



REEL PLANNING CQ
URBAN AND RURAL STRATEGIES

29 August 2017

The Chief Executive Officer
Banana Shire Council
PO Box 412
BILOELA QLD 4715

Attn: [REDACTED], Manager Environment and Planning

Dear [REDACTED],

**DEVELOPMENT APPLICATION FOR A DEVELOPMENT PERMIT FOR MATERIAL CHANGE OF USE –
UNDEFINED USE (INTEGRATED CARAVAN PARK & ACCOMMODATION VILLAGE) OVER LAND AT 95
DAWSON HIGHWAY, MOURA**

On behalf of our client and the applicant, Panchek Pty Ltd, we lodge herewith a development application to Banana Shire Council seeking a Development Permit for Material Change of Use for an Undefined Use (Integrated Caravan Park and Accommodation Village) over land at 95 Dawson Highway, formally described as Lot 10 on SP210594.

The application includes the following:

- DA Form 1
- Town planning report
- Development plans and other supporting material

A copy of the full development application package on CD can be sent via post upon request.

The application fee to Council is calculated below based on our firm's request for a concession on the total fee, sent via email on 29 August 2017 (attached to this letter). It is understood that our request will be considered at an up-coming Council meeting. This application will be properly made to Council once the fee has been decided at the meeting and paid by the applicant.

Visitor Accommodation: Impact base rate \$2,630 + \$204 per unit over 5 units (75 units = \$15,300)
= \$17,930 / 2 (50% reduction)
= \$8,965

This application is subject to Impact Assessment. The town planning report demonstrates that the proposal is consistent with the relevant elements of the *Banana Shire Planning Scheme 2005* and State planning instruments. Therefore, we believe the application warrants favourable consideration by Council.

If you have any queries concerning this submission please contact the undersigned on [REDACTED]
[REDACTED]

Yours faithfully,

[REDACTED]

[REDACTED]

[REDACTED]
Reel Planning Pty Ltd

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 29 August 2017 11:02 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Determination of development assessment fees - Moura Caravan park

[REDACTED]

This decision is not made at officer level, it will have to go to Council. I will take this email as your formal request for fee reduction. In the interim and to make sure that you meet your commitment for lodgement of the DA in response to the enforcement actions, lodge the application today without the fees. We will then respond to it being not properly made in accordance with the Planning Act timeframes. [REDACTED]

[REDACTED]

[REDACTED]

Manager Environment and Planning

07 4992 9500 | enquiries@banana.qld.gov.au | www.banana.qld.gov.au



Biloela Office
62 Valentine
Plains Road

Taroom Office
18 Yaldwyn
Street

Moura Office
43-47 Gillespie
Street

Postal
PO Box 412
Biloela QLD
4715

Please consider the environment before printing

From: [REDACTED]
Sent: Tuesday, 29 August 2017 10:29 AM
To: [REDACTED]
Subject: Determination of development assessment fees - Moura Caravan park

Morning Chris,

I am emailing in relation to the development assessment fee for the Material Change of Use application that we are lodging today on behalf of Panchek Pty Ltd, over land at 95 Dawson Highway, Moura. The application is for an undefined use (Integrated Caravan Park and Accommodation Village), which will formalise the ability for a broad range of people to stay at the premises and will seek to expand the existing caravan park by 80 units with ancillary uses.

The Council planning team are familiar with the scale and built form of the proposal, as the development was recently approved as a 'Caravan Park' use on 24 August 2017. This new application follows a Show Cause Notice that highlights Council's concern about the accommodation of workers associated with major projects at the premises, which is separately defined as 'Worker's Accommodation' under the 2005 Planning Scheme. The premises is not intended to be used as a Worker's Accommodation camp, as defined under the Planning Scheme. An undefined use is alternatively sought on the basis of accommodating broad range of people at the premises.

We note the following elements are the same between this application and the recent approval:

-) New kitchen/dining room in existing caravan park area.
-) Expansion to caravan park by 80 units with the same setbacks and extent of parking, amenities, recreation areas, open space and landscaping.
-) All other aspects of the existing caravan park are unchanged.

In turn, the assessment against the Planning Scheme codes and any subsequent approval conditions will be identical to the recent approval, as discussed in our pre-lodgement meeting.

The only new assessment items are:

-) Formalising the ability for workers to stay at the premises as well. This has slightly changed the way the Town Zone Code and Caravan Park and Worker's Accommodation Code is assessed.
-) DEOs are assessed due to impact assessment.

