide to Development in a Transport Environment: Rail, TMR, 2015 provides guidance on how to comply with this acceptable outcome.	N/A – The proposed development is not located within a railway corridor and is located more than 20m from the nearest railway track. The proposed development relates to a reconfiguration.
PO7 Buildings and structures in high risk locations and where also located within 10 metres of the centreline of the nearest railway track are designed and constructed to remain structurally sound in the event of a derailed train.	AO7.1 Buildings and structures, in a railway corridor including piers or supporting elements, are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to railways, Queensland Rail, 2011, AS5100 Bridge design and AS1170 Structural design actions. Note: Section 3.2 of the Guide to Development in a Transport Environment: Rail, TMR, 2015 provides guidance on how to comply with this acceptable outcome.	
PO8 Buildings and structures in a railway corridor are designed	AO8.1 Buildings and structures in a railway corridor include throw protection screens in	

Performance outcomes	Acceptable outcomes	Response
and constructed to prevent projectiles from being thrown onto a railway.	accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR-008 Protection screens, Queensland Rail. **AND**	
	AO8.2 Road, pedestrian and bikeway bridges over a railway include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR-008 Protection screens, Queensland Rail. Note: Section 2.4 of the Guide to Development in a Transport Environment: Rail, TMR, 2015, provides guidance on how to comply with this outcome.	
PO9 Buildings, and structures, other than accommodation activities, are designed and constructed to prevent projectiles from being thrown onto a railway from any publicly accessible areas located within 20 metres from the centreline of the nearest railway track.	AO9.1 Publically accessible areas located within 20 metres from the centreline of the nearest railway track do not directly overlook a railway. **OR**	
	AO9.2 Buildings and structures are designed to ensure publically accessible areas located within 20 metres of the centreline of the nearest railway track and that overlook the railway include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR-005 Design of buildings over or near railways, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR-008 Protection screens, Queensland Rail.	

Performance outcomes	Acceptable outcomes	Response
	Note: Section 2.4 of the Guide to Development in a Transport Environment: Rail, TMR, 2015, provides guidance on how to comply with this outcome.	
Filling, excavation and retaining structures		
PO10 Filling, excavation and retaining structure do not interfere with, or result in damage to, infrastructure or services in a railway corridor. Note: Where development will impact on an existing or future service or public utility plant in a railway corridor, 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.	No acceptable outcome is prescribed.	<u>Earthworks, Retaining and Ground Disturbance</u> • The proposed subdivision will involve road works and is likely to involve bulk earthworks to achieve level building pads. • The Proposed Subdivision Stages 1-3 Allotment Layout (revision H) shows a linear open space lot (Stage 3b) approximately 25m wide extending along the length of the railway corridor. The planning report indicates the intent of this lot is to accommodate a future electrical easement. • This plan also shows Stage 3a will include a new road across the railway corridor. • The Civil Engineering and Services Report (Appendix G), prepared by Brown Consulting and dated 05/03/2013, includes Preliminary Bulk Earthworks and Retaining Wall Plans and Preliminary Bulk Earthworks Cut/Fill Depths Plans. These plans show earthworks will be setback approximately 25m from the railway corridor except for works associated with the construction of the Olive Street extension over the railway corridor. • The works on the railway corridor associated with this new road and level crossing will be assessed under PO23 in relation to railway level crossings and require railway manager approval under section 255 of the *Transport Infrastructure Act*. <u>*Response to information request*</u> • A new staging plan has been submitted and the road extension across the railway corridor will occur in Stage 3b. • The works on the railway corridor associated with this new road and level crossing will be assessed under PO23 in relation to railway level crossings and require railway
PO11 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a railway corridor. Note: To demonstrate compliance with this performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, TMR, 2015.	No acceptable outcome is prescribed.	
PO12 Filling and excavation, building foundations and retaining structures do not cause ground water disturbance in a railway corridor. Note: To demonstrate compliance with this	No acceptable solution is prescribed.	

Performance outcomes	Acceptable outcomes	Response
performance outcome, it is recommended a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, TMR, 2015.		manager approval under section 255 of the *Transport Infrastructure Act*. • The Proposed Subdivision Stages 1-3 Allotment Layout (revision I) shows a linear open space lot (to accommodate noise mound) approximately 20m in width and new balance Lot 5007 (to accommodate future SCR planning) adjacent to the railway corridor. • The QR Linear Open Space Cross-Section (drawing 109116-114) shows a 2.5m high acoustic earthmound will be provided within the linear open space corridor and within the railway corridor. This includes a 1:3 batter to the railway corridor existing ground level. • The exact location of these works within the railway corridor is not shown on the submitted plans. • The railway manager (QR) has advised that earthworks not associated with the new proposed road are not permitted within the railway corridor. • No new earthworks details or plans have been provided to support the new staging plan. • Retaining structures, including earth mounds in excess of an overall height of 1m abutting a railway corridor are to be designed and certified by a structural RPEQ. • The proposed earthworks therefore have the potential to adversely impact on the safety and operational integrity of the railway. • It is assumed that a subsequent operational works application will be forthcoming, however DSDMIP will not be triggered as a concurrence agency if these works are 'associated with' the subject application for a material change of use and reconfiguring a lot. • Given the above, a condition is required to be imposed, including RPEQ certification and advice statement regarding approval under section 255 of the *Transport Infrastructure Act* to ensure compliance with PO10 PO14.
PO13 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 railway corridor, rail transport infrastructure or railway works. Note: Recommended a RPEQ certified geotechnical assessment is provided, prepared in accordance with section 2.7 of the Guide to Development in a Transport Environment: Rail, TMR, 2015.	No acceptable outcome is prescribed.	
PO14 Filling and excavation material does not cause an obstruction or nuisance in a railway corridor.	AO14.1 Development does not store fill, spoil or any other material in, or adjacent to, a railway corridor.	
Stormwater and drainage		
PO15 Development does not result in an actionable nuisance or	No acceptable outcome is prescribed.	• *Refer to response below for PO15 and PO16.*

Performance outcomes	Acceptable outcomes	Response
worsening of stormwater, flooding or drainage impacts in a railway corridor. Note: Section 2.8 of the Guide to Development in a Transport Environment: Rail, TMR, 2015, provides guidance on how to comply with this performance outcome.		
PO16 Run-off from the development site during construction of development does not cause siltation of stormwater infrastructure affecting a railway corridor.	AO16.1 Run-off from the development site during construction of development is not discharged to stormwater infrastructure in a railway corridor.	

- The site is currently undeveloped rural land and adjoins the railway corridor on its eastern boundary.
- The first stages (1 to 3) of the development directly adjoin the railway corridor.
- The railway corridor is located upstream of the site.
- The proposed residential subdivision will increase the impervious area on the site and therefore peak discharge.
- Proposed bulk earthworks also have the potential to alter the existing drainage and flooding characteristics of the site which may adversely impact on the railway corridor.
- The site is subject to flooding from Ramsay Creek according to Rockhampton Regional Council online mapping from 2014.
- The applicant has resubmitted the Stormwater Quality Management Plan prepared by DesignFlow and Flood Management Report prepared by Brown Smart Consulting, both from 2013 relating to the previous development application over the site (TMR Ref: TMR13-005882, Council Ref: D/36-2013).
- TMR's Engineering and Technology (Hydraulics) Branch has reviewed the material and advised:

  We refer Brown Consulting (Qld) Pty Ltd's Version C Jan 2013 Flood Management Report.
  The proposed development is on Ramsey Creek, downstream of the North Coast Railway (Glen Geddes to Parkhurst) and the state-controlled 10F Bruce Highway.
  A small portion of the site in the north receives tributary discharge from the railway reserve. The site layout shows that this portion will not be developed and hence will not impede runoff from state controlled infrastructure.
  All other parts of the site runoff away from the state-controlled network and have no external catchment crossing that network. Flood modelling of Ramsey Creek for a range of ARIs from 5 to 100 years results in flood levels at the upstream cross-section (some 75m downstream of the railway crossing) in the developed case being equal to that for the existing case. Hence there is no worsening of flood level at the state-controlled network.
  Hence TMR should have no objection to this development on stormwater drainage grounds.

  With regards to stormwater management of stages 1 to 3, a report has been prepared by Design Flow in October 2013. The conceptual stormwater management plan appears to show that stormwater runoff from a railway crossing to the east of the development will be conveyed via an open drain along the boundary between the development site and the state controlled railway corridor before discharging into a gully within the development site. TMR records and aerial photos show that there are potentially 2 railway culvert crossings in the vicinity of Stages 1 to 3 of the development. While TMR support this concept in principle, we should request details of the proposed drainage configuration including a hydraulic assessment showing that the

Performance outcomes	Acceptable outcomes	Response

proposed drainage configuration will not worsen flood levels and velocities within the state controlled corridor for events up to the 1% AEP.

- Given the above, further information was requested to demonstrate compliance with PO15 and PO16.

Response to information request

- A revised Flood Investigation and Concept Stormwater Quantity Management Plan for stages 1 to 3, prepared by Calibre Consulting has been submitted.
- Section 3.2.3 concludes that:
  "The results demonstrate that the proposed development will result in negligible increases in peak flows downstream of the site.
  The maximum predicted increase in peak flow of 3% occurs during the minor storm events, with only a 1% increase experienced at all critical analysis points for the 1% AEP storm event. These increases in peak flow are not expected to result in any perceivable change in flood conditions, let alone an adverse impact. Therefore peak flow mitigation is neither required nor proposed as part of the Stag 1 to 3 development.
- Additionally the submitted Proposed Subdivision Stages 1-3 Allotment Layout indicates that a Noise Mound is proposed adjacent to the railway boundary
- The revised report has taken this into consideration during hydraulic analysis.
- Section 4.1 of the report outlines a drainage strategy and hydraulic analysis for the stormwater management measures for stages 1-3:
  Proposed swale and culvert/inlet system adjacent acoustic mound/ berm structure to cater for locally contributing catchment from the east;
  District park overland flow path to cater for some internally generated development flows and eastern flows conveyed from the proposed culvert/inlet system adjacent eastern property boundary and acoustic berm;
  Proposed internal arterial road culvert crossing to cater for district park flows, some internally generated development flows and flows contributing to the site form the east.
- TMR's Engineering and Technology (Hydraulics) Branch has reviewed the material and advised:
  This development is located downstream of the North Coast Line and Bruce Highway. Therefore runoff from this site flows away from the state controlled transport corridor, so there will be no increase in runoff due to proposed development.

  However, currently runoff from a local upstream catchment of 13.69 hectares, east of the site drains into this site. This catchment is largely made up of low density residential allotments and the reminder made up of road and railway corridor. Runoff from this catchment currently enters the site as concentrated overland flow traverses the Bruce Highway (Yamba Road) and North Coast railway corridor via minor stormwater pipe drainage infrastructure. They need to manage this runoff without causing any flooding impact to TMR transport corridors (both rail and road).

  The SMP proposes to implement drainage swales adjacent the acoustic mound/berm within their property to direct flows from upstream catchment east of the site to the proposed inlet structure and then to discharge to the onsite District Park. The report has the details of an assessment of hydraulic capacity of these swale drains and has shown that these swales have been designed to convey 1% AEP runoff from the local upstream catchment east of the site.

  Since the runoff from eastern catchment up to 1% AEP convey through the proposed swale drains and into District Park, it seems unlikely that there will be any impact on flooding on any state controlled transport infrastructure.

  We also requested applicant to provide a confirmation that approval has been given to locate the proposed drainage within an electrical easement. This has not been provided in the report, so TMR should ask applicant to provide relevant documents to confirm it. This should be a condition for approval of this DA.

Performance outcomes	Acceptable outcomes	Response
I recommend that TMR can accept the new Flood Investigation and Concept Stormwater Quantity Management Plan subject to the condition regarding no worsening of flooding to state controlled rail and road transport corridors. *In addition, TMR should ask for a documents to confirm that approval has been given to locate the proposed drainage within an electrical easement.* • Given the above the proposed development should be conditioned in accordance with the submitted report, including RPEQ certification to achieve compliance with PO15 and PO16.		
Access		
PO17 Development prevents unauthorised access to a railway corridor.	AO17.1 Where development is abutting a railway corridor fencing is provided along the property boundary with the railway corridor in accordance with the railway manager's standards. Note: It is recommended the applicant contact the railway manager for advice regarding applicable fencing standards. **AND**	• The site is currently vacant rural land. • The proposed development involves the creation of residential allotments on a site adjacent to the railway corridor. • The proposed development will be changing the existing use of the site and increasing the risk of trespass onto the railway corridor. • It is unclear where the location of the acoustic mound/fence are proposed in relation to the railway corridor boundary. • Therefore, fencing to the railway manager's (QR) standards is required on the railway corridor boundary. Security fencing is accordance with QR-C-S3230 (without rails) is required in this location. • Fencing is required to be conditioned to achieve compliance with PO17.
	AO17.2 A road barrier designed in accordance with Civil Engineering Technical Requirement – CIVIL-SR-007 Design and selection criteria for road/rail interface barriers, Queensland Rail 2011, and certified by an RPEQ, is installed along any roads abutting a railway corridor. **AND**	N/A – The proposed development does not involve a new road abutting a railway corridor.
	AO17.3 Proposed vehicle manoeuvring areas, driveways, loading areas or carparks abutting a railway corridor include rail interface barriers. Note: Section 2.4 of the Guide to Development in a Transport Environment: Rail, TMR, 2015, provides guidance on how to comply with acceptable outcome 16.3.	N/A – The proposed development does not involve vehicle manoeuvring areas, driveways, loading areas or carparks abutting a railway corridor.
PO18 Development does not obstruct existing access to a railway corridor.	AO18.1 Development is sited and designed to ensure existing authorised access points and access routes for	N/A – The development does not obstruct existing authorised access points and access routes for maintenance and emergency works to a railway corridor.

Performance outcomes	Acceptable outcomes	Response
	maintenance and emergency works to a railway corridor are clear from obstructions at all times.	
PO19 Access to a railway corridor does not create a safety hazard for users of a railway, or result in a worsening of operating conditions on a railway.	AO19.1 Development does not require a new railway crossing. **AND**	Refer to the assessment against PO23.
	AO19.2 Development does not propose new or temporary structures or works connecting to rail transport infrastructure or other rail infrastructure. **AND**	
	AO19.3 Vehicle access points achieve sufficient clearance from a railway level crossing in accordance with AS1742.7:2016 – Manual of uniform traffic control devices, Part 7: Railway crossings, by providing minimum 5 metres clearance from the edge running rail (outer rail), plus the length of the largest vehicle anticipated on-site. Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.	
PO20 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian and cycle access to public passenger transport infrastructure and public passenger services.	AO20.1 Development does not necessitate the relocation of existing public passenger transport infrastructure. **AND**	N/A – Interference with public passenger transport will be addressed under the assessment against State Code 6.
	AO20.2 Vehicular access and associated road access works for a development is not located within 5 metres of existing public passenger transport infrastructure. **AND**	
	AO20.3 On-site vehicle circulation is designed 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 cyclist access to public passenger transport infrastructure and public passenger services.	

Performance outcomes	Acceptable outcomes	Response
	AND	
	AO20.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	
Planned upgrades		
PO21 Development does not impede delivery of planned upgrades of rail transport infrastructure.	AO21.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for planned upgrades to rail transport infrastructure. Note: Land required for the planned upgrade of rail transport infrastructure is identified in the DA mapping system. **OR**	N/A - Development is not located on land identified by the Department of Transport and Main Roads as land required for planned upgrades to rail transport infrastructure.
	AO21.2 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 rail transport infrastructure.	
	OR all of the following acceptable outcomes apply: AO21.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a of rail transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development. **AND**	
	AO21.4 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade of rail transport infrastructure. **AND**	
	AO21.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	

Performance outcomes	Acceptable outcomes	Response
Network safety		
PO22 Development involving dangerous goods adjacent to a railway corridor does not adversely impact on the safety or operations of a railway. Note: Development involving dangerous goods, or hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016, should demonstrate that impacts on a railway from a fire, explosion, spill, gas emission or dangerous goods incident can be appropriately mitigated. Section 2.6 – Dangerous goods and fire safety of the Guide to Development in a Transport Environment: Rail, TMR, 2015, provides guidance on how to comply with this performance outcome.	AO22.1 Development does not involve handling or storage of hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016.	N/A – The proposed development does not involve the handling or storage of dangerous goods or hazardous chemicals.
PO23 Development does not adversely impact on the safety of a railway crossing. Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this performance outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken.	AO23.1 Development does not require a new railway crossing. OR AO23.2 A new railway crossing is grade separated. Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail,	Refer to the response below under PO23.

Performance outcomes	Acceptable outcomes	Response
Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of TMR, 2015, provides guidance on how to comply with this performance outcome.	TMR, 2015, provides guidance on how to comply with this acceptable outcome. **OR** all of the following acceptable outcomes apply: AO23.3 Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable railway manager's standard drawings. **AND** AO23.4 Vehicle access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site. **AND** AO23.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times to ensure vehicles do not queue in a railway crossing.	

<u>Railway Level Crossing Safety</u>

- The proposed stage 1-3 subdivision plan indicates that the development will gain access to the road network across the railway corridor via an extension of Olive Street to the Bruce Highway. This plan shows that this road forms Stage 3a of the current application and will be 36.0m wide (half constructed).
- The applicant has submitted a Traffic Impact Assessment (TIA) prepared by SLR and dated 5 September 2017. This report references AECOM's Rockhampton Northern Access Upgrade (RNAU) project commissioned by TMR and the previously submitted Cambray Consulting Traffic Report from 2013 relating to the previous development application over the site (TMR Ref: TMR13-005882, Council Ref: D/36-2013).
- The Traffic Impact Assessment identifies the following:
  - The current reconfiguration application has not been considered in isolation, instead the report is based on the ultimate development of 2,300+ residential dwellings;
  - The Cambray report indicates a second connection to the external network would be required beyond 1,895 dwellings through to McLaughlin Street/Alexandra Street to the west/south;
  - The RNAU considered the ultimate development of 1,575 lots – 70% accessing the external road network via Olive Street and 30% using the secondary McLaughlin Street access;
  - Olive Street will form the main access road to the proposed development from the Bruce Highway and is intended to be a 4 lane urban arterial road 36.0m wide;
  - The report acknowledges that the William Palfrey Road crossing will need to be closed prior to the use of the replacement railway level crossing at Olive Street;

Performance outcomes	Acceptable outcomes	Response

- Section 7.2 indicates the intersection of Olive Street and the Bruce Highway will include an at-grade crossing of the North Coast Line approximately 70m west of the Bruce Highway – 2 traffic lanes are proposed to cross the railway corridor both eastbound and westbound;
- Table 1 indicates that with 1,900 dwellings the intersection is anticipated to cause queuing in the AM peak onto Ellida (west) leg towards the level crossing;
- Based on anticipated traffic distribution, the intersection of Olive Street should just be adequate to accommodate the traffic generated from approximately 1,575 dwellings within the development at the 2038 horizon.

- TMR's PD&O Central Region has reviewed the TIA and advised that there is insufficient traffic data and inaccurate assumptions and consequently the traffic data is not reliable.
- The staged development of the Olive Street level crossing must be appropriately designed to ensure the safety and operational integrity of the North Coast Line.
- Conceptual engineering plans and associated documents should be provided for the Olive Street level crossing for both the initial and ultimate designs of the Olive Street/Bruce Highway intersection.
- The TIA does not indicate access arrangements for construction traffic, and each stage in terms of where access will be taken from and anticipated development generated traffic. Should the applicant be proposing to use the William Palfrey railway level crossing to access the site for construction or at the completion of the allotments, then the railway level crossing will need to be upgraded as per prelodgement advice.
- The TIA has not considered how the proposed new level crossing of Olive Street will function as part of the new 4-way signalised intersection with the Bruce Highway or the conceptual design or function of the level crossing given the pedestrian, cyclist and bus functions.
- Additionally, it is not clear which level crossing of the railway corridor (existing or replacement) is proposed to be used, and at what stages.
- The proposed development and traffic data used to determine the level crossing upgrade requirements has changed since the previous 2013 development application. Therefore, a full set of updated traffic data considering current standards, studies and planning context is required to enable an assessment of level crossing impacts.
- The railway manager (Queensland Rail) has reviewed the material and advised:

  Initially, if the overall development has not altered from the previous application, the conditions and requirements for the proposed crossing at Olive Street and existing crossing at William Palfrey Road remain as per the original application, which included on opening of Olive Street, William Palfrey Road crossing is to be closed, additional road traffic lights co-ordinated with the crossing flashing lights on the western approach to the crossing, active pedestrian crossing.

  If the road and intersection designed has changed for Olive St it will have to be reviewed with respect to the crossing requirements. Current design drawing are required for QR Civil to review for the crossing construction.

  Current Traffic Impact Assessment with traffic volumes required to compare with previous estimates.

  Details of construction traffic required – routes, vehicles types, daily volume, operation times, duration etc need to be provided as it would seem they would intend using William Palfrey Road for access.

  It is noted that Alexandra Road is listed as another feeder road to be developed. This road currently does not go over the rail line. Rockhampton Council has made some initial enquiries about installing an at-grade level crossing. The Council has been advised by Rockhampton office that QR could not support installation of an at grade crossing at this location.

- Given the above, further information is required demonstrate compliance with PO19 and PO23.

<u>Response to information request</u>

Performance outcomes	Acceptable outcomes	Response

- A revised traffic assessment report, prepared by SLR Consulting Australia Pty Ltd (dated 23/2/18) has been submitted. The revised report provides conceptual engineering plans for the new Olive Street 4 way signalised intersection, proposed staging and construction, development and traffic data for the existing and relocated railway level crossings.
- A revised staging plan has also been submitted. The Proposed Subdivision Stage 1-3 Allotment Layout indicates that the development will gain access to the road network across the railway corridor via an extension of Olive Street to the Bruce Highway. This plan shows that this road forms Stage 3b of the current application and will include 4 lanes, bike lane and pedestrian paths.
- The report also states: *In terms of construction of the new at-grade crossing of Olive Street and the North Coast Rail Line, it is our understanding that this will be initially constructed as a 4 lane crossing, but would only operate (and be line marked) as a 2 lane crossing until such time as a 4 lane crossing is needed. Timing of the latter will be subject to traffic monitoring and the development rate, but it is likely that the 4 lane crossing will not be needed until approximately 1,000 – 1,500 dwellings are occupied in Ellida.*

Staging

- Section 8 of the report provides indicative timings of the proposed road and rail infrastructure. This is supported by an Indicative Stage Plan, prepared by RPS.
- This staging information is summarised below regarding the use of the existing level crossing at William Palfrey Road (ID:5412) and relocated railway level crossing (Olive Street).

Until Dec 2018	- William Palfrey Road retained as existing (gravel formation) including at-grade crossing of the North Coast Rail Line. - Construction traffic access for Ellida via existing William Palfrey Road/Bruce Highway unsignalised intersection.
Jan 2019 – Dec 2019	- New Olive Street at-grade crossing of the North Coast Rail Line under construction. - William Palfrey Road retained as existing (gravel formation) including at-grade crossing of the North Coast Rail Line. - Construction traffic access for Ellida via existing William Palfrey Road / Bruce Highway unsignalised intersection
Jan 2020	- William Palfrey Road retained as existing (gravel formation) west of Ellida. - Existing William Palfrey Road / Bruce Highway unsignalised intersection closed. - Existing William Palfrey Road at-grade crossing of the North Coast Rail Line closed. - New Olive Street at-grade crossing of the North Coast Rail Line open. - Traffic access for Ellida via existing new Olive Street / Bruce Highway signalised intersection. - New road link (via easement through Ellida) in place between Olive Street and the existing gravel section of William Palfrey Road

Railway level crossing safety

- Construction traffic will utilise the existing railway level crossing of the North Coast Line on William Palfrey Road (ID:5412) until the relocated crossing (Olive Street is opened in early 2020).
- Table 5 indicates the AADT figures at the William Palfrey Road railway level crossing (ID:5412) until 2020.

AADT Over Railway Level Crossing (Existing WILLIAM PALFREY ROAD)			
Year	*Without Development (Background Growth)*	*With Development*	*No. and Dimensions/Type of Heavy Vehicles and Buses*
2018	*85vpd (75 light + 10 heavy)*	*185vpd (135 light + 50 heavy)*	*Construction trucks (rigid body – semi trailer)*
2019	*90vpd (79 light + 11 heavy)*	*295vpd (214 light + 81 heavy)*	*Construction trucks (rigid body – semi trailer)*
2020	*94vpd (83 light + 11 heavy)*	*NIL – crossing closed*	*-*
2021	*98vpd (86 light + 12 heavy)*	*NIL – crossing closed*	*-*
2022	*102vpd (90 light + 12 heavy)*	*NIL – crossing closed*	*-*
2037	*166vpd (146 light + 20 heavy)*	*NIL – crossing closed*	*-*
2038	*170vpd (150 light + 20 heavy)*	*NIL – crossing closed*	*-*

- Table 6 indicates the AADT figures at the relocated Olive Street railway level crossing until 2038.

Performance outcomes	Acceptable outcomes	Response

AADT Over Railway Level Crossing (Proposed OLIVE STREET)			
Year	**Without Development (Background Growth)**	**With Development**	**No. and Dimensions/Type of Heavy Vehicles and Buses**
2018	NIL – crossing does not exist	NIL – crossing does not exist	-
2019	NIL – crossing does not exist	NIL – crossing does not exist	-
2020	NIL – crossing does not exist	404vpd (293 light + 111 heavy)	Construction trucks (rigid body – semi trailer)
2021	NIL – crossing does not exist	1,158vpd (1,009 light + 149 heavy)	Construction trucks (rigid body – semi trailer) + refuse trucks + delivery trucks
2022	NIL – crossing does not exist	1,912vpd (1,725 light + 187 heavy)	Construction trucks (rigid body – semi trailer) + refuse trucks + delivery trucks
2037	NIL – crossing does not exist	14,476vpd (13,656 light + 820 heavy)	Construction trucks (rigid body – semi trailer) + refuse trucks + delivery trucks + buses
2038	NIL – crossing does not exist	16,480vpd (15,560 light + 920 heavy)	Construction trucks (rigid body – semi trailer) + refuse trucks + delivery trucks + buses

- An assessment of the safety of the level crossings (ID:5412 and relocated Olive Street railway level crossing) using the Australian level Crossing Assessment Model (ALCAM) has been undertaken by the railway manager (QR) based on the anticipated traffic generated by the development provided in the revised report. The ALCAM concluded the following:

  In essence the development proposals presented in the traffic assessment as the previous traffic assessment Proposed Master Planned Community North Parkhurst (November 2012) prepared by Cambray Consulting. The main different being it is confirmed that Olive Street will be a bus route. This characteristic significantly increases the ALCAM risk score for the Olive street level crossing, placing it in the High Risk Band (previously Medium Risk Band). As per previous discussions, it was desired that the development design includes grade separation of Olive Street and the North Coast Rail Line.

  Olive Street Road Crossing 2038 Design Horizon
  - *Install RX-5 Flashing Signals and Boom Gates (Active control) at crossing in accordance with Clauses 2.3.1 and 2.3.9 and Figure 4.6 of AS 1742.7 – 2016.*
  - *Install cantilevered overhead flashing light signal assembly at crossing in accordance with Clauses 2.3.1 4.6 of AS 1742.7 – 2016 to cover multiple traffic lanes*
  - *Upgrade the existing relay interlocking at Parkhurst to a Processor Based Interlocking (including a new power supply / circuitry) in order to accommodate the level crossing and required signalling interlocking changes*
  - *The level crossing active controls are to be coordinated with the proposed traffic light system at the intersection of Olive Street and the Bruce Highway*
  - *Proposed traffic light system for the intersection of Olive Street and the Bruce Highway is to hold road traffic on the western side of the rail level crossing and <u>not</u> between the rail and highway intersection.*
  - *Seal crossing surface in accordance with QR Standard Drawing No. 2586.*
  - *Install cross-hatching and "Keep Tracks Clear" signs in accordance with Clause 3.6 of AS 1742.7 – 2016 and TMR Drawing TC1248.*
  - *Install advance warning signage and road markings in accordance with AS 1742.7 – 2016:*
    - *Figure 4.7 for two vehicle lanes on western approach to crossing.*
    - *Figure 4.11 on eastern approach (to be confirmed when detailed drawings are available).*
  - *Install whistle boards at 360m on both UP and DN sides of crossing in accordance with QR Standard Drawing No. 10732.*
  - *Install Incident Reporting Signage (crossing ID 7426) at crossing in accordance with QR Standard Drawing No. 2622.*

Performance outcomes	Acceptable outcomes	Response
		- *It is desirable to install overhead lighting for road crossing in accordance with relevant main roads standards.* - *In the vicinity of the proposed level crossing, it should be noted that the rail infrastructure is on a 1165m (approx.) radius curve and the track has an approx. 50mm cant which will impact the road design.* - *In relation to the proposed works within the rail corridor, Queensland Rail requires an Interface Agreement to be entered into.* - *Olive Street is not to be an approved B-Double route.* ***Olive Street Pedestrian Crossings 2038 Design Horizon*** - *Construct crossing pathway and install TGSI pads in accordance with QR Standard Drawing No. 10698.* - *Install active gated enclosures with tapping rails and all warning signage in accordance with QR Standard Drawings Nos. 2644 and 2645.* - *Install guide fencing on funnel pathway on both approaches to the crossing so as to encourage pedestrians to use the crossing.* - *Install Incident Reporting Signage (crossing ID 7426) at crossing in accordance with QR Standard Drawing No. 2622.* - *It is desirable to install overhead lighting for pedestrians in accordance with Clause 6.3.3 (g) of AS 1742.7 - 2016.* - *In relation to the proposed works within the rail corridor, Queensland Rail requires an Interface Agreement to be entered into.* ***William Palfrey Road Upgrade for Construction Traffic*** - *Maintain existing RX-5 Flashing Light control at crossing and ensure all advance waring signage is in place in accordance with Figure 4.6 of AS 1742.7 – 2016.* - *Roadway on approaches for 20m either side of crossing and over crossing to be widened as necessary to accommodate two passing semi-trailers.* - *If existing bitumen seal over crossing surface and for a minimum distance of 15m from each outer rail is in average or poor condition, reseal in accordance with QR Standard Drawing No. 2586 to protect rail and for safety of users.* - *Install cross-hatching and "Keep Tracks Clear" signs in accordance with Clause 3.6 of AS 1742.7 – 2016 and TMR Drawing TC1248.* - *Ensure advance warning signage is in place in accordance with Figure 4.6 of AS1742.7 – 2016.* - *Decommission crossing in accordance with QR Standard Drawing No. 2623 on opening of Olive Street crossing.* - *In relation to the proposed works within the rail corridor, Queensland Rail requires an Interface Agreement to be entered into.* • To ensure compliance with PO19 and PO23, conditions should be imposed to ensure the safety of the railway level crossing as a result of the development. This would require the developer to: - upgrade the William Palfrey Road level crossing for construction traffic in accordance with Queensland Rail requirements; - relocate the William Palfrey Road railway level crossing to Olive Street and upgrade the crossing; - close the William Palfrey Road level crossing at the completion of the Olive Street railway level crossing prior to the commencement of use. Only one level crossing must be operational at any point in time. • Additionally, an advice statement should be provided regarding the approval requirements under section 255 of the *Transport Infrastructure Act 1994* to ensure compliance with this aspect of PO19 and PO23.
Noise		
Accommodation activities		
PO24 Development involving: **1.** an accommodation activity; or	**AO24.1** A noise barrier or earth mound is provided which is designed, sited and constructed:	• The site adjoins the railway corridor on the eastern boundary.

Performance outcomes	Acceptable outcomes	Response
2. land for a future accommodation activity minimises noise intrusion from a railway or type 2 multi-modal corridor in habitable rooms.	**1.** to meet the following external noise criteria at all facades of the building envelope: **a.** ≤65 dB(A) L_{eq} (24 hour) façade corrected **b.** ≤87 dB(A) (single event maximum sound pressure level) façade corrected **2.** in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011. Note: To demonstrate compliance with the acceptable outcome, it is recommended a RPEQ certified noise assessment report be provided. The noise assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used. In some instances, the design of noise barriers and mounds to achieve the noise criteria above the ground floor may not be reasonable or practicable. In these instances, any relaxation of the criteria is at the discretion of the Department of Transport and Main Roads. **OR** all of the following acceptable outcomes apply: **AO24.2** Buildings which include a habitable room are setback the maximum distance possible from a railway or type 2 multi-modal corridor.	• The proposed development involves accommodation activities. • The North Coast Line carries more than 15 passenger and freight services per day. • Transport Noise Corridors were gazetted for railways on 8 July 2015 and therefore Mandatory Part 4.4 of the Queensland Development Code would apply to the development. The development's compliance with the internal railway noise criterion will therefore be dealt with through the subsequent building works approval process. • The submitted Proposed Subdivision Stages 1-3 Allotment Layout (revision I) indicates that the proposed single dwelling residential allotments will be setback approximately 30m from the railway corridor boundary. At this location the railway track is setback a minimum of approximately 20m from the railway corridor boundary which indicates allotments will be setback in the order of 50m from the railway tracks. • Stage 2e includes a 'super lot' of 1.55 hectares approximately 11.5m from the railway corridor. It is not clear what future uses are proposed on this lot, however would likely entail residential purposes. • The plan indicates that a Noise Mound is proposed to be located between the 'super lot' and railway corridor boundary. • The referral material includes a Noise Amenity Report, prepared by MWA Environmental, dated 31 October 2013. • This report has not been updated since 2013 prior to Transport Noise Corridors being gazetted for railways and relies on noise logging from 2011. • While the report and noise measurements are not current, the outcomes are still likely to be consistent. • The report concludes that no acoustic barrier is required to comply with the relevant external railway noise criteria for residential allotments within Stages 1 to 3. • The report also indicates the potential to construct an earth mound / acoustic barrier generally along the 'optional

Performance outcomes	Acceptable outcomes	Response
	AND **AO24.3** Buildings are designed and oriented so that habitable rooms are located furthest from a railway or type 2 multi-modal corridor. AND **AO24.4** Buildings (other than a relevant residential building or relocated building) are designed and constructed using materials which ensure that habitable rooms meet the following internal noise criteria: 1. ≤45 dB(A) single event maximum sound pressure level. Statutory note: Noise levels from railways or type 2 multi-modal corridors are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report be provided. The noise assessment report should be prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. Habitable rooms of relevant residential buildings located within a transport noise corridor must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. Transport noise corridors are mapped on the State Planning Policy Interactive Mapping System.	acoustic barrier alignment' illustrated within Figure 5. This option will reduce the standard of acoustic treatment required for future residential dwellings under QDC MP4.4. • TMR's Engineering and Technology Branch (Acoustics) has reviewed the noise assessment and the proposed plan of development and provided the following comments: *The report reproduction is not the best and the modelling methodology for rail is very basic, but it is sufficient to demonstrate that the noise impact for both road and rail is below our criteria for facade and open space for Stage 1 without the need for acoustic conditions.* *The report considers the construction requirements for dwellings for rail noise since the report came out before the rail corridors were gazetted, but that is now covered by QDC.* • It is not clear whether the acoustic barrier will be provided in the form of a 5.5m earthmound as stated in the report or via a 2.5m earthmound with 1.8m acoustic fence on top (as shown in submitted subdivision plan – drawing number 109116-114). However, the linear open space cross sections are not based on acoustic modelling. • The Noise Amenity Report is inconsistent with the latest proposal plans and the revised Flood Investigation and Concept Stormwater Quantity Management Plan. • The applicant is proposing railway noise attenuation to reduce the internal noise railway criterion. • An earthmound and/or acoustic barrier adjacent to the railway corridor will need to be conditioned to be in accordance with the relevant standards (TMR and railway manager), including RPEQ certification. • The minimum setback of residential allotments from the railway corridor should also be conditioned.
PO25 Development involving an accommodation activity minimises noise	**AO25.1** A noise barrier or earth mound is provided which is designed, sited and constructed:	

Performance outcomes	Acceptable outcomes	Response
intrusion from a railway or type 2 multi-modal corridor in outdoor spaces for passive recreation.	1. to meet the following external noise criteria in outdoor spaces for passive recreation: a. ≤62 dB(A) L_{eq} (24 hour) free field b. ≤84 dB(A) (single event maximum sound pressure level) free field 2. in accordance with the Civil Engineering Technical Requirement – CIVIL-SR-014 Design of noise barriers adjacent to railways, Queensland Rail, 2011. **OR**	
	AO25.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a railway or type 2 multi-modal corridor by a building, a solid gap-free fence, or other solid gap-free structure. **AND**	
	AO25.3 Each dwelling with a balcony directly exposed to noise from a railway or type 2 multi-modal corridor has a continuous solid gap-free balustrade (other than gaps required for drainage purposes to comply with the Building Code of Australia).	
Child care centres and educational establishments N/A		
Hospitals N/A		
Vibration N/A		
Hospitals N/A		
Air and light N/A		

6.0 Recommendations

6.1 Assessment

RAPTTA:

(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: 3.2b

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No.	Conditions of Development Approval	Condition Timing
Development Permit - Reconfiguring a Lot (1 lot into 129 lots - 124 residential lots, 2 management lots, 1 active open space lot, 1 linear open space lot, and 1 balance lot)		
In accordance with plans		
1	AD01 – [Model Condition] (a) The development must not be located in the railway corridor as shown on the 'QR Linear Open Space Cross-Section' prepared by RPS, dated 05 January 2018, drawing reference 109116-114 as amended in red. (b) The minimum setback of the residential allotments from the railway corridor must be generally in accordance with Proposed Subdivision Stages 1-3 Allotment Layout, prepared by RPS Australia East Pty Ltd, dated 19 February 2018, plan reference 109116-90 and revision I.	(a) & (b) Prior to submitting the Plan of Survey to the local government for approval
Fencing		
2	IP05 - [Model Condition] Fencing must be provided along the site boundary with the railway corridor in accordance with Queensland Rail standard fencing drawing number QR-C-S3230 –'1.8m High Chain Link Security Fence (without rails using 50mm diamond mesh general arrangement)'.	Prior to submitting the Plan of Survey to the local government for approval
Railway noise		
3	CA02 – [Model Condition] (a) Carry out the development generally in accordance with the Noise Amenity Assessment, prepared by MWA Environmental, dated 31 October 2013, reference 11-007 and version 2. In particular, construct a 5.5m high noise barrier as shown in Figure 5 – Proposed Acoustic Mound Alignment. (b) The noise barrier must be designed in accordance with: • Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-014 – *Design of Noise Barriers Adjacent to Railways*; • Transport and Main Roads Specifications MRTS04 and MRS04 General Earthworks; and • Transport and Main Roads Specifications MRTS16 and MRS16 Landscape and Revegetation Works. (b) RPEQ certification with supporting documentation must be provided to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au), confirming that the	(a) – (c) Prior to submitting the Plan of Survey to the local government for approval

No.	Conditions of Development Approval	Condition Timing
	development has been constructed in accordance with parts (a) and (b) of this condition.	
Filling and excavation		
3	IP01 - [Model Condition] (a) Any excavation, filling/backfilling/compaction, retaining structures, batters, earthmounds, stormwater management measures and other works involving ground disturbance must not encroach upon or de-stabilise the railway corridor, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts. (b) RPEQ certification with supporting documentation must be provided to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au), confirming that the development has been constructed in accordance with part (a) of this condition.	(a) At all times (b) Prior to submitting the Plan of Survey to the local government for approval
Stormwater management		
4	IP03 - [Model Condition] (a) The development must be carried out generally in accordance with Section 4 - Hydraulic Investigation and Appendix C – Concept Plan & Details of the Flood Investigation & Concept Stormwater Quantity Management Plan, prepared by Calibre Consulting (Qld) Pty Ltd, dated 19.02.2018, reference 17-002720-WER02 and revision A. (b) RPEQ certification with supporting documentation (including written verification of approval to locate stormwater drainage within an electrical easement) must be provided to Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au), confirming that the development has been constructed in accordance with part (a) of this condition.	(a) At all times (b) Prior to submitting the Plan of Survey to the local government for approval
Railway level crossing safety		
5	PT06 – [Model Condition] The railway level crossing of the North Coast Line at William Palfrey Road (ID: 5412) must be: (i) widened to accommodate two passing semi-trailers over the crossing and for a distance of 20m from the outer rail track (edge running rail) on each side of the crossing; and (ii) sealed with asphaltic concrete or similar material which must extend over the crossing and for a minimum distance of 20 metres from the outer rail track (edge running rail) on each side of the crossing, in accordance with Queensland Rail Standard Drawing No. 2586 – 'Level Crossings, Details of Public Road Grading and Sign Posting'.	Prior to the commencement of operational work or building work, whichever occurs first
6	[Non-standard condition based on SDA-0415-019950] (a) The railway level crossing of the North Coast Line at William Palfrey Road (ID: 5412) must be upgraded at the applicant's expense to include the following; • On each side of the crossing maintain the flashing light controls in accordance with clause 2.3.1 'Railway crossing flashing signal assembly (RX-5)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*;	(a) Prior to the commencement of operational work or building work, whichever occurs first (b)

No.	Conditions of Development Approval	Condition Timing
	• On each side of the crossing install advanced warning signage in accordance with Figure 4.6 'Railway crossing with straight approach controlled by flashing lights (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; • On each side of the crossing install cross-hatching and "Keep Tracks Clear" signs in accordance with Section 3.6 and Figure 3.2 'Yellow Box Markings' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings* and Department of Transport and Main Roads Drawing number TC1248 'Layout of Yellow Cross Hatch Markings and Keep Clear Signs at Railway Level Crossings'. (b) The applicant must provide to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au) written evidence from the railway manager that the required works have been designed and constructed in accordance with part (a) of this condition.	Prior to submitting the Plan of Survey to the local government for approval
7	[Non-standard condition based on SDA-0415-019950] (a) The railway level crossing of the North Coast Line at William Palfrey Road (ID: 5412) must be relocated to Olive Street in accordance with the location shown on the General Arrangement Plan Sheet 1 of 2, prepared by Calibre Consulting, reference SK01, dated 25.02.2018 and revision C. (b) The relocated railway level crossing must be upgraded at the applicant's expense to include the following: • On each side of the crossing install flashing lights and boom barriers in accordance with clause 2.3.1 'Railway crossing flashing signal assembly (RX-5)', clause 2.3.8 'Boom barrier' and Figure 4.6 'Railway crossing with straight approach controlled by flashing lights (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; • Install cantilevered overhead flashing light signal assembly to cover all traffic lanes in accordance with clause 2.3.1 'Railway crossing flashing signal assembly (RX-5)', Figure 2.1 'Overhead flashing signal assembly' and Figure 4.6 'Railway crossing with straight approach controlled by flashing lights (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; • On each side of the crossing install cross-hatching and "Keep Tracks Clear" signs in accordance with Section 3.6 and Figure 3.2 'Yellow Box Markings' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings* and Department of Transport and Main Roads Drawing number TC1248 'Layout of Yellow Cross Hatch Markings and Keep Clear Signs at Railway Level Crossings'; • In vehicle lanes on the western approach to the crossing install all advanced warning signage and road markings in accordance with Figure 4.7 'Railway crossing with straight approach controlled by flashing lights and half-boom barrier (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*;	(a) and (b) Upon decommissioning the existing rail level crossing located on William Palfrey Drive and prior to the commencement of use for stage 1 (c) Prior to submitting the Plan of Survey to the local government for approval

No.	Conditions of Development Approval	Condition Timing
	• In vehicle lanes on the eastern approach to the crossing install all advanced warning signage and road markings in accordance with Figure 4.11 'Railway level crossing on a side road controlled by flashing lights (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; • Install whistle boards at 360 metres on both Up and Down sides of the crossing in accordance with Queensland Rail drawing number 10732 – 'Whistle Board, General Arrangement & Locating Details'; • On each side of the crossing install Incident Reporting Signage (crossing ID 7426) at the crossing in accordance with Queensland Rail standard drawing number 2622 – 'Level crossings, Incident Reporting Signage'; • Upgrade the existing relay interlocking at Parkhurst to a Processor Based Interlocking (including a new power supply/ circuitry); • The railway level crossing active controls (flashing signals and boom barriers) must be coordinated with the traffic light system at the Olive Street / Bruce Highway intersection. The coordinated flashing signals and traffic light system must minimise vehicle queueing between the railway level crossing and intersection, and hold traffic west of the railway level crossing; • Install overhead lighting for the road crossing of the railway corridor in accordance with Department of Transport and Main Roads standard xxxx; • On each side of the crossing construct a pedestrian pathway and install Tactile Ground Surface Indicator pads in accordance with Queensland Rail drawing number 10698 – 'Pedestrian Level Crossings'; • On each side of the crossing install active gated enclosures with tapping rails and all warning signage in accordance with Queensland Rail standard drawing numbers 2644 – 'Pedestrian Track crossing' and 2645 – 'Pedestrian Track crossing'; • Install guide fencing on the funnel pathway on both approaches to the crossing; • Install overhead lighting for the pedestrian crossings in accordance with clause 6.3.3 (g) 'Footpath requirements' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*. (c) The applicant must provide to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au) written evidence from the railway manager that the required works have been designed and constructed in accordance with parts (a) and (b) of this condition.	
8	PT06 – [Model Condition] The relocated railway level crossing of the North Coast Line at Olive Street must be sealed with asphaltic concrete or similar material which must extend over the crossing and to the railway corridor boundary on each side of the crossing, in accordance with Queensland Rail Standard Drawing No. 2586 – 'Level Crossings, Details of Public Road Grading and Sign Posting'.	Upon decommissioning the existing rail level crossing located on William Palfrey Drive and prior to the commencement of use for stage 1
9	[Non-standard condition]	(a) & (b)

No.	Conditions of Development Approval	Condition Timing
	(a) The existing railway level crossing of the North Coast Line at William Palfrey Road (ID: 5412) must be decommissioned in accordance with Queensland Rail Standard Drawing number 2623 – 'Level Crossings, Removal of Private and Public crossings' and closed. (b) Written evidence from the railway manager (Queensland Rail) must provide to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au), confirming that the public level crossing has been decommissioned and closed in accordance with part (a) of this condition.	Prior to the commencement of use for stage 1 and prior to the commencement of use of the Olive Street railway level crossing

AND

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

General advice	
Ref.	**Railway Corridor**
1.	**B-Double Route** A B-Double permit will be required to travel on Olive Street. Consultation with the railway manager (Queensland Rail) should occur through this application process. Further information can be obtained from the National Heavy Vehicle Regulators website at: https://www.nhvr.gov.au/road-access/access-management/applications-and-forms/b-double-permit. The railway manager has advised that they are no supportive of Olive Street being used for B-Doubles.
Further development permits required	
Ref.	**Railway Corridor**
2.	**Works on a railway** Pursuant to section 255 of the *Transport Infrastructure Act 1994*, the railway manager's written approval is required to carry out works in or on a railway corridor or otherwise interfere with the railway or its operations. In particular, the applicant should consult with Queensland Rail regarding the following: • the applicant is responsible for obtaining any necessary approvals, contract arrangements, and/or other agreements from the railway manager (Queensland Rail) for the design and construction of the upgraded level crossing at William Parfrey Road and the relocated and upgraded level crossing at Olive Street. In particular, the applicant is required to reach agreement with the railway manager regarding the design and construction of the control devices and/or treatments detailed in the relevant concurrence agency condition; • the decommissioning and closure of the William Palfrey Road crossing of the North Coast Line; • utility and service connections involving the railway corridor; • the installation of fencing adjacent to the railway corridor boundary; • any works in the railway corridor noting that works for the earthmound/acoustic barrier, fencing and stormwater drainage are not supported in the railway corridor. Please be advised that this concurrence agency response does not constitute an approval under section 255 of the *Transport Infrastructure Act 1994* and that such approvals need to be separately obtained from the relevant railway manager.