To assist Council in assessing this application, I have written a comprehensive planning report that addresses every element of the Planning Scheme and State planning instruments to demonstrate consistency with the planning framework, and I have provided a set of grounds that Council can use in support of the development.

We would appreciate Council's determination that this application warrants a reduction to the total application fee due to:

-) The large outlay for the previous application of \$17,425, which is of the same scale and form as this application; and
-) The difficult circumstances of the compliance matter, which has required the lodgement of this application again with most of the same assessment items.

Under the 2017/18 fee schedule, the fees applicable to 'Caravan Park, Visitor Accommodation, Tourist Park' are considered most relevant, particularly given the proposed accommodation use makes provision for any 'visitor'. Further, due to the identical assessment items and existing approval conditions from the 2017 approval, the cost for this work has already been covered by the applicant in the previous \$17,425 fee. On this basis, a 50% reduction in the total application fee is considered reasonable.

Based on the above, the application fee is calculated as follows:

Impact base rate \$2,630 + \$204 per unit over 5 units (75 units = \$15,300)
= \$17,930 / 2 (50% reduction)
= **\$8,965**

Chris - Thank you for taking the time to read this. We would appreciate your confirmation about this fee so we can lodge the application today.

Regards,

[Redacted Signature]

REEL PLANNING CQ

a: 138 East Street, Rockhampton
PO Box 437 Rockhampton QLD 4700

[Redacted Contact Information]

w: www.reelplanning.com

DA Form 1 – Development application details

Approved form (version 1.0 effective 3 July 2017) made under section 282 of the Planning Act 2016.

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

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

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

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

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

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

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

PART 1 – APPLICANT DETAILS

1) Applicant details	
Applicant name(s) (individual or company full name)	Panchek Pty Ltd
Contact name (only applicable for companies)	
Postal address (P.O. Box or street address)	C/- Reel Planning CQ, PO Box 437
Suburb	Rockhampton
State	QLD
Postcode	4700
Country	Australia
Contact number	
Email address (non-mandatory)	
Mobile number (non-mandatory)	
Fax number (non-mandatory)	
Applicant's reference number(s) (if applicable)	4208

2) Owner's consent	
2.1) Is written consent of the owner required for this development application?	
<input checked="" type="checkbox"/> Yes – the written consent of the owner(s) is attached to this development application <input type="checkbox"/> No – proceed to 3)	

PART 2 – LOCATION DETAILS

3) Location of the premises (complete 3.1) or 3.2, and 3.3) as applicable)

Note: Provide details below and attach a site plan for any or all premises part of the development application. For further information, see [DA Forms Guide: Relevant plans](#).

3.1) Street address and lot on plan

- ☐ Street address **AND** lot on plan (all lots must be listed), **or**
☐ Street address **AND** lot on plan for an adjoining or adjacent property of the premises (appropriate for development in water but adjoining or adjacent to land e.g. jetty, pontoon; all lots must be listed).

a)	Unit No.	Street No.	Street Name and Type	Suburb
		95	Dawson Highway	Moura
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
		Lot 10	SP210594	Banana Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)

3.2) Coordinates of premises (appropriate for development in remote areas, over part of a lot or in water not adjoining or adjacent to land e.g. channel dredging in Moreton Bay)

Note: Place each set of coordinates in a separate row. Only one set of coordinates is required for this part.

- ☐ Coordinates of premises by longitude and latitude

Longitude(s)	Latitude(s)	Datum	Local Government Area(s) (if applicable)
		<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other:	

- ☐ Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) (if applicable)
		<input type="checkbox"/> 54 <input type="checkbox"/> 55 <input type="checkbox"/> 56	<input type="checkbox"/> WGS84 <input type="checkbox"/> GDA94 <input type="checkbox"/> Other:	

3.3) Additional premises

- ☐ Additional premises are relevant to this development application and their details have been attached in a schedule to this application
☒ Not required

4) Identify any of the following that apply to the premises and provide any relevant details

<input type="checkbox"/> In or adjacent to a water body or watercourse or in or above an aquifer	
Name of water body, watercourse or aquifer:	
<input type="checkbox"/> On strategic port land under the <i>Transport Infrastructure Act 1994</i>	
Lot on plan description of strategic port land:	
Name of port authority for the lot:	
<input type="checkbox"/> In a tidal area	
Name of local government for the tidal area (if applicable):	
Name of port authority for tidal area (if applicable):	
<input type="checkbox"/> On airport land under the <i>Airport Assets (Restructuring and Disposal) Act 2008</i>	
Name of airport:	
<input type="checkbox"/> Listed on the Environmental Management Register (EMR) under the <i>Environmental Protection Act 1994</i>	
EMR site identification:	

☐ Listed on the Contaminated Land Register (CLR) under the *Environmental Protection Act 1994*

CLR site identification:

5) Are there any existing easements over the premises?