	The applicant should contact Queensland Rail Property Team at developmentenquiries@qr.com.au or on telephone number (07) 3072 1068 in relation to this matter.

6.2 Approved plans and specifications

RAPTA 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: Reconfiguring a Lot				
Flood Investigation & Concept Stormwater Quantity Management Plan	Calibre Consulting (Qld) Pty Ltd	19.02.2018	17-002720-WER02	A
'QR Linear Open Space Cross-Section' as amended in red	RPS	05 January 2018	109116-114	
Proposed Subdivision Stages 1-3 Allotment Layout	RPS Australia East Pty Ltd	19 February 2018	109116-90	I

From: NR
To:
Subject: Ellida Estate - QR | Development Change Application - Letter of Support Request
Date: Tuesday, 22 November 2022 11:02:18 AM
Attachments: arkconsultingengineersemailsignaturetransparent_25a83c2f-b076-478b-9077-957d20b2b58d.png
8666 D117-2017 Form 5 - SARA Minor Change Application.pdf
8666-02-ROL-A.pdf
8666 D117-2017 SARA Minor Change.pdf

[EXTERNAL EMAIL: This email originated from outside your organisation. Do not click on links or open attachments unless you recognise the sender and know the content is safe]

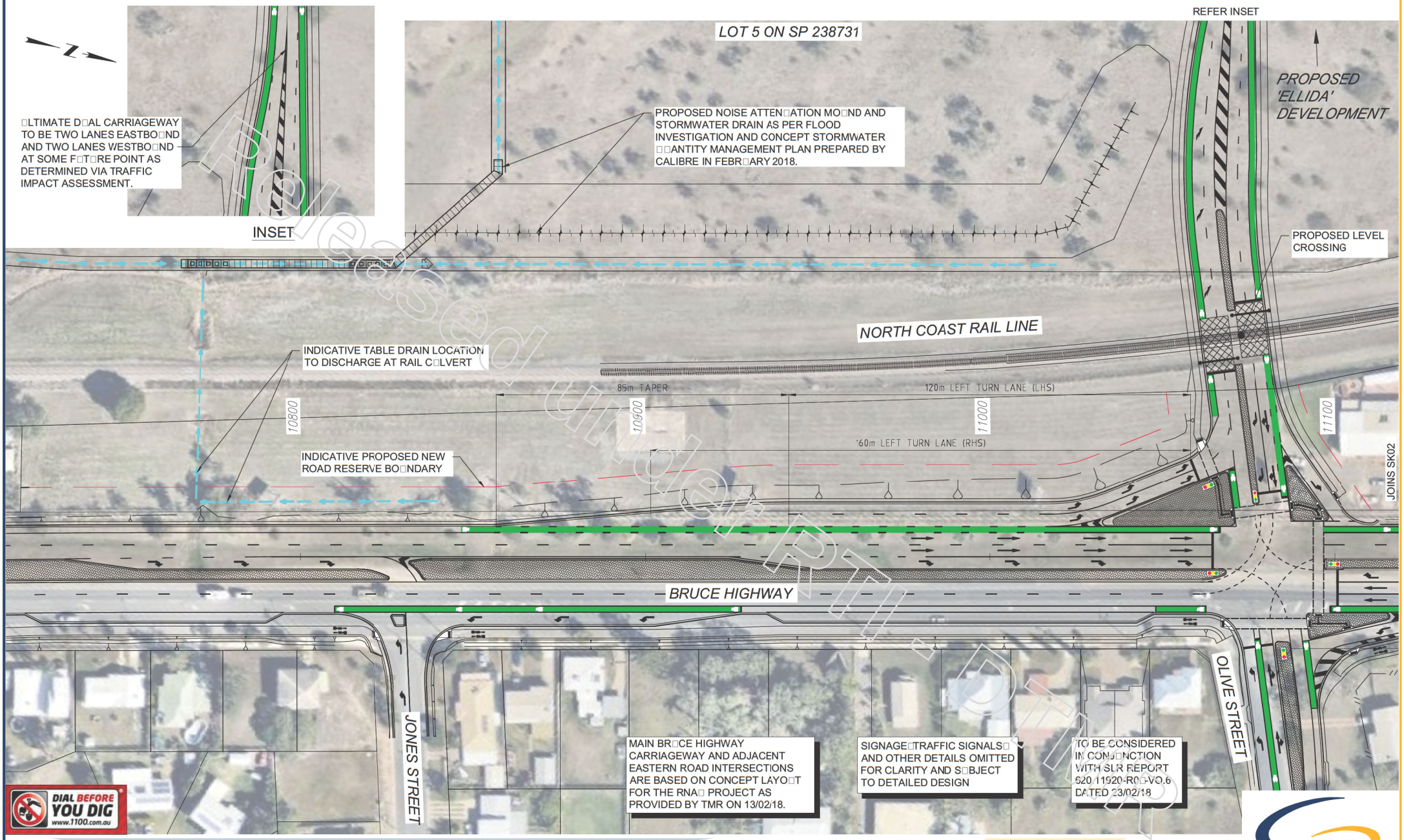
Hi NR

Please see attached minor change application in support of Maas Group's development approval for the development of 126 lots within the Ellida Estate Parkhurst.

Maas requests that QR provides a letter of support for this application, including the release of 126 lots within Ellida Estate.

Regards

NR
Director
M: NR
E: NR arkce.com.au
W: www.arkce.com.au



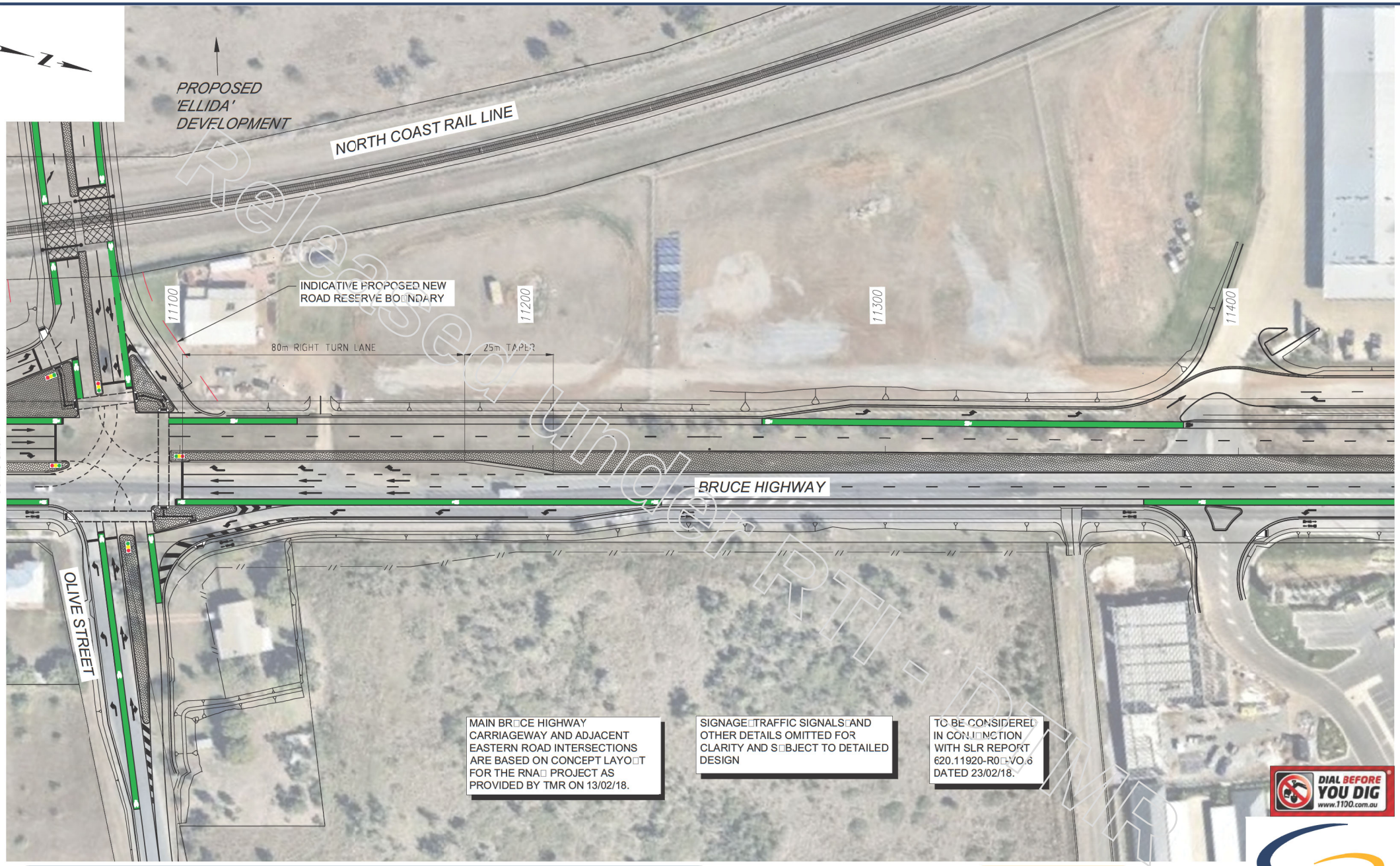
OLIVE STREET 4 WAY SIGNALISED INTERSECTION CONCEPT

SK01 - GENERAL ARRANGEMENT PLAN
SHEET 1 OF 2

calibre

0 2.5 10.0m
0 5.0 20.0m
1:500 (A1)
1:1000 (A3)

ROCKHAMPTON BRANCH
REFERENCE: 1□-002□20
REV: C DATE: 25.02.2018
DRAWN: AB



OLIVE STREET 4 WAY SIGNALISED INTERSECTION CONCEPT

SK02 - GENERAL ARRANGEMENT PLAN
SHEET 2 OF 2

calibre

ROCKHAMPTON BRANCH
REFERENCE: 1□-002□20
REV: C DATE: 25.02.2018
DRAWN: AB

0 2.5 10.0m
0 5.0 20.0m
1:500 (A1)
1:1000 (A3)

Queensland Government

Department of Transport and Main Roads

Development Application
Recommendation: Approved with Conditions

DILGP reference:	1710-2243 SRA
DILGP role	Referral Agency
DILGP regional office:	SARA Fitzroy Central
DILGP email:	RockhamptonSARA@dilgp.qld.gov.au
TA reference:	TMR17-022950
TA contact name:	Anton DeKlerk
TA contact details:	(07) 4931 1545
TA approver:	Signatory.Name

1.0 Application details

Street address:	23-27 William Palfrey Road, Parkhurst QLD 4701
Real property description:	22SP134380, 23SP134380, 41SP226571, 49SP129857, 5SP238731
Local government area:	Rockhampton Regional Council
Applicant name:	Stockland Development Pty Ltd
Applicant contact details:	c/-RPS PO Box 977 Townsville QLD 4810

2.0 Aspects of development and type of approval being sought

Aspect Of Development	Type Of Approval	Description
Reconfiguration of a Lot	Development Permit	1 lot into 129 lots

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
All Modes	10.9.4.1.1.1	Development application for an aspect of development stated in schedule 20 that is assessable development under a local categorising instrument or section 21, if—(a) the development is for a purpose stated in schedule 20, column 1 for the aspect; and (b) the development meets or exceeds the threshold— (i) for development in local government area 1—stated in schedule 20, column 2 for the purpose; or (ii) for development in local government area 2—stated in
State-Controlled Roads	10.9.4.2.1.1	Development application for reconfiguring a lot that is assessable development under section 21, if— (a) all or part of the premises are within 25m of a State transport corridor; and (b) 1 or more of the following apply— (i) the total number of lots is increased; (ii) the total number of

		lots adjacent to the State transport corridor is increased; (iii) there is a new or changed access between the premises and the State transport corridor; (iv) an easement is created adjacent to a railway as defined under the Transport Infrastructure Act, schedule 6; and (c) the reconfiguration does not relate to government supported transport infrastructure
State-Controlled Roads	10.9.4.2.3.1	Development application for reconfiguring a lot that is assessable development under section 21, if— (a) all or part of the premises are— (i) adjacent to a road (the relevant road) that intersects with a State-controlled road; and (ii) within 100m of the intersection; and (b) 1 or more of the following apply— (i) the total number of lots is increased; (ii) the total number of lots adjacent to the relevant road is increased; (iii) there is a new or changed access between the premises and the relevant road; and (c) the reconfiguration does not relate to government supported transport infrastructure

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
Response to SARA's Information Request	RPS	28 February 2018	PR109116-3	-
Rockhampton Parkhurst Residential	SLR Consulting	23 February 2018	620.11920-R07	v0.6
Balance Lot Plan	RPS	19 February 2018	109116-86	I
Illustrative Masterplan	RPS	January 2017	109116_78d	-
Proposed subdivision Stages 1-3 Allotment Layout	RPS	19 February 2018	109116-90	I
Olive Street 4 Way Signalised Intersection Concept	Calibre	25 February 2018	SK01, Sheet 1 of 2	C
Olive Street 4 Way Signalised Intersection Concept	Calibre	25 February 2018	SK02, Sheet 2 of 2	C
Bus Route	RPS	October 2013	109116-100	-
Town Planning Report	RPS	22 September 2017	PR109116-3	V4
Traffic Impact Assessment Rockhampton Parkhurst Ellida Residential Development	SLR	5 September 2017	620.11920-R07	v0.4
Noise Amenity Assessment Stages 1	MWA Environmental	31 October 2013	11-007	v2

to 3 'Ellida'				
Flood Management Report	Brown Consulting	24 January 2013	B11007.W.-01C	C

4.2 Considerations and assessment

History

Previous development application (TMR Ref: TMR13-005882, Rockhampton Regional Council Ref: D/36-2013)

- A development application was made on 11 March 2013 to Rockhampton Regional Council (Ref: D/36-2013) seeking a preliminary approval for a master planned residential estate of 2,350 allotments and a development permit for reconfiguring a lot for stages 1 – 3 of 199 lots at Yaamba Road, Parkhurst. The site was adjacent to the North Coast Line railway and triggered referral to the Department of Transport and Main Roads as a concurrence agency for railways and state-controlled roads.
- Access to the development from the Bruce Highway was proposed via a four way intersection at Olive Street which would involve a new railway crossing of the North Coast Line railway.
- There were a number of workshops and pre-lodgement meetings with the applicant, Department of Transport and Main Roads, Queensland Rail and the Minister's office from November 2012 regarding the proposal for a new railway level crossing for the development.
- The *Queensland Level Crossing Safety Strategy 2012-2021* seeks to eliminate level crossings where appropriate. In particular, Strategy 9 seeks to:

  'Explore opportunities for grade separation or closing level crossings and seek to minimise any proposals to construct a public level crossing on a greenfield site, with a clear objective to add no further open level crossings to the network.'
- Consequently, any proposed level crossings require Minister endorsement.
- To overcome the Government's position of 'no new level crossings', Stockland proposed to relocate the William Palfrey Road level crossing approximately 700m north to Olive Street. Grade separation was considered unviable due to cost and land constraints.
- In March 2013, the Minister advised that the new Olive Road level crossing was supported as a replacement for the William Palfrey Road level crossing based on it being assessed as 'medium risk'.
- TMR provided a letter dated 15 April 2013 to Stockland which advised that '*TMR supports the proposed at-grade level crossing solution to Olive Street, noting no further crossings will be added to the network as the existing level crossing at William Palfrey Road will be relocated and upgraded.'*
- TMR issued an information request dated 7 May 2013 which requested further information in relation to state-controlled road traffic, conceptual engineering drawings for the Olive Street level crossing and railway noise.
- The existing William Palfrey Road level crossing was intended to be utilised for construction purposes only, then decommissioned and closed upon the opening of the replacement Olive Street level crossing.
- Queensland Rail provided approval in principle to replace the William Palfrey Road level crossing with the Olive Street level crossing via letters dated 12 April 2013 and 28 August 2013 including specific requirements and conditional upon further consultation at detailed design stages.
- TMR issued a concurrence agency response with conditions on 17 October 2013. This included requirements regarding the new Olive Street level crossing and closure and decommissioning of the William Palfrey Road level crossing, amongst other railway conditions concerning stormwater, fencing, noise and earthworks, state-controlled road intersection works and future potential bus routes.
- Rockhampton Regional Council issued a Decision Notice dated 11 December 2013 giving approval for a Preliminary Approval to vary the effect of the Planning Scheme for a Material Change of Use for a Master Planned Community and a Development Permit for Reconfiguring a

Lot (five lots into 127 lots, public use land and balance lots).

- The approval was subsequently appealed and withdrawn. As such, there is no prior approval.
- The current *Rockhampton Region Planning Scheme 2015* designated the 'Ellida' site as residential and as such future residential development on the site does not require a preliminary approval overriding the planning scheme.

Pre-lodgement meeting 16 September 2015: (SPL-0815-023596)

- A pre-lodgement meeting was held on 16 September 2015 (record dated 2 October 2015) regarding a forthcoming 128 lot subdivision and sales office generally corresponding to the previously assessed stages 1-3.
- The applicant was advised that all previous reporting for the development application needed to be revised and updated and the relevant SDAP codes would need to be addressed for state-controlled roads and railways.
- The applicant advised that the intention of closing the William Palfrey Road railway level crossing remained and requested in-principle agreement that the replacement railway level crossing was still valid. TMR was to check the process required for this with senior management and advised updated traffic data would be required regarding the revised development proposal and arrangements, background traffic, design horizon and the like as this would affect the design / safety controls.
- The applicant was requested to provide formal written correspondence to TMR clarifying the nature of the proposed development and requesting written confirmation regarding the validity of the replacement railway level crossing.
- Since this meeting, TMR confirmed that the replacement level crossing approved by the Minister in 2013 remains valid in principle. This was the direction given by the Executive Director, of Transport System Management within TMR.

Pre-lodgement meeting 29 May 2017: (SPL-0517-039320)

- A pre-lodgement meeting was held on 29 May 2017 (record dated 8 June 2017) regarding a forthcoming 126 lot subdivision generally corresponding to the previously assessed stages 1-3. The intent was to provide information for the entire development.
- Access for the initial stages of the development (construction, display village and initial lot releases of approximately 200 allotments) was proposed through Edenbrook Estate, subject to receiving approval from Rockhampton Regional Council. The intersection of William Palfrey Road and the Bruce Highway was not intended to be used to access the site during construction and at commencement, provided the applicant could reach agreement to use the road connection from the Edenbrook estate. The applicant wished to achieve primary access to the estate via Olive Street.
- At this meeting it was conveyed that all reports previously lodged should be updated.
- It was confirmed that TMR will be upgrading the Bruce Highway at this location, however, would not be designing or fund the fourth leg of Olive Street which includes the replacement railway level crossing. All costs will be to the developer.
- The meeting specifically discussed traffic information, and in relation to railway level crossings. TMR identified that information would be required in relation to proposed access arrangements and development generated traffic for all aspects and stages of the development, and only one level crossing could be operational at one time.
- Queensland Rail and TMR advised that it was preferred for access to the development (namely, construction and the initial stages) to be gained from the road connection via the Edenbrook estate rather than via the existing railway level crossing at William Palfrey Road.

Current development application

- The proposed development is seeking a Development Permit for Reconfiguring a Lot (1 lot into 129 lots), which will consist of 124 residential lots, 2 management lots, 1 active open space lot, 1 linear open space lot and 1 balance lot.
- The proposed development is for the stages 1 to 3 of the 'Ellida' development only. However, the overall development will include up to approximately 2,350 residential allotments as part of the master planned community.
- Access to the development is proposed via a four-way signalised intersection on the Bruce Highway (Yaamba Road) at Olive Street which includes a replacement at-grade crossing of the railway corridor on the (western) fourth leg of this intersection.
- The existing level crossing on William Palfrey Road is proposed to be relocated to align with the proposed principal access point of the development (Olive Street intersection).
- The proposed development is adjacent to the North Coast Line on its eastern boundary.
- The development was deemed properly made by Rockhampton Regional Council on 16 October 2017.
- The development application is triggered for assessment under the State Development Assessment Provisions, version 2.1, effective from 11 August 2017.

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: 3.2b

No.	Conditions of Development Approval	Condition Timing
Reconfiguring a Lot (1 lot into 129 lots)		
In accordance with approved plans		
1.	Non-Standard Condition The development must be carried out generally in accordance with the following plans: - Proposed Subdivision Stage 1-3 Allotment Layout prepared by RPS dated 19 February 2018, reference 109116-90, revision I. - Olive Street 4 Way Signalised Intersection Concept prepared by Calibre dated 25 February 2018, reference SK01 Sheet 1 of 2, revision C.	Prior to submitting the Plan of Survey to the local government for approval.
2.	AD01 – [Model Condition] (a) The development must not be located in the railway corridor as shown on the 'QR Linear Open Space Cross-Section' prepared by RPS, dated 05 January 2018, drawing reference 109116-114 as amended in red. (b) The minimum setback of the residential allotments from the railway corridor must be generally in accordance with Proposed	(a) & (b) Prior to submitting the Plan of Survey to the local government for approval

No.	Conditions of Development Approval	Condition Timing
	Subdivision Stages 1-3 Allotment Layout, prepared by RPS Australia East Pty Ltd, dated 19 February 2018, plan reference 109116-90 and revision I.	
Road works on a state-controlled road		
3.	NF10a - [Model Condition / Non-Standard Condition] (a) Road works comprising signalised dual slip lanes from the Bruce Highway (Yaamba Road) into Olive Street (west), must be provided generally in accordance with Olive Street 4 Way Signalised Intersection Concept prepared by Calibre, dated 25 February 2018, reference SK01 Sheet 1 of 2, revision C and must provide for a minimum 281m storage and an allowance for diverge / deceleration. Please note, this is to include lighting. (b) The road works must be designed and constructed in accordance with the Road Planning and Design Manual (2nd Edition).	Prior to submitting the Plan of Survey to the local government for approval.
4.	Non-Standard Condition (a) The fourth leg (Olive Street (west)) of the signalised intersection of Bruce Highway (Yaamba Road) / Olive Street, forming part of Stage 3a and 3b on Plan Number 109116-90 Revision I, must be constructed prior to sealing of any lots. (b) The existing open level crossing on William Palfrey Road must be decommissioned and permanently closed at the same time when opening the fourth leg (Olive Street (west)) as described in (a) above. (c) An internal road connection between the fourth leg (Olive Street (west)), forming part of Stage 3a, must be connected to William Palfrey Road at the same time when (a) and (b) above is completed. This road must be constructed in accordance with Council requirements.	Prior to submitting the Plan of Survey to the local government for approval.
5.	Non-Standard Condition Any use of the Bruce Highway (Yaamba Road) / William Palfrey Road intersection during the construction phase of the project (Stages 1 to 3) will be limited to left-in and left-out movements only. A Traffic Management Plan must be submitted to and approved by TMR prior to commencement of any works on site.	Prior to commencement of works.
Future bus route		
6.	PT04 - [The *Transport Planning and Coordination Regulation 2005* has been amended and is no longer relevant. Hence the model condition wording has to change to reference the appropriate standards.] The 'potential future bus route' shown on the Proposed Subdivison Stages 1-3 Allotment Layout, prepared by RPS, dated 19 February 2018, plan reference 109116-90, revision I, as amended in red, must be designed and constructed to be in accordance with the Department of Transport and Main Roads *Road Planning and Design Manual, Edition 2: Volume 3, Supplement to Austroads Guide to Road Design, Part 3: Geometric Design* (March 2016) and the *Austroads Guide to Road Design Part 3, Geometric Design* (2016) to accommodate a single unit rigid bus of 12.5m in length.	Prior to submitting the Plan of Survey to the local government for approval.
Fencing		

No.	Conditions of Development Approval	Condition Timing
7.	IP05 - [Model Condition] Fencing must be provided along the site boundary with the railway corridor in accordance with Queensland Rail standard fencing drawing number QR-C-S3230 –'1.8m High Chain Link Security Fence (without rails using 50mm diamond mesh general arrangement)'.	Prior to submitting the Plan of Survey to the local government for approval
Railway noise		
8.	CA02 – [Model Condition] (a) Carry out the development generally in accordance with the Noise Amenity Assessment, prepared by MWA Environmental, dated 31 October 2013, reference 11-007 and version 2. In particular, construct a 5.5m high noise barrier as shown in Figure 5 – Proposed Acoustic Mound Alignment. (b) The noise barrier must be designed in accordance with: (i) Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-014 – *Design of Noise Barriers Adjacent to Railways*; (ii) Transport and Main Roads Specifications MRTS04 and MRS04 General Earthworks; and (iii) Transport and Main Roads Specifications MRTS16 and MRS16 Landscape and Revegetation Works. (c) RPEQ certification with supporting documentation must be provided to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au), confirming that the development has been constructed in accordance with parts (a) and (b) of this condition.	(a) – (c) Prior to submitting the Plan of Survey to the local government for approval
Stormwater management		
9.	IP03 - [Model Condition] (a) The development must be carried out generally in accordance with Section 4 - Hydraulic Investigation and Appendix C – Concept Plan & Details of the Flood Investigation & Concept Stormwater Quantity Management Plan, prepared by Calibre Consulting (Qld) Pty Ltd, dated 19.02.2018, reference 17-002720-WER02 and revision A. (b) RPEQ certification with supporting documentation (including written verification of approval to locate stormwater drainage within an electrical easement) must be provided to Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au), confirming that the development has been constructed in accordance with part (a) of this condition.	(a) At all times (b) Prior to submitting the Plan of Survey to the local government for approval.
Filling and excavation		
10.	IP01 - [Model Condition] (a) Any excavation, filling/backfilling/compaction, retaining structures, batters, earthmounds, stormwater management measures and other works involving ground disturbance must not encroach upon or de-stabilise the railway corridor, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts. (b) RPEQ certification with supporting documentation must be	(a) At all times (b) Prior to submitting the Plan of Survey to the local government for approval

No.	Conditions of Development Approval	Condition Timing
	provided to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au), confirming that the development has been constructed in accordance with part (a) of this condition.	
Railway level crossing safety		
11.	PT06 – [Model Condition] The railway level crossing of the North Coast Line at William Palfrey Road (ID: 5412) must be: (i) widened to accommodate two passing semi-trailers over the crossing and for a distance of 20m from the outer rail track (edge running rail) on each side of the crossing; and (ii) sealed with asphaltic concrete or similar material which must extend over the crossing and for a minimum distance of 20 metres from the outer rail track (edge running rail) on each side of the crossing, in accordance with Queensland Rail Standard Drawing No. 2586 – 'Level Crossings, Details of Public Road Grading and Sign Posting'.	Prior to the commencement of operational work or building work, whichever occurs first
12.	[Non-standard condition based on SDA-0415-019950] (a) The railway level crossing of the North Coast Line at William Palfrey Road (ID: 5412) must be upgraded at the applicant's expense to include the following; (i) On each side of the crossing maintain the flashing light controls in accordance with clause 2.3.1 'Railway crossing flashing signal assembly (RX-5)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; (ii) On each side of the crossing install advanced warning signage in accordance with Figure 4.6 'Railway crossing with straight approach controlled by flashing lights (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; (iii) On each side of the crossing install cross-hatching and "Keep Tracks Clear" signs in accordance with Section 3.6 and Figure 3.2 'Yellow Box Markings' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings* and Department of Transport and Main Roads Drawing number TC1248 'Layout of Yellow Cross Hatch Markings and Keep Clear Signs at Railway Level Crossings'. (b) The applicant must provide to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au) written evidence from the railway manager that the required works have been designed and constructed in accordance with part (a) of this condition.	(a) Prior to the commencement of operational work or building work, whichever occurs first (b) Prior to submitting the Plan of Survey to the local government for approval
13.	[Non-standard condition based on SDA-0415-019950] (a) The railway level crossing of the North Coast Line at William Palfrey Road (ID: 5412) must be relocated to Olive Street in accordance with the location shown on the General Arrangement Plan Sheet 1 of 2, prepared by Calibre Consulting, reference SK01, dated 25.02.2018 and revision C. (b) The relocated railway level crossing must be upgraded at the	(a) and (b) Upon decommissioning the existing rail level crossing located on William Palfrey Road and prior to submitting the Plan of Survey to the local government for approval

No.	Conditions of Development Approval	Condition Timing
	applicant's expense to include the following: (i) On each side of the crossing install flashing lights and boom barriers in accordance with clause 2.3.1 'Railway crossing flashing signal assembly (RX-5)', clause 2.3.8 'Boom barrier' and Figure 4.6 'Railway crossing with straight approach controlled by flashing lights (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; (ii) Install cantilevered overhead flashing light signal assembly to cover all traffic lanes in accordance with clause 2.3.1 'Railway crossing flashing signal assembly (RX-5)', Figure 2.1 'Overhead flashing signal assembly' and Figure 4.6 'Railway crossing with straight approach controlled by flashing lights (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; (iii) On each side of the crossing install cross-hatching and "Keep Tracks Clear" signs in accordance with Section 3.6 and Figure 3.2 'Yellow Box Markings' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings* and Department of Transport and Main Roads Drawing number TC1248 'Layout of Yellow Cross Hatch Markings and Keep Clear Signs at Railway Level Crossings'; (iv) In vehicle lanes on the western approach to the crossing install all advanced warning signage and road markings in accordance with Figure 4.7 'Railway crossing with straight approach controlled by flashing lights and half-boom barrier (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; (v) In vehicle lanes on the eastern approach to the crossing install all advanced warning signage and road markings in accordance with Figure 4.11 'Railway level crossing on a side road controlled by flashing lights (Active control)' of AS1742.7:2016 *Manual of uniform traffic control devices, Part 7: Railway crossings*; (vi) Install whistle boards at 360 metres on both Up and Down sides of the crossing in accordance with Queensland Rail drawing number 10732 – 'Whistle Board, General Arrangement & Locating Details'; (vii) On each side of the crossing install Incident Reporting Signage (crossing ID 7426) at the crossing in accordance with Queensland Rail standard drawing number 2622 – 'Level crossings, Incident Reporting Signage'; (viii) Upgrade the existing relay interlocking at Parkhurst to a Processor Based Interlocking (including a new power supply/ circuitry); (ix) The railway level crossing active controls (flashing signals and boom barriers) must be coordinated with the traffic light system at the Olive Street / Bruce Highway intersection. The coordinated flashing signals and traffic light system must minimise vehicle queueing between the railway level crossing and intersection, and hold traffic west of the railway level crossing; (x) Install overhead lighting for the road crossing of the railway corridor in accordance with the Road Planning and Design Manual (2nd Edition);	(c) Prior to submitting the Plan of Survey to the local government for approval

No.	Conditions of Development Approval	Condition Timing
	(xi) On each side of the crossing construct a pedestrian pathway and install Tactile Ground Surface Indicator pads in accordance with Queensland Rail drawing number 10698 – 'Pedestrian Level Crossings'; (xii) On each side of the crossing install active gated enclosures with tapping rails and all warning signage in accordance with Queensland Rail standard drawing numbers 2644 – 'Pedestrian Track crossing' and 2645 – 'Pedestrian Track crossing'; (xiii) Install guide fencing on the funnel pathway on both approaches to the crossing; (xiv) Install overhead lighting for the pedestrian crossings in accordance with clause 6.3.3 (g) 'Footpath requirements' of AS1742.7:2016 Manual of uniform traffic control devices, Part 7: Railway crossings. (c) The applicant must provide to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au) written evidence from the railway manager that the required works have been designed and constructed in accordance with parts (a) and (b) of this condition.	
14.	PT06 – [Model Condition] The relocated railway level crossing of the North Coast Line at Olive Street must be sealed with asphaltic concrete or similar material which must extend over the crossing and to the railway corridor boundary on each side of the crossing, in accordance with Queensland Rail Standard Drawing No. 2586 – 'Level Crossings, Details of Public Road Grading and Sign Posting'.	Upon decommissioning the existing rail level crossing located on William Palfrey Road and prior to submitting the Plan of Survey to the local government for approval
15.	[Non-standard condition] (a) The existing railway level crossing of the North Coast Line at William Palfrey Road (ID: 5412) must be decommissioned in accordance with Queensland Rail Standard Drawing number 2623 – 'Level Crossings, Removal of Private and Public crossings' and closed. (b) Written evidence from the railway manager (Queensland Rail) must provide to the Program Delivery and Operations Unit, Department of Transport and Main Roads, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au), confirming that the public level crossing has been decommissioned and closed in accordance with part (a) of this condition.	(a) & (b) Prior to submitting the Plan of Survey to the local government for approval and prior to the commencement of use of the Olive Street railway level crossing

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

General advice	
Ref.	**Public passenger transport**
1.	Traffic calming devices should not be incorporated into the design and construction of potential future bus routes in accordance with Chapter 2 - Planning and Design, Section 2.3.2 Bus Route Infrastructure (page 6) of the Department of Transport and Main Roads, TransLink *Public Transport Infrastructure Manual (PTIM) 2015*.

	The Department of Transport and Main Roads' TransLink *Public Transport Infrastructure Manual 2015* is available at: http://translink.com.au/about-translink/reports-and-publications.
2.	The existing bus route 410 is likely to be impacted on by the construction of the development. This bus route and its associated bus stops, including pedestrian access to these bus stops, must be maintained during construction. Accordingly, if any temporary bus stop and pedestrian access arrangements are required, the applicant must reach agreement on suitable arrangements with the Department of Transport and Main Roads' TransLink Division (bus_stops@translink.com.au or on 3851 8700) and Sunbus (4936 2133) prior to any construction or works commencing.
	Railway Corridor
3.	Should B-Doubles be required to travel on Olive Street, a permit will be required. Consultation with the railway manager (Queensland Rail) should occur through this application process. Further information can be obtained from the National Heavy Vehicle Regulators website at: https://www.nhvr.gov.au/road-access/access-management/applications-and-forms/b-double-permit. Please note, the railway manager has advised that they are not supportive of Olive Street being used for B-Doubles.
Further development permits required	
Ref.	**Railway Corridor**
4.	**Works on a railway** Pursuant to section 255 of the *Transport Infrastructure Act 1994*, the railway manager's written approval is required to carry out works in or on a railway corridor or otherwise interfere with the railway or its operations. In particular, the applicant should consult with Queensland Rail regarding the following: • the applicant is responsible for obtaining any necessary approvals, contract arrangements, and/or other agreements from the railway manager (Queensland Rail) for the design and construction of the upgraded level crossing at William Parfrey Road and the relocated and upgraded level crossing at Olive Street. In particular, the applicant is required to reach agreement with the railway manager regarding the design and construction of the control devices and/or treatments detailed in the relevant concurrence agency condition; • the decommissioning and closure of the William Palfrey Road crossing of the North Coast Line; • utility and service connections involving the railway corridor; • the installation of fencing adjacent to the railway corridor boundary; • any works in the railway corridor noting that works for the earthmound/acoustic barrier, fencing and stormwater drainage are not supported in the railway corridor. Please be advised that this concurrence agency response does not constitute an approval under section 255 of the *Transport Infrastructure Act 1994* and that such approvals need to be separately obtained from the relevant railway manager. The applicant should contact Queensland Rail Property Team at developmentenquiries@qr.com.au or on telephone number (07) 3072 1068 in relation to this matter.
	Road works approval

5.	Under section 33 of the *Transport Infrastructure Act 1994,* written approval is required from the Department of Transport and Main Roads to carry out road works on a state-controlled road. Please contact the Department of Transport and Main Roads' on (07) 4931 1500 at FitzroyDistrict@tmr.qld.gov.au to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the Department of Transport and Main Roads' as soon as possible to ensure that gaining approval does not delay construction.

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: Reconfiguring a Lot (1 lot into 129 lots)				
Proposed Subdivision Stages 1-3 Allotment Layout as amended in red	RPS	19 February 2018	109116-90	I
Proposed Subdivision Stages 1-3 Allotment Layout	RPS	19 February 2018	109116-90	I
Olive Street 4 Way Signalised Intersection Concept	Calibre	25 February 2018	SK01, Sheet 1 of 2	C
Flood Investigation & Concept Stormwater Quantity Management Plan	Calibre Consulting (Qld) Pty Ltd	19 February 2018	17-002720-WE R02	A
'QR Linear Open Space Cross-Section' as amended in red	RPS	05 January 2018	109116-114	

6.0 Endorsement

Officer
Anton DeKlerk
Principal Town Planner
(07) 4931 1545
Central Queensland.IDAS@tmr.qld.gov.au

Approver

NR

Anton DeKlerk
Principal Town Planner
(07) 4931 1545
Central.Queensland.IDAS@tmr.qld.gov.au
15 March 2018

From: Rebecca Kalianiotis
To: NR @qr.com.au"
Cc: Kelly-Leigh Y Graham
Subject: Parkhurst - Ellida Development
Date: Friday, 2 March 2018 10:58:00 AM

Dear NR

Just letting you know that the applicant has lodged the information request response for the Ellida Parkhurst development. We have a limited time to assess this. By the end of next week **8/9 March 2018** we will need your commentary, no later than this.

Sophie in my team has sent you a dropbox link to the proposal plans and traffic report. The password is in the email below.

If you can please review this information. We will be liaising with our state controlled roads area regarding the accuracy of the traffic data and the intersection design for the road. However, given the issues with limited timeframes we would suggest you proceed with your assessment as follows now anyway:-

1. ALCAM assessment of William Parfrey Drive crossing for construction
2. ALCAM assessment of the replacement Olive Street railway level crossing.

Be aware that we will need to condition all the passive and active controls to be inserted on the new railway level crossing in accordance with AS1742: 2016 so please be specific with the devices and section numbers. The applicant has submitted a layout plan for the level crossing so if you can please mark up any adjustments and controls in red. We need to know diagram numbers, section numbers in the standard etc. Also any advice as to how the applicant needs to proceed with construction with QR. Were there some signalling upgrade requirements if they were to change locations for the level crossing?

Kind regards,

Rebecca Kalianiotis
Manager (Rail and Public Transport Technical Advice) | Transport System Management
Transport Strategy and Planning | Department of Transport and Main Roads

Floor 15 | 61 Mary Street | Brisbane Qld 4000
GPO Box 213 | Brisbane Qld 4001
P: (07) 30661456 | F: (07) 31462008
M: NR
E: rebecca.z.kalianiotis@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Sophie G Spencer
Sent: Friday, 2 March 2018 10:45 AM
To: Rebecca Kalianiotis <Rebecca.Z.Kalianiotis@tmr.qld.gov.au>
Subject: Parkhurst link

https://owncloud.tmr.qld.gov.au/public.php?

service=files&t=d0914bb12ae598c51d933a2e012a6b78

The password is: **Password**

Kind Regards

Sophie Spencer
Senior Planner (Rail and Public Transport Technical Advice) | Transport System Management
Transport Strategy and Planning | Department of Transport and Main Roads

Floor 15 | 61 Mary Street | Brisbane Qld 4000
GPO Box 213 | Brisbane Qld 4001
P: (07) 30661580 | F: (07) 31462008
E: sophie.g.spencer@tmr.qld.gov.au
W: www.tmr.qld.gov.au

Work Days: Wednesday - Friday

From: NR
To:
Cc:
Subject: RE: Ellida Estate - QR Level Crossing | Calibre Impact Assessment - William Palfrey Road
Date: Wednesday, 14 September 2022 10:57:24 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png

[EXTERNAL EMAIL: This email originated from outside your organisation. Do not click on links or open attachments unless you recognise the sender and know the content is safe]

Hi NR

Responses to your questions in blue below.

Kind regards,

NR Director
ARK Consulting Engineers
M NR
E NR arkce.com.au
W: www.arkce.com.au

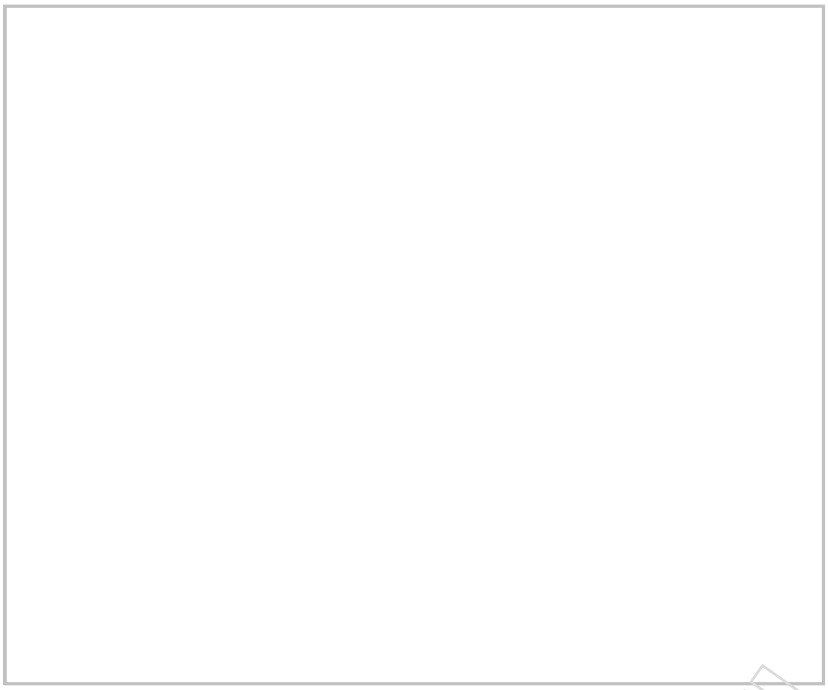
From: NR @qr.com.au>
Sent: Monday, 29 August 2022 11:44
To: NR @arkce.com.au>
Cc: NR @qr.com.au>
Subject: Ellida Estate - QR Level Crossing | Calibre Impact Assessment - William Palfrey Road

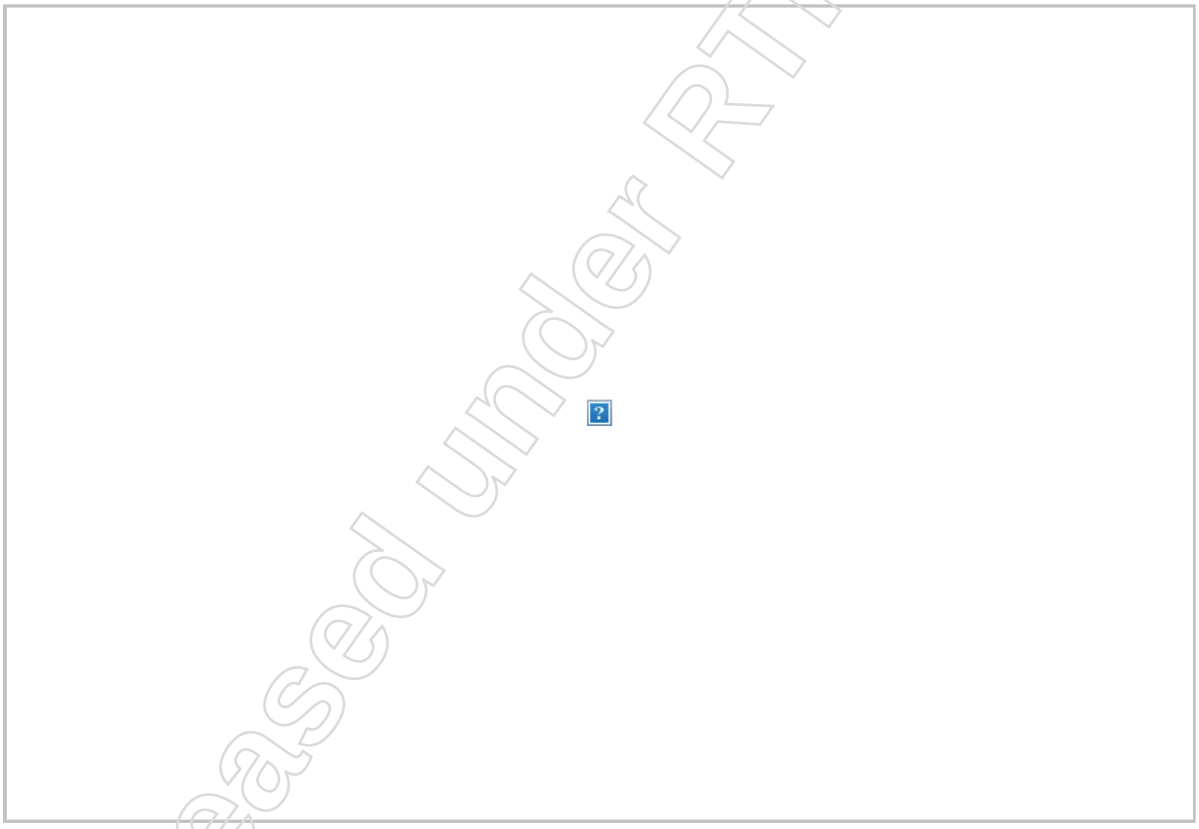
Hi NR

I was looking at the input parameters for William Palfrey.