Note: Easement uses vary throughout Queensland and are to be identified correctly and accurately. For further information on easements and how they may affect the proposed development, see [DA Forms Guide](#).

☒ Yes – All easement locations, types and dimensions are included in plans submitted with this development application

☐ No

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

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

☒ Material change of use

☐ Reconfiguring a lot

☐ Operational work

☐ Building work

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

☒ Development permit

☐ Preliminary approval

☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

☐ Code assessment

☒ Impact assessment *(requires public notification)*

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

The application seeks to expand the existing caravan park by 80 units with ancillary parking, communal amenities and recreational facilities, and to establish a new kitchen and 2x recreation buildings in the existing caravan park area. An undefined use (Integrated Caravan Park and Accommodation Village) is applied for over the entire premises, which seeks to formalise its use for the accommodation of a broad range of people, including but not limited to the travelling public, long term residents and non-resident workers, such as workers associated with major projects.

e) Relevant plans

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

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

6.2) Provide details about the second development aspect

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

☐ Material change of use

☐ Reconfiguring a lot

☐ Operational work

☐ Building work

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

☐ Development permit

☐ Preliminary approval

☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

☐ Code assessment

☐ Impact assessment *(requires public notification)*

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

e) Relevant plans

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

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

6.3) Additional aspects of development

☐ Additional aspects of development are relevant to this development application and the details for these aspects

that would be required under Part 3 Section 1 of this form have been attached to this development application

☒ Not required

Section 2 – Further development details

7) Does the proposed development application involve any of the following?

Material change of use	<input checked="" type="checkbox"/> Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	<input type="checkbox"/> Yes – complete division 2
Operational work	<input type="checkbox"/> Yes – complete division 3
Building work	<input type="checkbox"/> Yes – complete <i>DA Form 2 – Building work details</i>

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use

Provide a general description of the proposed use	Provide the planning scheme definition (include each definition in a new row)	Number of dwelling units (if applicable)	Gross floor area (m ²) (if applicable)
Integrated Caravan Park and Accommodation Village	Undefined Use (Integrated Caravan Park and Accommodation Village)	32 caravan sites + 176 units (96 existing and 80 proposed) + 1 manager's residence	n/a

8.2) Does the proposed use involve the use of existing buildings on the premises?

☒ Yes

☐ No

Division 2 – Reconfiguring a lot

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

9.1) What is the total number of existing lots making up the premises?

9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)

<input type="checkbox"/> Subdivision (complete 10))	<input type="checkbox"/> Dividing land into parts by agreement (complete 11))
<input type="checkbox"/> Boundary realignment (complete 12))	<input type="checkbox"/> Creating or changing an easement giving access to a lot from a construction road (complete 13))

10) Subdivision

10.1) For this development, how many lots are being created and what is the intended use of those lots:

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

10.2) Will the subdivision be staged?

☐ Yes – provide additional details below

☐ No

How many stages will the works include?	
What stage(s) will this development application apply to?	

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

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

12) Boundary realignment

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

Current lot		Proposed lot	
Lot on plan description	Area (m ²)	Lot on plan description	Area (m ²)

12.2) What is the reason for the boundary realignment?

--

13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? (attach schedule if there are more than two easements)

Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? (e.g. pedestrian access)	Identify the land/lot(s) benefitted by the easement

Division 3 – Operational work

Note: This division is only required to be completed if any part of the development application involves operational work.

14.1) What is the nature of the operational work?