Does Maas intend to Semis? B Doubles? General Access Vehicles (19m long) only.

And does Maas anticipate how much road traffic there might be? Premise haven't modelled any changes to the input parameters detailed in the Impact Assessment. With the recent upgrade works on the Bruce Highway, William Palfrey Road has had the turning movements restricted, only permitting left in, left out. This would result in a redistribution of the turning movements at the intersection, but the total crossing movements in a 24 hour period would still be 116 in the AM and 116 in the PM.





Thanks

NR

From: NR @arkce.com.au>
Sent: Sunday, 28 August 2022 11:35 PM
To: NR @qr.com.au>
Subject: Ellida Estate - QR Level Crossing | Calibre Impact Assessment - William Palfrey Road

Hi NR

With reference to Action 7 from the Draft Minutes of our scoping meeting from 26/08/2022, please find attached *Calibre Global Pty Ltd – Stockland Parkhurst Level Crossing, Impact Assessment William Palfrey Road (CARP14006-REP-Z-001)*.

The key points I took away from the report:

- Focusses on the assessment of the existing level crossing's active control (flashing lights only) and whether this is adequate for Stage 1 of the development.
- The need for the assessment was determined because of the anticipated increase in traffic volumes associated with Stage 1of the development.
- Section 5.1 of the report mentions that Stage 1 is for 40 lots, but the traffic volumes were assessed for 100-125 lots.

This appears to be consistent with the Development Permit Conditions, and specifically Condition 10 and 11 which I've copied below. While there are infrastructure upgrades required at the level crossing, it appears as though the flashing light controls were deemed adequate and boom gates were not required.

Kind regards,

NR Director
ARK Consulting Engineers
M: NR
NR @arkce.com.au
W: www.arkce.com.au

From: Anton Z De Klerk NR
To: Rebecca Kalianiotis;
Cc: Victoria L Stavar; Emma E Martin; Central.Queensland.IDAS
Subject: RE: Olive Street Parkhurst (TMR17-022950)
Date: Friday, 10 February 2023 9:49:11 AM

Hi NR and Rebecca,

I had numerous discussions with the applicant and Rockhampton Council regarding this development over the last few months.
In short, due to the long delay for the developer to be able to lock in rail works within the Rail Schedule (for the construct of the Olive Street intersection, which will also require the existing rial crossing at William Palfrey to be closed – as per current conditions), the developer wish to determine the traffic volume that could potentially use William Palfrey before any rail upgrades will be required.

The existing DA conditions requires the developer to construct Olive Street and close William Palfrey prior to the fist allotment being sealed. The applicant which to change this conditions to a particular allotment number and/or timing.
It should be noted, since this approval was issued, TMR has upgraded / changed Yaamba Road / William Palfrey intersection to:

- contain a full Auxiliary Left turn lane (AUL) into William Palfrey, and
- only allowing 'left-in' / 'left-out' movements from Yaamba Raod.
- Yaamba Road upgrade / duplication works also allow u-turn facilities at Olive Street intersection.

Thus, TMR (road corridor) does not necessarily have any issues with the applicants intent in allowing a number of allotments to be sealed before Olive Street intersection is constructed.
HOWEVER, in saying this, the applicant will still be required to provide an updated Traffic Impact Assessment, demonstrating the potential traffic volumes and impacts onto the state network.
TMR/Rail will also use this Traffic Assessment to undertake an ALCAM assessment to William Palfrey Rail crossing.

Note, this updated Traffic Impact Assessment will have to go through SARA which will then be referred to TMR for assessment. I imagine TMR Rail Team will then liaise with QR Rail regarding this if required.
It will therefore be recommended that QR Rail direct the applicant back to Rockhampton SARA at rockhamptonSARA@dsdilgp.qld.gov.au.

Hope and trust this make sense, happy to discuss further if required.

Kind regards,

Anton DeKlerk
Principal Town Planner (Project Planning and Corridor Management) | Fitzroy District | Central Queensland Region
Program Delivery & Operations Branch | Infrastructure Management and Delivery Division | Department of Transport and Main Roads

Floor 1 | 31 Knight Street | North Rockhampton Qld 4701
PO Box 5096 | Red Hill Rockhampton Qld 4701

(07) 49311545 |
anton.z.deklerk@tmr.qld.gov.au
www.tmr.qld.gov.au

From: Rebecca Kalianiotis <Rebecca.Z.Kalianiotis@tmr.qld.gov.au>
Sent: Thursday, 9 February 2023 5:12 PM
To: NR @qr.com.au>
Cc: Victoria L Stavar <Victoria.L.Stavar@tmr.qld.gov.au>; Emma E Martin <Emma.E.Martin@tmr.qld.gov.au>; Anton Z De Klerk <Anton.Z.DeKlerk@tmr.qld.gov.au>
Subject: RE: Olive Street Parkhurst

Hi NR

QR should not be receiving a minor change application. I would strongly recommend QR does not respond to that and refers the applicant to SARA Central QLD at:

rockhamptonSARA@dsdilgp.qld.gov.au

Also, the Central QLD Region should be checking any traffic data for accuracy.

The applicant should also not be proposing changes to State transport conditions without contacting SARA.

Kind regards,

Rebecca Kalianiotis
Manager RPIA | Transport System Management
Transport Strategy and Planning | Department of Transport and Main Roads

Floor 15 | 61 Mary Street | Brisbane Qld 4000
GPO Box 1412 | Brisbane Qld 4001
P: (07) 30661456
M NR
E: rebecca.z.kalianiotis@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: NR @qr.com.au>
Sent: Thursday, 9 February 2023 11:42 AM
To: Rebecca Kalianiotis <Rebecca.Z.Kalianiotis@tmr.qld.gov.au>; Victoria L Stavar <Victoria.L.Stavar@tmr.qld.gov.au>
Subject: Olive Street Parkhurst

Hello ladies,

I am seeking some assistance with this development.

It first came up around 2012 and Stockland was the developer. It stalled and there was some more correspondence in 2017/2018 – Adrian was looking after it.
It has since changed hands and Mass Group is the developer. QR has received a request for

Minor Change to Referral Agency Conditions: 1710-2243 SRA Reconfiguring a Lot - 1 Lot into 126 Lots William Palfrey Road, Parkhurst.

Have you received any recent correspondence or request for input with respect to this request for change? QR is trying to understand just what is being proposed and response to that is reluctant. The change request infers one thing (William Palfrey Rd LX is not required) but the consultant is telling us another (William Palfrey Rd LX is required and wants to know how many vehicles per day would be allowed to use it for Stages 1 to 3). QR feels use of the crossing and thus access to the highway should also have TMR comment given the intersection is now left in/left out and not suitable for development traffic flow.

Are you able to advise if you have any current activity for this development and what story you have been told.

Thank you
Regards
NR

Tanya L Menadue

From: NR @qr.com.au>
Sent: Saturday, 4 November 2017 3:17 PM
To: Adrian P Pennisi; NR
Cc: NR
Subject: RE: Stage 1 'Ellida' - impacting William Palfrey Road and Olive Road level crossings - comment required 7 Nov

Hello Adrian,

Preference is still for grade separation of the rail line at Olive Street. I expect there would be the same opposition from the developer as previously. If 'the previous approval has fallen away', is there opportunity to put push for this preference?

That aside, it is good Olive St is being established upfront. Initially, if the overall development has not altered from the previous application, the conditions and requirements for the proposed crossing at Olive Street and existing crossing at William Palfrey Road remain as per the original application, which included on opening of Olive Street, William Palfrey Road crossing is to be closed, additional road traffic lights co-ordinated with the crossing flashing lights on the western approach to the crossing, active pedestrian crossing.

If the road and intersection designed has changed for Olive St it will have to be reviewed with respect to the crossing requirements. Current design drawing are required for QR Civil to review for the crossing construction.

Current Traffic Impact Assessment with traffic volumes required to compare with previous estimates.

Details of construction traffic required – routes, vehicles types, daily volume, operation times, duration etc need to be provided as it would seem they would intend using William Palfrey Road for access.

It is noted that Alexandra Road is listed as another feeder road to be developed. This road currently does not go over the rail line. Rockhampton Council has made some initial enquiries about installing an at-grade level crossing. The Council has been advised by Rockhampton office that QR could not support installation of an at grade crossing at this location.

Regards
NR

From: Adrian P Pennisi [mailto:Adrian.P.Pennisi@tmr.qld.gov.au]
Sent: Thursday, 2 November 2017 12:15 PM
To: NR
Cc:
Subject: Stage 1 'Ellida' - impacting William Palfrey Road and Olive Road level crossings - comment required 7 Nov
Importance: High

Hi NR

This is the Parkhurst site that has been assessed since 2013 – essentially it was agreed that William Palfrey Road level crossing would be closed and replaced with a new level crossing on Olive Street.

The previous approval has fallen away and this application is for the first stages 1-3 of 'Ellida' estate for 124 Residential Lots, 2 Management Lots, Park Lot, New Road. The ultimate development will exceed 2,000 dwellings.

While this DA is only for Stage 1, it will establish Olive Street (including the level crossing) as the connection point to

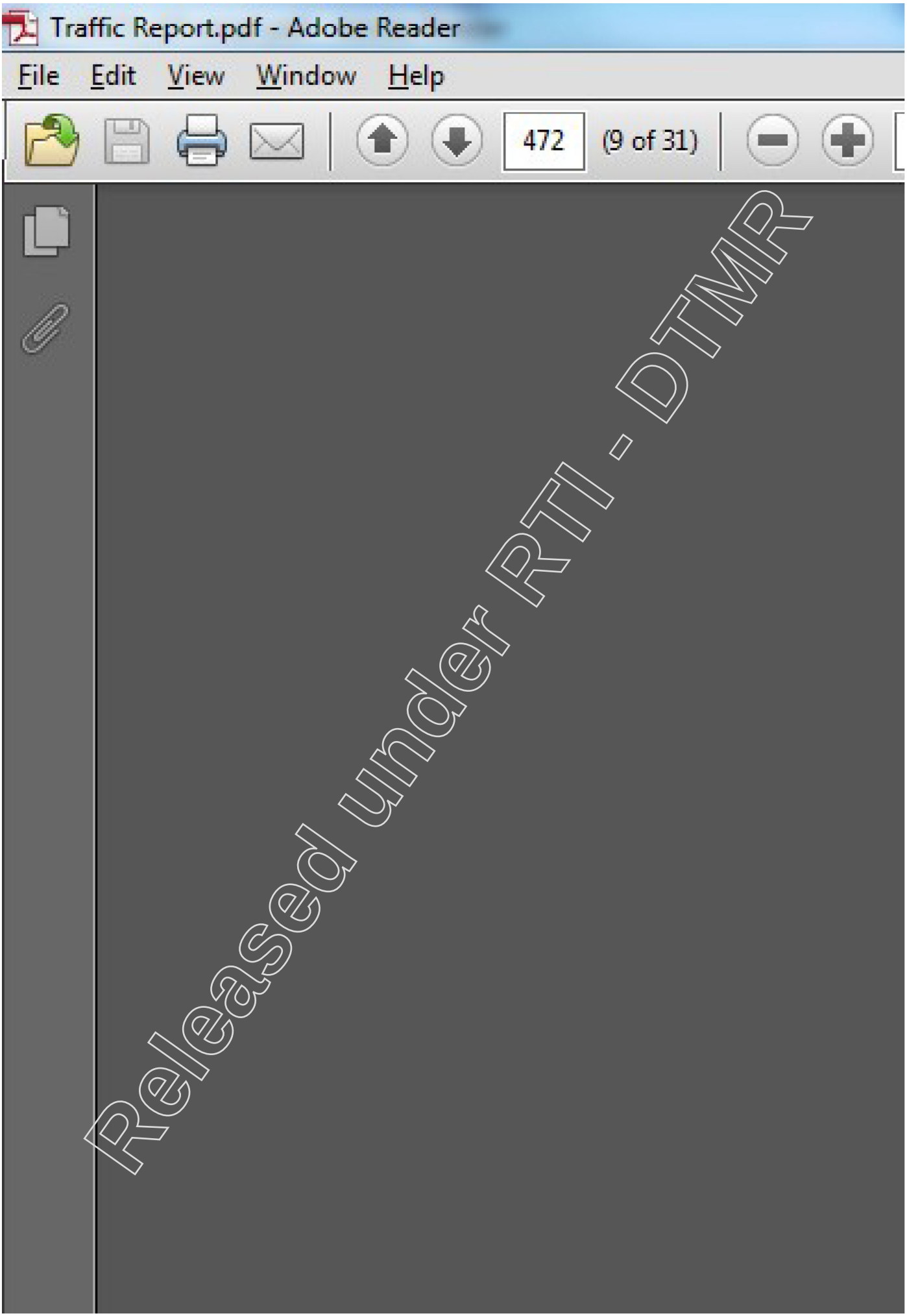
Yaamba Road and set up the access framework for the entire development. The attached traffic report has assessed the ultimate development which is probably a good approach for the new level crossing. However, the report seems to make no reference to, or consideration of level crossings, in its assessment, including construction traffic, decommissioning and replacement level crossing, and intersection design considerations, given the close proximity on Olive Street.

Please let me know if further information is required by **Tue 7 Nov** otherwise we have further time to issue conditions – we will need to condition the new level crossing and decommissioning of the existing one.

My roads colleagues are also investigating the traffic report to verify the traffic data. Preliminary advice provided indicates that *"The TIA provided is a copy of what ACOM provided to them, which excluded their proposed development. Thus, the figures does not reflect their development / impacts at all. We will definitely request a new Traffic Impact Assessment."*

Kind regards,

Adrian


Traffic Report.pdf - Adobe Reader
File Edit View Window Help
472
(9 of 31)
Released under RTI - DTMR

Kind regards

Adrian Pennisi
Principal Planner (Rail and Public Transport Technical Advice) | Transport System Management
Transport Strategy and Planning | Department of Transport and Main Roads

Floor 15 | 61 Mary Street | Brisbane Qld 4000
GPO Box 213 | Brisbane Qld 4001
P: (07) 30661814 | F: (07) 31462008
E: adrian.p.pennisi@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From:	Anton Z De Klerk
To:	Anthony Walsh; Haidar Etemadi
Cc:	RockhamptonSARA; Central.Queensland.IDAS
Subject:	FW: TMR17-022950 - TMR response for 23-27 William Palfrey Road, Parkhurst QLD 4701 (Reference Numbers: TMR17-022950; 1710-2243 SRA; D/117-2017)
Date:	Wednesday, 21 March 2018 12:49:05 PM
Attachments:	image001.png image002.png Proposed Acoustic Mound Alignment - WMA - 1710-2243 SRA.PDF image004.png 1710-2243 SRA TMR17-022950 draft conditions.docx Assessment against SDAP v2.1 State Assessment Code 1 (SCR) 1.docx Assessment against SDAP v2.1 State Assessment Code 6 (state transport network - SCR) 2.docx

Hi Anthony,

I apologise for the delay.
I am happy with the recommended conditions and I believe you confirmed conditions with Rail.
Please see attached amended State Code assessments.

Happy to discuss further if needed.

Kind Regards,

Anton DeKlerk
Principal Town Planner (Project Planning and Corridor Management) | Fitzroy District | Central Queensland Region
Program Delivery & Operations | Department of Transport and Main Roads

Floor 1 | Rockhampton - Knight Street Complex | 31 Knight Street | North Rockhampton Qld 4701
PO Box 5096 | Red Hill Rockhampton Qld 4701
P: (07) 4931 1545 | F: (07) 4927 5020
E: Anton.Z.DeKlerk@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: RockhamptonSARA [mailto:RockhamptonSARA@dsd.qld.gov.au]
Sent: Tuesday, 20 March 2018 5:13 PM
To: Central.Queensland.IDAS <Central.Queensland.IDAS@tmr.qld.gov.au>
Cc: Anton Z De Klerk <Anton.Z.DeKlerk@tmr.qld.gov.au>
Subject: RE: TMR17-022950 - TMR response for 23-27 William Palfrey Road, Parkhurst QLD 4701 (Reference Numbers: TMR17-022950; 1710-2243 SRA; D/117-2017)

Hi Anton,

We have reviewed the technical advice and recommendations provided.

Please find attached a marked up copy of the conditions.

Main changes include the following:

- Condition 2 deleted and integrated into existing conditions
- Condition 4a and 4b deleted and integrated into existing conditions
- Condition 5 amended to a model condition
- Integration of fencing and noise conditions

Issues for further discussion

- The TIA (response to the IR) states that a 281m que is formed along Olive Street, not the Bruce Highway. See below.

10 Assessment with Train Crossing

It is recognised that at infrequent times the road/rail crossing at Olive Street/North Coast Rail Line will be closed to traffic, as a train passes through the crossing. An assessment has been undertaken to identify the length of vehicle queuing that is expected to occur (from the crossing) in such an event. The assessment considers the Olive Street / Bruce Highway intersection (ie. traffic entering Ellida) and the western approach leg of Olive Street (ie. traffic exiting Ellida). The following parameters have been adopted for the traffic assessment:

- 2038 horizon, with 1,575 dwellings accessing via Olive Street.
- Data obtained from Queensland Rail indicates that the existing William Palfrey Road/North Coast Rail Line rail crossing (for the week from 15 Jan 2018 to 21 Jan 2018) is activated (a train arrives) up to 15 times per day.
- The latter data from Queensland Rail indicates that the duration of the rail crossing closure over that week long period is 46.8 seconds on average, and a maximum of 55.8 seconds.
- Therefore it is assuming (for analysis purposes) that the rail crossing is closed for 56 seconds.
- The analysis represents a conservative worst case scenario whereby the rail crossing closure occurs in every cycle of the peak hour traffic signal operation (whereas in reality, this may occur once or twice in the peak hour).

A summary of the SIDRA outputs for this scenario is provided at Appendix I. The key findings of the assessment of the train crossing are:

- Analysis at the 2038 AM peak hour indicates a 95%ile queue length of 56m on the left turn lane (56m in each lane) from Bruce Highway (south) and 40m on the right turn lane from Bruce Highway (north).
- Analysis at the 2038 PM peak hour indicates a 95%ile queue length of 120m on the left turn lane (120m in each lane) from Bruce Highway (south) and 83m on the right turn lane from Bruce Highway (north).

With the proposed intersection form, a storage length on the left turn lane from Bruce Highway (south) is provided as 120m in the left hand lane plus 160m in the right hand lane. The design also provides a storage length of 80m in the right turn lane from Bruce Highway (north). Therefore, the proposed design is considered to adequately accommodate traffic operations and queuing during the infrequent times that the rail crossing is closed due to train traffic.

An assessment has also been undertaken of the traffic queues, when the crossing is closed, for vehicles exiting Ellida via Olive Street. This is based on a simple equation of arrival flow x closure time x vehicle length, and the latter identifies a queue length of 92m at the 2038 AM peak scenario (with 1,575 dwellings accessing via Olive Street). On the assumption that the rail closure occurs simultaneously with the 95%ile queue on the western approach leg of the Olive Street / Bruce Highway intersection, the potential maximum queue is 342m as follows (see Figure 11):

- 281m 95%ile queue length from Olive Street / Bruce Highway intersection.
- 15m width of rail crossing (where queued vehicles cannot stop).
- 46m arrival queue (in each of the two approach lanes) during the 56 second closure of the train crossing.

- Fencing along the rail corridor potential duplication of requirements in terms of noise and pedestrians. Can it be clarified where both or only one of these are required. Also the alignment for the mound appears to show the alignment extending into lot 5007. Is this supported given this area in now approved future planning.

Can I please have any comments back by 12pm tomorrow as our decision is due tomorrow.

Regards
Anthony

Anthony Walsh
Manager (Planning)
Planning and Development Services
Fitzroy and Central
Department of State Development,
Manufacturing, Infrastructure and Planning

P 07 4924 2904 **M** NR
Level 2, 209 Bolsover Street, Rockhampton QLD 4703
www.dsdmip.qld.gov.au

From: eDAMdonotreply@tmr.qld.gov.au [mailto:eDAMdonotreply@tmr.qld.gov.au]
Sent: Thursday, 15 March 2018 4:56 PM
To: RockhamptonSARA <RockhamptonSARA@dsd.qld.gov.au>
Cc: Anton.Z.DeKlerk <Anton.Z.DeKlerk@tmr.qld.gov.au>; Anton.Z.DeKlerk <Anton.Z.DeKlerk@tmr.qld.gov.au>; Central.Queensland.IDAS@tmr.qld.gov.au
Subject: TMR17-022950 - TMR response for 23-27 William Palfrey Road, Parkhurst QLD 4701 (Reference Numbers: TMR17-022950; 1710-2243 SRA; D/117-2017)

Our Reference: TMR17-022950
Application street address: 23-27 William Palfrey Road, Parkhurst QLD 4701

Please see the attached [PA - Application 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 Rockhampton Region on (07) 4931 1500, or via email Central.Queensland.IDAS@tmr.qld.gov.au who will be able to assist.

Regards,
eDAM System | Department of Transport and Main Roads

From: NR
To: Rebecca Kallarackal
Subject: FW: [ARK22-P005 - Ellida] B.06590 Olive Street Parkhurst - William Palfrey Drive Level Crossing
Date: Monday, 13 February 2023 6:46:18 AM
Attachments: arkconsultingengineersemailsignaturetransparent_25a83c2f-b076-478b-9077-957d20b2b58d.png
Ellida - Technical Note_William Palfrey Construction and Development Traffic V1.0.pdf
RMS TDT 2013-04a Guide to Traffic Generating Developments Updated traffic surveys.pdf
ID 5428 Bruce Hwy (Yaamba Rd) & William Palfrey Dr - 2016 Intersection Analysis.pdf
109116-90i - Proposed Subdivision Stages 1-3 Allotment Layout (BPS).pdf

Hi Rebecca,

FYI.
Which totally contradicts the Request for Change.

Regards

NR

From: NR @arkce.com.au>
Sent: Friday, 10 February 2023 11:24 AM
To: NR @qr.com.au>
@qr.com.au>; NR @qr.com.au>; Steve Guy Maas <SteveGuy@maasgroup.com.au>
Subject: [ARK22-P005 - Ellida] B.06590 Olive Street Parkhurst - William Palfrey Drive Level Crossing

[EXTERNAL EMAIL: This email originated from outside your organisation. Do not click on links or open attachments unless you recognise the sender and know the content is safe]

Hi NR

Please find attached Technical Note supporting Maas' proposal to use William Palfrey Drive as an interim connection for construction and development traffic associated with an initial stage approval of Ellida.

Some key points to note:

1. The previous Stages 1-3 are essentially obsolete, and Maas are discussing new staging plans with Council – the detailed staging will be worked through once Maas know how many lots can be developed with the interim use of William Palfrey Drive.
2. The assessment detailed in the Technical Note reflects that the intersection at William Palfrey Road and the Bruce Highway has changed to a left in / left out only configuration.

Once you have had a chance to review and input the traffic parameters into the ALCAM assessment of William Palfrey Drive level crossing, I would propose that we connect over Teams to discuss your findings and talk through any proposed changes to referral agency conditions.

Could you please advise when you would be available to meet to discuss further?

Thanks

NR | Director
M: NR
E: NR @arkce.com.au
W: www.arkce.com.au

From:	Anton Z De Klerk
To:	RockhamptonSARA
Cc:	Carl Porter; Central.Queensland.IDAS
Subject:	FW: TMR17-022950 - TMR correspondence for 23-27 William Palfrey Road, Parkhurst QLD 4701 (Reference Numbers TMR17-022950; 1710-2243 SRA 2208-30645 SPD; D/117-2017)
Date:	Wednesday, 19 October 2022 8:52:46 AM
Attachments:	221013_RAPTTA minor change.docx

Hi Carl,

I believe you had some additional discussions with our Rail Team (Rebecca Kalianiotis) regarding this application.

Nevertheless, please see attached additional comments from our Rail Team regarding the proposed changes to conditions.

Kind regards,

Anton DeKlerk
Team Leader, Corridor Management | Fitzroy District / Central Queensland Region
Program Delivery & Operations | Department of Transport and Main Roads
Floor 1 | Rockhampton - Knight Street Complex | 31 Knight Street | North Rockhampton Qld 4701
PO Box 5096 | Red Hill Rockhampton Qld 4701
E: CorridorManagement@tmr.qld.gov.au
W: www.tmr.qld.gov.au

Ellida Development, Parkhurst (formally named Stockland Development)

Review of Rockhampton Parkhurst Residential Traffic Assessment (February 2018) prepared by SLR Consulting Australia Pty Ltd for proposed Open Level Crossing at Olive Street and use of William Palfrey Road for Development Construction Traffic.

In essence the development proposals presented in the traffic assessment as the previous traffic assessment Proposed Master Planned Community North Parkhurst (November 2012) prepared by Cambray Consulting. The main different being it is confirmed that Olive Street will be a bus route. This characteristic significantly increases the ALCAM risk score for the Olive street level crossing, placing it in the High Risk Band (previously Medium Risk Band). As per previous discussions, it was desired that the development design includes grade separation of Olive Street and the North Coast Rail Line.

Proposals for Olive Street and William Palfrey Road Level Crossings:

Olive Street Road Crossing 2038 Design Horizon

- Install RX-5 Flashing Signals and Boom Gates (Active control) at crossing in accordance with Clauses 2.3.1 and 2.3.9 and Figure 4.6 of AS 1742.7 – 2016.
- Install cantilevered overhead flashing light signal assembly at crossing in accordance with Clauses 2.3.1 4.6 of AS 1742.7 – 2016 to cover multiple traffic lanes.
- Upgrade the existing relay interlocking at Parkhurst to a Processor Based Interlocking (including a new power supply / circuitry) in order to accommodate the level crossing and required signalling interlocking changes.
- The level crossing active controls are to be coordinated with the proposed traffic light system at the intersection of Olive Street and the Bruce Highway.
- Proposed traffic light system for the intersection of Olive Street and the Bruce Highway is to hold road traffic on the western side of the rail level crossing and not between the rail and highway intersection.
- Seal crossing surface in accordance with QR Standard Drawing No. 2586.
- Install cross-hatching and "Keep Tracks Clear" signs in accordance with Clause 3.6 of AS 1742.7 – 2016 and TMR Drawing TC1248.
- Install advance warning signage and road markings in accordance with AS 1742.7 – 2016:
    - Figure 4.7 for two vehicle lanes on western approach to crossing.
    - Figure 4.11 on eastern approach (to be confirmed when detailed drawings are available).
- Install whistle boards at 360m on both UP and DN sides of crossing in accordance with QR Standard Drawing No. 10732.
- Install Incident Reporting Signage (crossing ID 7426) at crossing in accordance with QR Standard Drawing No. 2622.
- It is desirable to install overhead lighting for road crossing in accordance with relevant main roads standards.
- In the vicinity of the proposed level crossing, it should be noted that the rail infrastructure is on a 1165m (approx.) radius curve and the track has an approx. 50mm cant which will impact the road design.
- In relation to the proposed works within the rail corridor, Queensland Rail requires an Interface Agreement to be entered into.
- Olive Street is not to be an approved B-Double route.

Olive Street Pedestrian Crossings 2038 Design Horizon

- Construct crossing pathway and install TGSI pads in accordance with QR Standard Drawing No. 10698.
- Install active gated enclosures with tapping rails and all warning signage in accordance with QR Standard Drawings Nos. 2644 and 2645.
- Install guide fencing on funnel pathway on both approaches to the crossing so as to encourage pedestrians to use the crossing.
- Install Incident Reporting Signage (crossing ID 7426) at crossing in accordance with QR Standard Drawing No. 2622.
- It is desirable to install overhead lighting for pedestrians in accordance with Clause 6.3.3 (g) of AS 1
  In relation to the proposed works within the rail corridor, Queensland Rail requires an Interface Agreement to be entered into.
- 742.7 - 2016.

William Palfrey Road Upgrade for Construction Traffic

- Maintain existing RX-5 Flashing Light control at crossing and ensure all advance waring signage is in place in accordance with Figure 4.6 of AS 1742.7 – 2016.
- Roadway on approaches for 20m either side of crossing and over crossing to be widened as necessary to accommodate two passing semi-trailers.
- If existing bitumen seal over crossing surface and for a minimum distance of 15m from each outer rail is in average or poor condition, reseal in accordance with QR Standard Drawing No. 2586 to protect rail and for safety of users.
- Install cross-hatching and "Keep Tracks Clear" signs in accordance with Clause 3.6 of AS 1742.7 – 2016 and TMR Drawing TC1248.
- Ensure advance warning signage is in place in accordance with Figure 4.6 of AS1742.7 – 2016.
- Decommission crossing in accordance with QR Standard Drawing No. 2623 on opening of Olive Street crossing.
- In relation to the proposed works within the rail corridor, Queensland Rail requires an Interface Agreement to be entered into.

ALCAM Assessment Scores

Crossing	Control	Likelihood Score	Risk Band	ALCAM Risk Score
Olive Street (Road) 2038 Design Horizon FOR INFORMATION ONLY	Flashing lights and boom gates (no bus route)	111	Medium	31,551,750
Olive Street (Road) 2038 Design Horizon	Flashing lights and boom gates (with bus route)	111	High	126,207,000
William Palfrey Road - Existing	Existing	110	Low	486,750
William Palfrey Road - Construction	Upgraded as described	130	Low	575,250

From: Rebecca Kalianiotis
To: NR
Cc: Anton Z De Klerk; Victoria L Stavar; Emma E Martin
Subject: RE: Ellida Estate - QR | Development Change Application - TMR17-022950
Date: Friday, 10 February 2023 9:40:00 AM

Dear NR

The minor change application was made to SARA as a responsible entity last year but with no relevant supporting technical documentation, for example, updated traffic information suitable for an ALCAM and state-controlled road assessment was not provided. TMR and SARA have raised a number of outstanding concerns that need to be addressed before any assessment of the minor change application can proceed and have also liaised with Rockhampton Regional Council.

The applicant should not be approaching Queensland Rail directly regarding the proposed changes to the SARA approval conditions. It appears the applicant is trying to gain a letter of support for the changes from Queensland Rail prior to responding to the issues raised by TMR and SARA, which is not the correct process, particularly as the traffic data would need to be reviewed by our Central QLD Region. I also note that a state-controlled road intersection is of concern here too.

Queensland Rail is not obliged to respond to this matter and we would recommend that you refer the applicant to Rockhampton SARA: rockhamptonSARA@dsdilgp.qld.gov.au (reference 2208-30645 SPD).

TMR will liaise with Queensland Rail about this matter at a suitable time when adequate information is available.

Kind regards,

Rebecca Kalianiotis
Manager RPIA | Transport System Management
Transport Strategy and Planning | Department of Transport and Main Roads

Floor 15 | 61 Mary Street | Brisbane Qld 4000
GPO Box 1412 | Brisbane Qld 4001
P: (07) 30661456
M NR
E: rebecca.z.kalianiotis@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: NR
To: Rebecca Kalianiotis
Subject: RE: Olive Street Parkhurst
Date: Friday, 10 February 2023 5:58:18 AM
Attachments: Ellida Estate - QR Development Change Application - Letter of Support Request.msg
RE Ellida Estate - QR Level Crossing Calibre Impact Assessment - William Palfrey Road.msg
Olive Street Parkhurst Development Permit.msg

Hi Rebecca,

Please find attached some of the correspondence that has been passed on to me recently when Maas Group's consultant started asking questions about using William Palfrey Road and wanting to change or remove Conditions 10 and 11.

Regards
NR

From: Rebecca Kalianiotis <Rebecca.Z.Kalianiotis@tmr.qld.gov.au>
Sent: Thursday, 9 February 2023 5:12 PM
To NR @qr.com.au>
Cc: Victoria L Stavar <Victoria.L.Stavar@tmr.qld.gov.au>; Emma E Martin <Emma.E.Martin@tmr.qld.gov.au>; Anton Z De Klerk <Anton.Z.DeKlerk@tmr.qld.gov.au>
Subject: RE: Olive Street Parkhurst

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Hi NR

QR should not be receiving a minor change application. I would strongly recommend QR does not respond to that and refers the applicant to SARA Central QLD at:

rockhamptonSARA@dsdilgp.qld.gov.au

Also, the Central QLD Region should be checking any traffic data for accuracy.

The applicant should also not be proposing changes to State transport conditions without contacting SARA.

Kind regards,

Rebecca Kalianiotis
Manager RPIA | Transport System Management
Transport Strategy and Planning | Department of Transport and Main Roads

Floor 15 | 61 Mary Street | Brisbane Qld 4000
GPO Box 1412 | Brisbane Qld 4001
P: (07) 30661456
M: NR
E: rebecca.z.kalianiotis@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: NR @qr.com.au>

Sent: Thursday, 9 February 2023 11:42 AM
To: Rebecca Kalianiotis <Rebecca.Z.Kalianiotis@tmr.qld.gov.au>; Victoria L Stavar <Victoria.L.Stavar@tmr.qld.gov.au>
Subject: Olive Street Parkhurst

Hello ladies,

I am seeking some assistance with this development.

It first came up around 2012 and Stockland was the developer. It stalled and there was some more correspondence in 2017/2018 – Adrian was looking after it.
It has since changed hands and Mass Group is the developer. QR has received a request for Minor Change to Referral Agency Conditions: 1710-2243 SRA Reconfiguring a Lot - 1 Lot into 126 Lots William Palfrey Road, Parkhurst.

Have you received any recent correspondence or request for input with respect to this request for change? QR is trying to understand just what is being proposed and response to that is reluctant. The change request infers one thing (William Palfrey Rd LX is not required) but the consultant is telling us another (William Palfrey Rd LX is required and wants to know how many vehicles per day would be allowed to use it for Stages 1 to 3). QR feels use of the crossing and thus access to the highway should also have TMR comment given the intersection is now left in/left out and not suitable for development traffic flow.

Are you able to advise if you have any current activity for this development and what story you have been told.

Thank you
Regards
NR

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Technical Specialist Response – Conditions

Technical agency (TA)—Transport and Main Roads
Technical Specialist - RAPTTA

PD&O Requested Date:	3/07/2020
PD&O Due Date:	6/07/2020
PD&O DAO:	Gideon Genade
TA reference:	TMR19-027870
DILGP reference:	1907-12044 SRA
DILGP regional office:	SARA Fitzroy Central
DILGP email:	RockhamptonSARA@dsdmip.qld.gov.au

1.0 Endorsement

Officer	Approver
Kelly Graham/Rory MacInnes	Rebecca Kalianiotis
Senior Planner	Manager
30661821	3066 1456
3/07/2020	06/07/2020

2.0 Application details

Street address:	777 Yaamba Road, Parkhurst QLD 4702
Real property description:	20SP314611 and 30 SP314611
Local government area:	Rockhampton Regional Council
Applicant name:	Parkhurst Holdings Pty Ltd
Applicant contact details:	c/- Capricorn Survey Group (CQ) Pty Ltd PO Box 1391 Rockhampton QLD 4701

3.0 Aspects of development and type of approval being sought

Aspect Of Development	Type Of Approval	Description
Reconfiguration of a Lot	Development Permit	2 into 8

4.0 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/ railways	10.9.4.2.1.1	Development application for reconfiguring a lot that is assessable development under section 21, if— (a) all or part of the premises are within 25m of a State transport corridor; and (b) 1 or more of the following apply— (i) the total number of lots is increased; (ii) the total number of lots adjacent to the State transport corridor is increased; (iii) there is a new or changed access between the premises and the State transport corridor; (iv) an easement is created adjacent to a railway as defined under the Transport Infrastructure Act, schedule 6; and (c) the reconfiguration does not relate to government supported transport infrastructure

5.0 Assessment

5.1 Evidence or other material

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

Initial Assessment				
Title of Evidence / Material	**Prepared by**	**Date**	**Reference no.**	**Version/Issue**
Reconfiguration of a Lot Application	Capricorn Survey Group CQ	1 July 2019	7249	
Reconfiguration Plan	Capricorn Survey Group CQ	28/06/19	7249-03-ROL-A	A
Response to Information Request				
Response Information Request Letter	Knobel engineers	12 June 2020	K4820-0005	-
Stormwater Management Plan (Including Hydraulic Impact Assessment)	Knobel Engineers	12 June 2020	K4820-0003	B
DA Application Plans	Siris Consulting Engineers	June 2020	SCE-115	A

5.2 SDAP Assessment

Site History/ Background

- On 20 May 2019, Rockhampton Regional Council issued a Decision Notice for a development permit for reconfiguring a lot for a boundary realignment of 3 into 3 lots (ref: D/11-2019).
- On 10 April 2019, the state issued a referral agency response with conditions (ref: 1903-10089 SRA). There were no conditions relating to railways.

Proposed Development

- The western boundary of the site adjoins the railway corridor (North Coast Line).
- The proposed development is for a development permit for reconfiguring a lot (2 into 8 lots). The reconfiguration will take place over proposed Lot 20 and Lot 30 under the previous reconfiguration approval on site (ref: D/11-2019 and 1903-10089 SRA).
- The development application was considered properly made with the Rockhampton Regional Council on 1 July 2019 (ref: D/52-2019).
- Therefore, the development application is triggered for assessment under the following state codes of the State Development Assessment Provisions, Version 2.5, effective 01 July 2019.
- The development application relates to a reconfiguration of a lot to create 7 industrial lots and 2 balance lots (which will be further subdivided in the future). The proposed development will form infill industrial development.
- Therefore, only an assessment of PO11 to PO17, PO20 and PO24 of Table 2.1.1 of State Code 2 - Development in a railway environment has been undertaken as below.

Response to Information Request

- The site now comprises Lots 20 SP314611 and 30 SP314611 which have been registered in accordance with the previous reconfiguration approval (ref: D/11-2019 and 1903-10089 SRA).

- The revised proposal plans, namely drawing number SCE-115-004, prepared by Siris Consulting Engineers indicate the reconfiguration proposal now relates to 2 into 12 Lots in 6 stages.

PO11 Filling, excavation and retaining structure do not interfere with, or result in damage to, infrastructure or services in a railway corridor.
PO12 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a railway corridor.
PO13 Filling and excavation, building foundations and retaining structures do not cause ground water disturbance in a railway corridor.
PO14 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 railway corridor, rail transport infrastructure or railway works.
PO15 Filling and excavation material does not cause an obstruction or nuisance in a railway corridor.

- The development application relates to a reconfiguration of a lot to create 7 industrial lots and 2 management lots. The site is currently improved with an industrial facility. Proposed Lots 11 and 10 (the balance lots) will adjoin the railway corridor.
- The Reconfiguration Plan indicates that a local new road is proposed to provide access from Yaamba Road (state-controlled road) to Proposed Lots 1 to 5 and Lot 10. Proposed Lots 6 and 11 will be accessed via Yaamba Road.
- It is likely that bulk earthworks will be required to clear the existing site of vegetation, fill existing detention ponds/ basins, establish infrastructure and establish level building lots.
- The extent of works associated with the reconfiguration is unclear.
- It is assumed that a subsequent operational works application will be forthcoming which will detail the proposed bulk earthworks. However, the State will not be triggered for any works associated with this reconfiguration of a lot application.
- Therefore, further information is required to demonstrate compliance with PO11-PO15.

Response to Information Request

- The site topography slopes from the north-east of the site (29m) to the south-west of the site (20m).
- Earthworks will be required to create level building pads, stormwater drainage infrastructure and new roads.
- The Proposed Earthworks Plan General Layout (drawing number SCE-115-006) shows that cut
- contours will adjoin the railway corridor. The level of cut near the railway corridor will exceed 1m in depth.
- A drainage channel and detention basin are proposed adjacent to the railway corridor.
- Consequently, an earthworks condition with RPEQ certification is required to ensure compliance with PO11-PO15.

PO16 Development does not result in an actionable nuisance or worsening of stormwater, flooding or drainage impacts in a railway corridor.
PO17 Run-off from the development site during construction of development does not cause siltation of stormwater infrastructure affecting a railway corridor.

- The development application relates to the reconfiguration of a lot to create 7 industrial lots and 2 management lots. The site is currently improved with an industrial facility. Proposed Lots 11 and 10 will adjoin the railway corridor.
- The proposed development will ultimately increase the impervious area on site and therefore increase peak discharge.
- The site is not impacted by councils' flood overlay mapping, however is located within the extent of the Fitzroy River Flood Study.
- The applicant's response to Council's code states:
    - *All lots will discharge to a lawful point of discharge;*

- *A stormwater management plan will be commissioned upon receipt of Council's information request;*
- *It is expected that a detention basin will be constructed in the south-west corner.*

- The extent of works associated with the reconfiguration is unclear.
- A pre and post development catchment plan or survey plan have not been provided to demonstrate the existing and proposed catchments, stormwater flows or site levels, so it is unclear what portion of the site drains to the railway corridor. Similarly, a hydraulic analysis for all stormwater events has not been undertaken to demonstrate a no-worsening to the railway corridor.
- It is assumed that a subsequent operational works application will be forthcoming which will detail the proposed stormwater management strategy. However, the State will not be triggered for any works associated with this reconfiguration of a lot application.
- Therefore, further information is required to demonstrate compliance with PO16-PO17.

Response to Information Request

- In response to the information request, a Stormwater Management Plan (including Hydraulic Impact Assessment) prepared by Siris Consulting Engineers was submitted.
- This states that the topography of the site is complex due to former cement works industrial activities. The points of discharge based on rainfall data are identified in Figure 3 and are generally along the southern boundary of the site.
- The Proposed Stormwater General Layout, drawing number SCE-115-015, shows that an open drain adjacent to the railway corridor will direct stormwater to a detention basin in the south-western part of the site.
- Section 4.1.4 of the SMP states that the subdivision will be designed to discharge flows from individual lots to the detention basin in the south-western corner of the site. A channel through the site is also proposed to divert flows from the eastern side and along the western boundary to promote capture of flows off the railway corridor and into the formalised channel. Therefore the channel is intended to collect external north-western flows and any additional flow from the railway corridor as well as flows from the eastern part of the site.
- The SMP states that the further refinement of the channels can be undertaken at the detailed design stage.
- The SMP has not included RPEQ certified conceptual designs or sections for the detention basin or drainage channel adjoining the railway corridor.
- The outlet configuration for the detention basin has not been provided and it is unclear where and how this discharges to the south in relation to the railway corridor.
- The building pads of the site will be levelled so as to be above the adjacent major flow channels along the perimeter of the site to ensure an adequate level of freeboard.
- TMR's Engineering & Technology Branch (Hydraulics - Flooding) reviewed the SWMP information and provided the following advice:
  - *From the rail corridor flooding perspective the proposal looks OK – there are no adverse impacts for floods up to 1% AEP.*
- Additionally, TMR's Engineering & Technology Branch (Hydraulics – Stormwater and Drainage) reviewed the SWMP information and provided the following advice;
  - *For events up to Q100, comparison of pre and post development discharges are required at each legal point of discharge.*
- Therefore, a stormwater condition, with RPEQ certification and supporting documentation is required to ensure compliance with PO16 to PO17.

PO18 Development prevents unauthorised access to a **railway corridor**.

- It is unclear if the railway corridor boundary is fenced in this location.
- The proposed development will increase the number of industrial lots adjoining the railway corridor

and therefore the risk of unauthorised access by people and vehicles

- Fencing to the railway corridor should be in accordance with Queensland Rail standard QR-C-S3230 (without rails).
- Therefore, a condition should be imposed to ensure compliance with PO18.

PO20 Access to a railway corridor does not create a safety hazard for users of a railway, or result in a worsening of operating conditions on a railway.
PO24 Development does not adversely impact on the safety of a railway crossing.

- The development application relates to a reconfiguration of a lot to create 7 industrial lots and 2 balance lots.
- Proposed Lots 6 and 11 are accessed via Yaamba Road (state-controlled road) and proposed Lots 1-5 and 10 will be accessed via a new road from Yaamba Road.
- The Site Layout Plan, drawing number SCE-115-002, provided as part of the information request response shows that the proposed allotments and new roads will gain access to Yaamba Road via service road on the eastern side of the railway corridor.
- There are railway level crossings of the North Coast line approximately 6km south within the Rockhampton CBD and a grade separated railway crossing approximately 9km north on Yaamba Road.
- The reconfiguration will facilitate infill development.
- Therefore, development generated traffic is likely to contribute to cumulative impacts on existing railway level crossings in the Rockhampton CBD.
- The proposed development is unlikely to compromise PO20 and PO24.

6.0 Recommendations

6.1 Assessment

RAPTTA:

(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: 3.5

No.	Conditions of Development Approval	Condition Timing
Development Permit – Reconfiguration of a Lot (2 into 12 lots)		
Filling and excavation		
1	IP01 – [Model Condition] (a) Any excavation, filling/backfilling/compaction, retaining structures, batters, stormwater management measures and other works involving ground disturbance must not encroach upon or de-stabilise the railway corridor, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts. (b) RPEQ certification, with supporting documentation, must be provided to the Program Delivery and Operations Unit, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with part (a) of this condition.	(a) At all times (b) Prior to submitting the Plan of Survey to the local government for approval

No.	Conditions of Development Approval	Condition Timing
Stormwater and flooding		
2	IP04 – [Model Condition] (a) Stormwater and flooding management of the development must ensure no worsening or actionable nuisance to the railway corridor. (b) Any works on the land must not: i. create any new discharge points for stormwater runoff onto the railway corridor; ii. interfere with and/or cause damage to the existing stormwater drainage on the railway corridor; iii. surcharge any existing culvert or drain on the railway corridor; iv. reduce the quality of stormwater discharge onto the railway corridor; v. impede or interfere with hydraulic conveyance or overland flow paths on the site, including run-off from the railway corridor; vi. reduce the floodplain storage capacity of the site. (c) RPEQ certification, with supporting documentation, must be provided to the Program Delivery and Operations Unit, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with part (a) of this condition. [As there is no opportunity for a further issues due to the deadline dilemma, we would suggest compliance for design and construction on stormwater for this one. There are significant risks to the railway corridor if the development is not appropriately designed.]	(a) & (b) At all times (c) Prior to submitting the Plan of Survey to the local government for approval
Fencing		
3	IP05 – [Model condition] Fencing must be provided along the site boundary with the railway corridor in accordance with Queensland Rail drawing number QR-C-S3230 – '1.8m High Chain Link Security Fence Without Rails Using 50mm Diamond Mesh General Arrangement'.	Prior to submitting the Plan of Survey to the local government for approval

AND

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

General Advice	
Ref.	**Further permits, approvals required**
1.	**Works on a railway corridor** Pursuant to section 255 of the *Transport Infrastructure Act 1994,* the railway manager's written approval is required to carry out works in or on a railway corridor or otherwise interfere with the railway or its operations. The applicant should also contact the railway manager prior to the installation of any fencing along the site boundary with the railway corridor. Any interference with stormwater in relation to the railway corridor may require approval from the railway manager.

	Please be advised that this concurrence agency response does not constitute an approval under section 255 of the *Transport Infrastructure Act 1994* and that such approvals need to be separately obtained from the relevant railway manager. The applicant should contact the Queensland Rail Property Team at developmentenquiries@qr.com.au or (07) 3072 2213 in relation to obtaining the necessary approvals.

(b) RAPTTA 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: Development Permit – Reconfiguration a Lot				

Queensland Government

Department of Transport and Main Roads

Development Application
Recommendation: Approved with Conditions

DSDMIP reference:	1907-12044 SRA
DSDMIP role	Referral Agency
DSDMIP regional office:	SARA Fitzroy Central
DSDMIP email:	RockhamptonSARA@dsdmip.qld.gov.au
TA reference:	TMR19-027870
TA contact name:	Anton DeKlerk
TA contact details:	(07) 4931 1545
TA approver:	Anton DeKlerk

1.0 Application details

Street address:	777 Yaamba Road, Parkhurst QLD 4702
Real property description:	20SP300132, 30SP300133
Local government area:	Rockhampton Regional Council
Applicant name:	Parkhurst Holdings Pty Ltd
Applicant contact details:	c/- Capricorn Survey Group (CQ) Pty Ltd PO Box 1391 Rockhampton QLD 4701

2.0 Aspects of development and type of approval being sought

Aspect Of Development	Type Of Approval	Description
Reconfiguration of a Lot	Development Permit	2 lots into 12 lots (done in six stages)

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	10.9.4.2.1.1	Development application for reconfiguring a lot that is assessable development under section 21, if— (a) all or part of the premises are within 25m of a State transport corridor; and (b) 1 or more of the following apply— (i) the total number of lots is increased; (ii) the total number of lots adjacent to the State transport corridor is increased; (iii) there is a new or changed access between the premises and the State transport corridor; (iv) an easement is created adjacent to a railway as defined under the Transport Infrastructure Act, schedule 6; and (c) the reconfiguration does not relate to government supported transport infrastructure

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
Reconfiguration of a Lot Application	Capricorn Survey Group CQ	1 July 2019	7249	
Reconfiguration Plan	Capricorn Survey Group CQ	28 June 2019	7249-03-ROL-A	A
RE: Information Request Response	Capricorn Survey Group CQ	18 June 2020	7249	-
Stormwater Management Plan (including hydraulic impact assessment)	Knobel Engineers	12 June 2020	K4820-0003	B
Proposed Development Application – 777 Yaamba Road, Parkhurst	Knobel Engineers	12 June 2020	K4820-0005	-
Traffic Engineering Report	Hayes Traffic Engineering	November 2019	19889	DA-01
Plans	SIRIS Consulting Engineers	June 2020	SCE-115-001 to SCE-115-027	A

4.2 Considerations and assessment

- The initial proposal was for a Reconfiguring a Lot (2 lots into 8 lots) at 777 Yaamba Road, Parkhurst on land described as Lot 20 on SP300132 and Lot 30 on SP300133. The land is located within the Parkhurst Industrial Precinct.
    - It should be noted that the department was a referral agency for a previous boundary alignment (3 lots into 3 lots) over this parcel of land (ref: D/11-2019 and 1903-10089 SRA). A section 62 decision was issue for two parcels (Lot 30 and Lot 20 on the plan) with Lot 20 accessed via easement over Lot 30). Lot 4 will have access to the service road which is being reconstructed under the Rockhampton Northern Access Upgrade (RNAU) project.
- Due to a response to an Information Request, the proposed subdivision changed to include further subdivision of Lot 30 SP314611.
- Thus, the current proposal is for a Reconfiguring a Lot (2 lots into 12 lots), done in six (6) stages at 777 Yaamba Road, Parkhurst on land described as Lot 20 on SP300132 and Lot 30 on SP300133. Lot 20 will consist of 8 allotments with an internal road connecting to Lot 30 which will consist of 4 allotments.
- The primary access to the development will be via a new access from the service road, allowing access to Lot 1, 2, 3, 4, 5, 7, 8, 9, 10 and 11. Although the proposed subdivision plan illustrate Lot 6 to gain direct access form the new service road (a state-controlled road), access to Lot 6 must be obtained via Lot 12. No direct access from Lot 6 to the new service road will be supported at this stage. This application will therefore trigger assessment against State Code 1.

- The western boundary of the site also adjoins the railway corridor (North Coast Line) and therefore will also trigger assessment against State Code 2.

An assessment of the proposed development against *State Code 1* was undertaken by the department and the following assessment summary of the relevant state code is provided.

State Code 1: Development in a state-controlled road environment
Table 1.2.1: Development in a state-controlled road environment

- **Building and structures (PO 1 – PO 3)**
  The proposal plans do not indicate any buildings or structures within the SCR environment.
- **Filling, excavation and retaining structures (PO 4 – PO 11)**
  - It is likely that bulk earthworks will be required to clear the existing site of vegetation, fill existing detention ponds/ basins, establish infrastructure and establish level building lots.
  - It is assumed that a subsequent operational works application will be forthcoming which will detail with the proposed bulk earthworks. However, the State will not be triggered for any operational works associated with this reconfiguration of a lot application. Thus, any potential impacts onto the state-controlled road network will need to be conditioned as part of this application.
  - TMR will therefore condition that any earthworks / site works should have no worsening impacts onto the SCR network.
- **Stormwater and drainage (PO 12 – PO 14)**
  - It should be noted that the table drain behind the kerb at the road intersection / access onto the new service road is not supported by TMR. TMR will therefore condition that the "Intersection & Road Type Cross Section & Details prepared by Siris Consulting Engineers dated June 2020, reference SCE-115-105 and revision A" is not being supported. The table drain can however be finalised as part of the formal 'section 33' application with TMR (as per General Advice Note 2 below).
    - Furtermore, the following concerns to this plan can also be noted:
      - The pavement widening must match depth of existing pavement;
      - Subsoil drainage must be provided under new kerb and channel;
      - TMR will not support a table drain behind kerb and channel (especially within a new development) All table drains must be located outside the road reserve (i.e. be located within private property).
      - TMR is not in support of the cut and fill slopes due to the proposed kerb and channel containing some safety concerns regarding the proposed 1 on 1 and 1 on 2 slopes (including maintenance will be difficult). TMR will therefore condition the development to provide 1 on 4 slopes for safety and maintenance purposes.
      - A Geotechnical Report will be required if a permanent 1 on 1 cut batter is to be provided, demonstrating the cut batter to be acceptable – especially regarding scour risks.
  - Furthermore, in response to the information request, a Stormwater Management Plan (including Hydraulic Impact Assessment) prepared by Siris Consulting Engineers was submitted.
  - This states that the topography of the site is complex due to former cement works industrial activities. The points of discharge based on rainfall data are identified in Figure 3 and are generally along the southern boundary of the site.
  - The Proposed Stormwater General Layout, drawing number SCE-115-015, shows that an open drain adjacent to the railway corridor will direct stormwater to a detention basin in the

south-western part of the site.

- Section 4.1.4 of the SMP states that the subdivision will be designed to discharge flows from individual lots to the detention basin in the south-western corner of the site. A channel through the site is also proposed to divert flows from the eastern side and along the western boundary to promote capture of flows off the railway corridor and into the formalised channel. Therefore the channel is intended to collect external north-western flows and any additional flow from the railway corridor as well as flows from the eastern part of the site.
- The SMP states that the further refinement of the channels can be undertaken at the detailed design stage. Unfortunately the State will not be a referral during Operational Works stage and therefore will condition a detailed SMP with RPEQ signing.
- The SMP has not included RPEQ certified conceptual designs or sections for the detention basin or drainage channel adjoining the railway corridor.
- The outlet configuration for the detention basin has not been provided and it is unclear where and how this discharges to the south in relation to the railway corridor.
- The building pads of the site will be levelled so as to be above the adjacent major flow channels along the perimeter of the site to ensure an adequate level of freeboard.
- TMR's Engineering & Technology Branch (Hydraulics - Flooding) reviewed the SWMP information and provided the following advice:
  - *From the rail corridor flooding perspective the proposal looks OK – there are no adverse impacts for floods up to 1% AEP.*
- Additionally, TMR's Engineering & Technology Branch (Hydraulics – Stormwater and Drainage) reviewed the SWMP information and provided the following advice;
  - *For events up to Q100, comparison of pre and post development discharges are required at each legal point of discharge.*
- Therefore, a stormwater condition, with RPEQ certification and supporting documentation is required to ensure compliance with PO12 to PO14.

- **Vehicular access to a state-controlled road (PO 15 – PO 16)**
  - The primary access to the development will be via a new internal road (Road A and Road B) connecting onto the new Service Road (a state-controlled road), allowing access to Lot 1, 2, 3, 4, 5, 7, 8, 9, 10 and 11. Although the plans indicate Lot 6 to have a separate direct access onto the new service road, this has not been formally approved and it will be conditioned that Lot 6 obtain access via Lot 12. This will be consistent with the previous s62 approval (TMR19-026889).
  - The applicant provided swept path for the 19.0m Semi-Trailer entering the development but did not provide a swept path for 19.0m Semi-Trailers leaving the site. This can however be dealt with at the "section 33" stage for the access. TMR will include a note highlighting the requirement for a section 33 approval.
  - Furthermore, it should be noted that this portion of the Bruce Highway is a B-Double Route (and Boundary Road South is a B-Double route), thus it would be expected that the site will need to be able to cater for B-Doubles entering and leaving the site. If a B-Double cannot enter the site, TMR will condition the largest vehicle allowed to enter the development site to be a Semi-Trailer. This could be reflected on the s62 approval.
  - Due to potential stacking issues from vehicles turning off the Bruce Highway into Boundary Road South and into the new Service Road, TMR will condition 'keep clear line marking' at this intersection (that is, the new Service Road and newly constructed Boundary Road South) to assist with this issue.

- **Vehicular access to a local road within 100m of an intersection with a state-controlled road**

(PO 17)

- Please refer to PO15 - PO16.

- **Public passenger transport infrastructure on state-controlled road (PO 18)**
  Not Applicable.
- **Planned upgrades (PO 19)**
  - The planned upgrades of the Bruce Highway are currently underway (known as the Rockhampton Northern Access Upgrade). The planned upgrade is to duplicate the existing Bruce Highway, and also include a new Service Road facilitating a number of industrial lots on the western side of the highway, which include the subject site.
  - The service road will be located within the State-controlled Road Reserve but once completed it will be maintained by Council.
- **Network impacts (PO 20 – PO 22)**
  - Refer to item PO15 – PO16 (above).

Table 1.2.2: Environmental emissions (PO23 – PO 24) - Not Applicable

Table 1.2.3: Development in a future state-controlled road environment - Not Applicable

State Code 2: Development in a railway environment
Table 2.2.1: Development in a railway environment

- **Buildings and Structures (PO 1 – PO 10)**
  - Not Applicable
- **Filling, excavation and retaining structures (PO 11 – PO 15)**
  - The development application relates to a reconfiguration of a lot to create 12 industrial lots. Proposed Lots 11 and 10 (the balance lots) will adjoin the railway corridor.
  - It is likely that bulk earthworks will be required to clear the existing site of vegetation, fill existing detention ponds/ basins, establish infrastructure and establish level building lots.
  - The extent of works associated with the reconfiguration is unclear.
  - It is assumed that a subsequent operational works application will be forthcoming which will detail with the proposed bulk earthworks. However, the State will not be triggered for any operational works associated with this reconfiguration of a lot application.
  - Therefore, further information is required to demonstrate compliance with PO11-PO15.

Response to Information Request

- The site topography slopes from the north-east of the site (29m) to the south-west of the site (20m).
- Earthworks will be required to create level building pads, stormwater drainage infrastructure and new roads.
- The Proposed Earthworks Plan General Layout (drawing number SCE-115-006) shows that cut contours will adjoin the railway corridor. The level of cut near the railway corridor will exceed 1m in depth.
- A drainage channel and detention basin are proposed adjacent to the railway corridor.
- Consequently, an earthworks condition with RPEQ certification is required to ensure compliance with PO11-PO15.

- **Stormwater (PO 16 – PO 17)**
  - The development application relates to the reconfiguration of a lot to create 7 industrial lots and 2 management lots. The site is currently improved with an industrial facility. Proposed

Lots 11 and 10 will adjoin the railway corridor.

- The proposed development will ultimately increase the impervious area on site and therefore increase peak discharge.
- The site is not impacted by councils' flood overlay mapping, however is located within the extent of the Fitzroy River Flood Study.
- The applicant's response to Council's code states:
  - *All lots will discharge to a lawful point of discharge;*
  - *A stormwater management plan will be commissioned upon receipt of Council's information request;*
  - *It is expected that a detention basin will be constructed in the south-west corner.*
- The extent of works associated with the reconfiguration is unclear.
- A pre and post development catchment plan or survey plan have not been provided to demonstrate the existing and proposed catchments, stormwater flows or site levels, so it is unclear what portion of the site drains to the railway corridor. Similarly, a hydraulic analysis for all stormwater events has not been undertaken to demonstrate a no-worsening to the railway corridor.
- It is assumed that a subsequent operational works application will be forthcoming which will detail the proposed stormwater management strategy. However, the State will not be triggered for any works associated with this reconfiguration of a lot application.
- Therefore, further information is required to demonstrate compliance with PO16-PO17.

Response to Information Request

- In response to the information request, a Stormwater Management Plan (including Hydraulic Impact Assessment) prepared by Siris Consulting Engineers was submitted.
- This states that the topography of the site is complex due to former cement works industrial activities. The points of discharge based on rainfall data are identified in Figure 3 and are generally along the southern boundary of the site.
- The Proposed Stormwater General Layout, drawing number SCE-115-015, shows that an open drain adjacent to the railway corridor will direct stormwater to a detention basin in the south-western part of the site.
- Section 4.1.4 of the SMP states that the subdivision will be designed to discharge flows from individual lots to the detention basin in the south-western corner of the site. A channel through the site is also proposed to divert flows from the eastern side and along the western boundary to promote capture of flows off the railway corridor and into the formalised channel. Therefore the channel is intended to collect external north-western flows and any additional flow from the railway corridor as well as flows from the eastern part of the site.
- The SMP states that the further refinement of the channels can be undertaken at the detailed design stage.
- The SMP has not included RPEQ certified conceptual designs or sections for the detention basin or drainage channel adjoining the railway corridor.
- The outlet configuration for the detention basin has not been provided and it is unclear where and how this discharges to the south in relation to the railway corridor.
- The building pads of the site will be levelled so as to be above the adjacent major flow channels along the perimeter of the site to ensure an adequate level of freeboard.
- TMR's Engineering & Technology Branch (Hydraulics - Flooding) reviewed the SWMP information and provided the following advice:

- *From the rail corridor flooding perspective the proposal looks OK – there are no adverse impacts for floods up to 1% AEP.*

- Additionally, TMR's Engineering & Technology Branch (Hydraulics – Stormwater and Drainage) reviewed the SWMP information and provided the following advice;
  - *For events up to Q100, comparison of pre and post development discharges are required at each legal point of discharge.*
- Therefore, a stormwater condition, with RPEQ certification and supporting documentation is required to ensure compliance with PO16 to PO17.

- **Access to a railway corridor (PO 18)**
  - It is unclear if the railway corridor boundary is fenced in this location.
  - The proposed development will increase the number of industrial lots adjoining the railway corridor and therefore the risk of unauthorised access by people and vehicles
  - Fencing to the railway corridor should be in accordance with Queensland Rail standard QR-C-S3230 (without rails).
  - Therefore, a condition should be imposed to ensure compliance with PO18.

- **Access to a railway corridor does not create safety hazard (PO 20) and; impact on safety of a railway crossing Planned Upgrades (PO 24)**
  - The development application relates to a reconfiguration of a lot to create 7 industrial lots and 2 balance lots.
  - Proposed Lots 6 and 11 are accessed via Yaamba Road (state-controlled road) and proposed Lots 1-5 and 10 will be accessed via a new road from Yaamba Road.
  - The Site Layout Plan, drawing number SCE-115-002, provided as part of the information request response shows that the proposed allotments and new roads will gain access to Yaamba Road via service road on the eastern side of the railway corridor.
  - There are railway level crossings of the North Coast line approximately 6km south within the Rockhampton CBD and a grade separated railway crossing approximately 9km north on Yaamba Road.
  - The reconfiguration will facilitate infill development.
  - Therefore, development generated traffic is likely to contribute to cumulative impacts on existing railway level crossings in the Rockhampton CBD.
  - The proposed development is unlikely to compromise PO20 and PO24.

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: 3.5

No.	Conditions of Development Approval	Condition Timing
Development Permit - Reconfiguring a Lot (2 lots into 12 lots)		

No.	Conditions of Development Approval	Condition Timing
State-controlled Road		
Filling and excavation		
1	IP01 – [Model Condition] (a) Any excavation, filling/backfilling/compaction, retaining structures, batters, stormwater management measures and other works involving ground disturbance must not encroach upon or de-stabilise the state-controlled road corridor, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts. (b) RPEQ certification, with supporting documentation, must be provided to the Manager of Project Planning & Corridor Management, Fitzroy District (CorridorManagement@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with part (a) of this condition.	(a) At all times (b) Prior to submitting the Plan of Survey to the local government for approval
In accordance with approved plans		
2	AD01 - [Model Condition] The development must be carried out generally in accordance with the following plans: - Lily Place Estate Proposed Staging Plan Sheet 1 prepared by Siris Consulting Engineers dated June 2020, reference SCE-115-003 and revision A; and - Lily Place Estate Proposed Staging Plan Sheet 2 prepared by Siris Consulting Engineers dated June 2020, reference SCE-115-003 and revision A.	Prior to submitting the Plan of Survey to the local government for approval.
3	AD01 - [Modified Model Condition] The table drain behind the kerb at the road access / intersection onto the new Service Road (a state-controlled road) is **not supported** as illustrated on the following plan: - Intersection & Road Type Cross Section & Details prepared by Siris Consulting Engineers dated June 2020, reference SCE-115-105 and revision A.	At all times
Vehicular Access to state-controlled road		
4	NF1b - [Model Condition] (a) The new intersection to Lot 20 and an existing road access location to Lot 30 on the new Service Road (a state-controlled road) are to be located at: i) Lot 20 SP314611 at approximate Lat: 150.513544; Long: -23.305406; and ii) Lot 30 SP314611 at approximate Lat: 150.514236; Long: -23.303920. access	At all times
5	NF02 - [Model Condition] Direct access is not permitted between the new Service Road (located within the state-controlled road reserve) and the subject site (Lot 20SP300132 and Lot 30SP300133), other than described in condition 4.	At all times

No.	Conditions of Development Approval	Condition Timing
Stormwater management		
6	IP03 – [Model Condition] (a) The development must be carried out generally in accordance with Stormwater Management Plan (Including Hydraulic Impact Assessment) prepared by Knobel Engineers dated 12 June 2020 reference K4820-0003 and Revision B. (b) RPEQ certification (with supporting documentation including compliance with Councils updated Flood Model including the RNAU Project) must be provided to the Manager of Project Planning & Corridor Management, Fitzroy District (CorridorManagement@tmr.qld.gov.au) within the Department of Transport and Main Roads', confirming that the development has been constructed in accordance with part (a) of this condition.	(a) At all times (b) Prior to submitting the Plan of Survey to the local government for approval

No.	Conditions of Development Approval	Condition Timing
Development Permit - Reconfiguring a Lot (2 lots into 12 lots)		
Railway		
Filling and excavation		
7	IP01 – [Model Condition] (a) Any excavation, filling/backfilling/compaction, retaining structures, batters, stormwater management measures and other works involving ground disturbance must not encroach upon or de-stabilise the railway corridor, including all transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts. (b) RPEQ certification, with supporting documentation, must be provided to the Program Delivery and Operations Unit, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been constructed in accordance with part (a) of this condition.	(a) At all times (b) Prior to submitting the Plan of Survey to the local government for approval
Stormwater management - Railway		
8	IP04 – [Model Condition] (a) Stormwater and flooding management of the development must ensure no worsening or actionable nuisance to the railway corridor. (b) Any works on the land must not: i) create any new discharge points for stormwater runoff onto the railway corridor; ii) interfere with and/or cause damage to the existing stormwater drainage on the railway corridor; iii) surcharge any existing culvert or drain on the railway corridor; iv) reduce the quality of stormwater discharge onto the railway corridor; v) impede or interfere with hydraulic conveyance or overland flow paths on the site, including run-off from the railway corridor; vi) reduce the floodplain storage capacity of the site. (c) RPEQ certification, with supporting documentation, must be provided to the Program Delivery and Operations Unit, Central Queensland	(a) & (b) At all times (c) Prior to submitting the Plan of Survey to the local government for approval

No.	Conditions of Development Approval	Condition Timing
	Region (Central.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads, confirming that the development has been designed and constructed in accordance with part (a) of this condition. [As DSDMIP is not willing to issue a 'further issues' letter, we would suggest compliance for design and construction on stormwater for this one. There are significant risks to the railway corridor if the development is not appropriately designed.]	
Fencing		
9	IP05 – [Model condition] Fencing must be provided along the site boundary with the railway corridor in accordance with Queensland Rail drawing number QR-C-S3230 – '1.8m High Chain Link Security Fence Without Rails Using 50mm Diamond Mesh General Arrangement'.	Prior to submitting the Plan of Survey to the local government for approval

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

General advice	
Ref.	**Further permits, approvals required**
1.	**Works on a railway corridor** Pursuant to section 255 of the *Transport Infrastructure Act 1994,* the railway manager's written approval is required to carry out works in or on a railway corridor or otherwise interfere with the railway or its operations. The applicant should also contact the railway manager prior to the installation of any fencing along the site boundary with the railway corridor. Any interference with stormwater in relation to the railway corridor may require approval from the railway manager. Please be advised that this concurrence agency response does not constitute an approval under section 255 of the *Transport Infrastructure Act 1994* and that such approvals need to be separately obtained from the relevant railway manager. The applicant should contact the Queensland Rail Property Team at developmentenquiries@qr.com.au or (07) 3072 2213 in relation to obtaining the necessary approvals.
2.	**Road works approval** Under section 33 of the *Transport Infrastructure Act 1994,* written approval is required from the Department of Transport and Main Roads to carry out road works on a state-controlled road. Please contact the Department of Transport and Main Roads' on CorridorManagement@tmr.qld.gov.au to make an application for road works approval. This approval must be obtained prior to commencing any works on the state-controlled road reserve. The approval process may require the approval of engineering designs of the proposed works, certified by a Registered Professional Engineer of Queensland (RPEQ). Please contact the Department of Transport and Main Roads' as soon as possible to ensure that gaining approval does not delay construction.

6.0 Endorsement

Officer
Anton DeKlerk
Principal Town Planner
(07) 4931 1545
Central.Queensland.IDAS@tmr.qld.gov.au

Approver
NR

Anton DeKlerk
Principal Town Planner
(07) 4931 1545
Central.Queensland.IDAS@tmr.qld.gov.au
7 July 2020

From:	No Reply
To:	rockhamptonSARA@dsdilgp.qld.gov.au; enquiries@rrc.qld.gov.au
Cc:	carl.porter@dilgp.qld.gov.au; reception@csgcg.com.au
Subject:	2210-31766 SRA application correspondence
Date:	Tuesday, 6 December 2022 10:33:06 AM
Attachments:	Plans referred to in referral response_2210-31766 SRA.pdf GE83-N Representations about a referral agency response.pdf RA6-N Response with conditions 2210-31766 SRA.pdf

Please find attached a notice regarding application 2210-31766 SRA.

If you require any further information in relation to the application, please contact the State Assessment and Referral Agency on the details provided in the notice.

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

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Email Id: RFLG-1222-0015-9723

RAPTTA Technical Specialist Response – Railway – Assessment

TMR reference:	TMR22-037825
SARA reference:	2210-31766 SRA
Street address:	23-27 William Palfrey Road, Parkhurst QLD 4702
Real property description:	5SP238731, 37RP600698, 38RP600698

1.0 Endorsement

Officer	**Approver**
Victoria Stavar	Rebecca Kalianiotis
Principal Planner	Manager
3066 1580	3066 1456
16/11/2022	24/11/2022

2.0 SDAP Assessment

Site History

In 2011, Stockland advised TMR of a proposed integrated residential and commercial development 'Ellida' at Parkhurst, north of Rockhampton.

Preliminary Approval (TMR Ref: TMR13-005882, Rockhampton Regional Council Ref: D/36-2013)

- A development application was made on 11 March 2013 to Rockhampton Regional Council (Ref: D/36-2013) seeking a preliminary approval for a master planned residential estate of 2350 allotments and a development permit for reconfiguring a lot for stages 1 – 3 of 199 lots at Yaamba Road, Parkhurst. The site was adjacent to the North Coast Line railway and triggered referral to the Department of Transport and Main Roads as a concurrence agency for railways and state-controlled roads.
- Access to the development from the Bruce Highway was proposed via a four way intersection at Olive Street which would involve a new railway crossing of the North Coast Line.
- The development was facilitated as a 'major project' under the previous Department of State Development Infrastructure Planning (DSDIP) Industry Support Unit.
- There were a number of workshops and pre-lodgement meetings with the applicant, Department of Transport and Main Roads, Queensland Rail and the Minister's office from November 2012 regarding the proposal for a new railway level crossing for the development.
- The *Queensland Level Crossing Safety Strategy 2012-2021* seeks to eliminate level crossings where appropriate. In particular, Strategy 9 seeks to:
  'Explore opportunities for grade separation or closing level crossings and seek to minimise any proposals to construct a public level crossing on a greenfield site, with a clear objective to add no further open level crossings to the network.'
- Consequently, any proposed level crossings require Minister endorsement.
- To overcome the Government's position of 'no new level crossings', Stockland proposed to relocate the William Palfrey Road level crossing approximately 700m north to Olive Street. Grade separation was considered unviable due to cost and land constraints.
- In March 2013, the Minister advised that the new Olive Road level crossing was supported as a replacement for the William Palfrey Road level crossing based on it being assessed as 'medium risk'.
- TMR provided a letter dated 15 April 2013 to Stockland which advised that '*TMR supports the proposed at-grade level crossing solution to Olive Street, noting no further crossings will be added to the network as the existing level crossing at William Palfrey Road will be relocated and*

upgraded.'

- TMR issued an information request dated 7 May 2013 which requested further information in relation to state-controlled road traffic, conceptual engineering drawings for the Olive Street level crossing and railway noise.
- The existing William Palfrey Drive level crossing was intended to be utilised for construction purposes, then decommissioned and closed upon the opening of the replacement Olive Street level crossing.
- Queensland Rail provided approval in principle to replace the William Palfrey Road level crossing with the Olive Street level crossing via letters dated 12 April 2013 and 28 August 2013 including specific requirements and conditional upon further consultation at detailed design stages.
- TMR issued a concurrence agency response with conditions on 17 October 2013. This included requirements regarding the new Olive Street level crossing and closure and decommissioning of the William Palfrey Road level crossing, amongst other railway conditions concerning stormwater, fencing, noise and earthworks. Additional conditions were applied in relation to state-controlled road intersection works and future potential bus routes.
- Rockhampton Regional Council issued a Decision Notice dated 11 December 2013 giving approval for a Preliminary Approval to vary the effect of the Planning Scheme for a Material Change of Use for a Master Planned Community and a Development Permit for Reconfiguring a Lot (five lots into 127 lots, public use land and balance lots).
- The approval was subsequently appealed and withdrawn. As such, there is no prior approval.
- The current Rockhampton City Plan 2015 now designates the 'Ellida' site as residential and as such future residential development on the site does not require a preliminary approval for a material change of use to change the levels of assessment for the land.
- A number of prelodgement meetings have been held between TMR, QR, DILGP and the applicant:

  Prelodgement Meeting – 16 September 2015 (TMR ref: TMR15-014875; DILGP Ref: SPL-0815-023596)

  - A prelodgement meeting was held on 16 September 2015, and a prelodgement meeting record dated 2 October 2015 was provided regarding a forthcoming 128 lot subdivision and sales office generally corresponding to the previously assessed stages 1-3.
  - the applicant was advised that all previous reporting for the development application needed to be revised and updated and the relevant SDAP criteria would need to be addressed for state-controlled roads and railways.
  - The applicant advised that the intention of closing the William Palfrey Road railway level crossing remained and requested in-principle agreement that the replacement railway level crossing was still valid. TMR was to check the process required for this with senior management and advised updated traffic data would be required regarding the revised development proposal and arrangements, background traffic, design horizon and the like as this would affect the design / safety controls.
  - The applicant was requested to provide formal written correspondence to TMR clarifying the nature of the proposed development and requesting written confirmation regarding the validity of the replacement railway level crossing.
  - Since this meeting, TMR confirmed that the replacement level crossing approved by the Minister in 2013 remains valid in principle. This was the direction given by the Executive Director, of Transport System Management within TMR.

  Prelodgement Meeting – 29 May 2017 (TMR ref: TMR17-021315; DILGP Ref: SPL-0517-039320)

- A prelodgement meeting was held on 29 May 2017 (SPL-0517-039320) and a prelodgement meeting record dated 8 June 2017 was provided regarding a forthcoming 126 lot subdivision generally corresponding to the previously assessed stages 1-3. The intent was to provide information for the entire development.
- Access for the initial stages of the development (construction, display village and initial lot releases of approximately 200 allotments) was proposed through Edenbrook estate, subject to receiving approval from Rockhampton City Council. The intersection of William Palfrey Road and the Bruce Highway was not intended to be used to access the site during construction and at commencement, provided the applicant could reach agreement to use the road connection from the Edenbrook estate. The applicant wished to achieve primary access to the estate via Olive Street.
- At this meeting it was conveyed that the issues raised at the prelodgement meeting of October 2015 were still required to be addressed, in particular all reports should be updated.
- TMR is upgrading the Bruce Highway at this location, however would not be designing or funding the fourth leg of Olive Street which includes the replacement railway level crossing.
- The meeting specifically discussed traffic information, and in relation to railway level crossings TMR identified that information would be required in relation to proposed access arrangements and development generated traffic for all aspects and stages of the development, and only one level crossing could be operational at one time.
- Queensland Rail and TMR advised that it was preferred for access to the development (namely, construction and the initial stages) to be gained from the road connection via the Edenbrook estate rather than via the existing railway level crossing at William Palfrey Road.

<u>Development permit – Reconfiguring a Lot (1 lot into 129 lots - 124 residential lots, 2 management lots, 1 active open space lot, 1 linear open space lot, and 1 balance lot) (TMR ref: TMR17-022950, SARA ref: 1710-2243 SRA)</u>

- On 12 September 2018, Rockhampton Regional Council issued a negotiated decision notice approving a development permit for reconfiguring a lot (one lot into 126 lots) (121 residential lots, 2 management lots, 1 active open space lot, 1 linear open space lot and 1 balance lot) (Council ref: D/117-2017).
- On 29 June 2018, SRA issued a changed referral agency response which imposed conditions on the above approval. Conditions included development being generally in accordance with the subdivision plan, road works on the Bruce Highway, internal road works, construction management plan, potential future bus route, fencing, noise attenuation, stormwater and flooding, earthworks, and railway level crossing upgrades and relocations (TMR ref: TMR17-022950, SARA ref: 1710-2243 SRA).

Proposed Development

- The site adjoins the railway corridor (North Coast Line) along is its eastern boundary.
- The development application is for development permit for a reconfiguring a lot for a boundary realignment (three lots into three lots).
- The proposed development creates an additional lot abutting the railway corridor.
- Additionally, the eastern corner of the site includes the future railway corridor project 'Bruce Hwy - Rockhampton Ring Rd (Third River Crossing) – BC' as shown on the DAMS. This project is classified as Category C within TMR's PRISM planning.
- The development application was considered properly made by Rockhampton Regional Council on 18 October 2022 (ref: D/140-2022).
- The following assessment is provided in relation to State Code 2 – Development in a Railway

Environment of the State Development Assessment Provisions, Version 3.0, effective 18 February 2022:-

SDAP Assessment
State Code 2

PO1 - PO3, PO5- PO11, PO18 - PO20

- The purpose of the reconfiguration is create 'parent' parcels to facilitate future residential development.
- The referral material indicates that there will be no physical change to the land as a result of this realignment and no new accesses or infrastructure connections are proposed.
- There are three existing easements located on the site which are demonstrated as being maintained on the Reconfiguration Plan, prepared by Capricorn Survey Group CQ, dated 10/10/2022, drawing number 8666-03-ROL and issue A.
- The proposed development is considered unlikely to compromise PO1-PO3, PO5-PO11 and PO18-PO20.

PO12 to PO14 & PO16 Stormwater and drainage

- The site is currently undeveloped rural land and adjoins the railway corridor on its eastern boundary.
- The purpose of the subdivision is to facilitate future residential development, will increase the impervious area on the site and therefore peak discharge.
- Correspondence entitled 'RE: Development Application for Reconfiguring a Lot Boundary Realignment (Three Lots into Three Lots) + New Road 23-27 William Palfrey Road, Parkhurst', prepared by Capricorn Survey Group CQ, dated 18/10/2022 and reference number 8666 states 'there will be no physical change to the land as a result of this realignment'.
- The Reconfiguration Plan, prepared by Capricorn Survey Group CQ, dated 10/10/2022, drawing number 8666-03-ROL and issue A indicates that proposed Lot 38 will likely facilitate stormwater drainage and flooding management for future residential development.
- However, it is possible that subsequent operational works application will be forthcoming, and DSDMIP will not be triggered as a concurrence agency if these works are 'associated with' the subject application for a material change of use and reconfiguring a lot.
- Bulk earthworks are likely to be undertaken prior to further development permits for reconfiguring a lot.
- Therefore, changes to stormwater and drainage characteristics have the potential to adversely impact on the safety and operational integrity of the railway.
- Consequently, a no worsening condition should be applied to the development as it may change the drainage characteristics of the site to ensure compliance with PO12 – PO14 & PO16.

PO15 Flooding

- The site is identified as flood prone under the local government planning scheme mapping.
- As mentioned above, the development is for a management subdivision and flood management will be addressed in more detail with subsequent applications.
- Nevertheless, bulk earthworks including filling and associated drainage works may be undertaken on the site subsequent to the management lot subdivision.
- The proposed development should be conditioned to ensure compliance with PO15.

PO21 to PO24 Public passenger transport & Active transport

- There is no public passenger transport infrastructure located on the road frontage of the site.

PO25 Planned Upgrades

- Refer to the assessment under PO54, PO55 and PO58.

PO26 Dangerous Goods

- N/A - the development does not involve dangerous goods.

PO4, PO17, PO27 to PO34 Filling, excavation, building foundation and retaining structures

- Correspondence entitled 'RE: Development Application for Reconfiguring a Lot Boundary Realignment (Three Lots into Three Lots) + New Road 23-27 William Palfrey Road, Parkhurst', prepared by Capricorn Survey Group CQ, dated 18/10/2022 and reference number 8666 states 'there will be no physical change to the land as a result of this realignment'.
- Nevertheless, bulk earthworks may be undertaken on the site subsequent to the management lot subdivision.
- DSDILGP will not be triggered as a concurrence agency if these works are 'associated with' the subject application for a material change of use and reconfiguring a lot.
- Therefore, earthworks have the potential to adversely impact on the safety and operational integrity of the railway corridor.
- Given the above, a condition is required to be imposed to ensure compliance with 4, PO17 and PO27 – PO34.

PO35 to PO38 Railway crossings

- There is a level crossing directly south-east of the site on William Palfrey Road (ID: LXR_05412). It is protected by flashing lights, signage and pavement marking.
- Correspondence entitled 'RE: Development Application for Reconfiguring a Lot Boundary Realignment (Three Lots into Three Lots) + New Road 23-27 William Palfrey Road, Parkhurst', prepared by Capricorn Survey Group CQ, dated 18/10/2022 and reference number 8666 states 'there will be no physical change to the land as a result of this realignment'.
- Bulk earthworks subsequent to the boundary realignment may on railway level crossing safety.
- There have been a number of requirements put upon this crossing as a result of previous iterations of the Ellida development.
- A Traffic Management Plan condition is therefore required to ensure compliance with PO35 to PO38.

Table 2.4: Environmental Emissions

- No noise sensitive uses are proposed.

State Code 2 – Table 2.5: Development in a future railway corridor

PO54 – Future Railway corridor

- The eastern corner of the site includes the future railway corridor project 'Bruce Hwy - Rockhampton Ring Rd (Third River Crossing) – BC' as shown on the DAMS. This project is classified as Category C within TMR's PRISM planning.
- The submitted Reconfiguration Plan, prepared by Capricorn Survey Group CQ, dated 10/10/2022, drawing number 8666-03-ROL, issue A does not demonstrate the alignment of the future corridor.
- The proposed boundary realignment does not sever the future railway corridor.
- The development will therefore need to be conditioned to be in accordance with the plan amended in red to ensure compliance with PO54.

PO55 - Filling and excavation

- Refer to the assessment under PO27 – PO34 of State Code 2. A condition is required to be imposed to ensure works are located outside the future railway corridor and results in a suitable interface.

PO56 - Stormwater and flooding

- Refer to the assessment under PO12 – PO16 of State Code 2. A condition is required to be imposed.

3.0 Recommendations

3.1 Assessment

RAPTTA:

(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: 3.7

No.	Conditions of Development Approval	Condition Timing
Development Permit - Reconfiguring a Lot (Boundary realignment 3 into 3 Lots)		
Railway Corridor		
1	The future railway corridor must be kept clear of any permanent development at, above or below ground level generally in accordance with the Reconfiguration Plan, prepared by Capricorn Survey Group CQ, dated 10/10/2022, drawing number 8666-03-ROL and issue A, as amended in red.	At all times
2	(a) Stormwater and flooding management of the development must ensure no worsening or actionable nuisance to the railway corridor and/or future railway corridor. (b) Any works on the land must not: i. create any new discharge points for stormwater runoff onto the railway corridor and/or future railway corridor; ii. interfere with and/or cause damage to the existing stormwater drainage on the railway corridor and/or future railway corridor; iii. surcharge any existing culvert or drain on the railway corridor and/or future railway corridor; iv. reduce the quality of stormwater discharge onto the railway corridor and/or future railway corridor; v. impede or interfere with overland flow or hydraulic conveyance on the site; vi. reduce the floodplain storage capacity of the site. (a) RPEQ certification, with supporting documentation, must be provided to the Program Delivery and Operations unit, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads confirming that the development has been constructed in accordance with parts (a) and (b) of this condition.	(a) & (b) At all times (c) Prior to submitting the Plan of Survey to the local government for approval
3	(a) Any excavation, filling/backfilling/compaction, retaining structures, batters, stormwater management measures and other works involving ground disturbance must not encroach upon or de-stabilise the railway corridor and/or future railway corridor, including all state-controlled transport infrastructure or the land supporting this infrastructure, or cause similar adverse impacts. (b) RPEQ certification, with supporting documentation, must be provided to the Program Delivery and Operations unit, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads confirming that the development has been constructed in accordance with parts (a) and (b) of this condition.	(a) At all times (b) Prior to submitting the Plan of Survey to the local government for approval
4	NF09 - Model Condition (a) A RPEQ certified Traffic Management Plan must be prepared and given to the Program Delivery and Operations unit, Central Queensland Region (Central.Queensland.IDAS@tmr.qld.gov.au) within the Department of Transport and Main Roads.	(a) & (b) Prior to obtaining development approval for operational work

No.	Conditions of Development Approval	Condition Timing
	(b) The Traffic Management Plan must demonstrate that there will be no disruption to railway level crossing safety on the North Coast Line during the course of construction/works. In particular, the Traffic Management Plan must address the railway level crossing of the North Coast Line at William Parfrey Road (LXR_05412) and any other impacted railway level crossing, including the following: • site induction requirements for all personnel and drivers attending the site by vehicle on the safe use of the level crossing; • pre and post development dilapidation surveys; • the requirement for the railway manager (Queensland Rail) to be contacted to inspect the condition of level crossing on completion of works; • where required, rectification works to rail transport infrastructure and other rail infrastructure at the applicant's expense to ensure the post development condition has a no worsening impact on the pre-development condition. (c) The construction of the development must be in accordance with the Traffic Management Plan.	(c) At all times during the works and at the completion of works

AND

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

General advice	
Ref.	**Railway Corridor**
1.	**Traffic Management Plan** The applicant should contact Queensland Rail in relation to compliance with the Traffic Management Plan condition in this referral agency response. Please contact Queensland Rail at PropertyLeasing@qr.com.au in relation to this matter.
2.	**Future Railway Corridor** The site is impacted on by the 'Bruce Hwy - Rockhampton Ring Rd (Third River Crossing) – BC' future railway corridor. The alignment of this future railway corridor is depicted on SARA on-line mapping at: https://dams.dsdip.esriaustraliaonline.com.au/damappingsystem/ Further information concerning the future railway corridor is available at: https://www.tmr.qld.gov.au/projects/rockhampton-ring-road
3.	**Works on a railway** Pursuant to section 255 of the *Transport Infrastructure Act 1994,* the railway manager's written approval is required to carry out works in or on a railway corridor or otherwise interfere with the railway or its operations. The applicant is responsible for obtaining any necessary approvals, contract arrangements, and/or other agreements from the railway manager. Please be advised that this concurrence agency response does not constitute an approval under section 255 of the *Transport Infrastructure Act 1994* and that such approvals need to be separately obtained from the relevant railway manager.

	The applicant should contact Queensland Rail Property Team at PropertyLeasing@qr.com.au in relation to this matter.

3.2 Approved plans and specifications

RAPTTA 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: Reconfiguration of a lot				
Reconfiguration Plan, as amended in red	Capricorn Survey Group CQ	10/10/2022	8666-03-ROL	A