- | | | |
|--|-------------------------------------|--|
| <input type="checkbox"/> Road work | <input type="checkbox"/> Stormwater | <input type="checkbox"/> Water infrastructure |
| <input type="checkbox"/> Drainage work | <input type="checkbox"/> Earthworks | <input type="checkbox"/> Sewage infrastructure |
| <input type="checkbox"/> Landscaping | <input type="checkbox"/> Signage | <input type="checkbox"/> Clearing vegetation |
| <input type="checkbox"/> Other – please specify: <table border="1" style="display: inline-table; width: 400px; height: 20px;"></table> | | |

14.2) Is the operational work necessary to facilitate the creation of new lots? (e.g. subdivision)

- ☐ Yes – specify number of new lots:
- ☐ No

14.3) What is the monetary value of the proposed operational work? (include GST, materials and labour)

\$

PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application

Banana Shire Council

16) Has the local government agreed to apply a superseded planning scheme for this development application?

- ☐ Yes – a copy of the decision notice is attached to this development application
- ☐ Local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
- ☒ No

PART 5 – REFERRAL DETAILS

17) Do any aspects of the proposed development require referral for any referral requirements?

Note: A development application will require referral if prescribed by the Planning Regulation 2017.

☐ No, there are no referral requirements relevant to any development aspects identified in this development application – proceed to Part 6

Matters requiring referral to the chief executive of the Planning Regulation 2017:

- ☐ Clearing native vegetation
- ☐ Contaminated land (*unexploded ordnance*)
- ☐ Environmentally relevant activities (ERA) (*only if the ERA have not been devolved to a local government*)
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Queensland heritage place (*on or near a Queensland heritage place*)
- ☐ Infrastructure – designated premises
- ☒ Infrastructure – state transport infrastructure
- ☒ Infrastructure – state transport corridors and future state transport corridors
- ☐ Infrastructure – state-controlled transport tunnels and future state-controlled transport tunnels
- ☒ Infrastructure – state-controlled roads
- ☐ Land within Port of Brisbane's port limits
- ☐ SEQ development area
- ☐ SEQ regional landscape and rural production area or SEQ Rural living area – community activity
- ☐ SEQ regional landscape and rural production area or SEQ Rural living area – indoor recreation
- ☐ SEQ regional landscape and rural production area or SEQ Rural living area – residential development
- ☐ SEQ regional landscape and rural production area or SEQ Rural living area – urban activity
- ☐ Tidal works or works in a coastal management district
- ☐ Urban design
- ☐ Water-related development – taking or interfering with water
- ☐ Water-related development – removing quarry material (*from a watercourse or lake*)
- ☐ Water-related development – referable dams
- ☐ Water-related development – construction of new levees or modification of existing levees (*category 2 or 3 levees only*)
- ☐ Wetland protection area

Matters requiring referral to the local government:

- ☐ Airport land
- ☐ Environmentally relevant activities (ERA) (*only if the ERA have been devolved to local government*)
- ☐ Local heritage places

Matters requiring referral to the chief executive of the distribution entity or transmission entity:

- ☒ Electricity infrastructure

Matters requiring referral to: <ul style="list-style-type: none"> The chief executive of the holder of the licence, if not an individual The holder of the licence, if the holder of the licence is an individual <input type="checkbox"/> Oil and gas infrastructure
Matters requiring referral to the Brisbane City Council : <input type="checkbox"/> Brisbane core port land
Matters requiring referral to the Minister under the Transport Infrastructure Act 1994 : <input type="checkbox"/> Brisbane core port land <input type="checkbox"/> Strategic port land
Matters requiring referral to the relevant port operator : <input type="checkbox"/> Brisbane core port land (below high-water mark and within port limits)
Matters requiring referral to the chief executive of the relevant port authority : <input type="checkbox"/> Land within limits of another port
Matters requiring referral to the Gold Coast Waterways Authority : <input type="checkbox"/> Tidal works, or development in a coastal management district in Gold Coast waters
Matters requiring referral to the Queensland Fire and Emergency Service : <input type="checkbox"/> Tidal works, or development in a coastal management district

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

PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules
<input checked="" type="checkbox"/> I agree to receive an information request if determined necessary for this development application <input type="checkbox"/> I do not agree to accept an information request for this development application Note: By not agreeing to accept an information request I, the applicant, acknowledge: <ul style="list-style-type: none"> that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules. Further advice about information requests is contained in the <u>DA Forms Guide</u> .

PART 7 – FURTHER DETAILS

20) Are there any associated development applications or current approvals? (e.g. a preliminary approval)

☒ Yes – provide details below or include details in a schedule to this development application☐ No

List of approval/development application references	Reference number	Date	Assessment manager
<input checked="" type="checkbox"/> Approval <input type="checkbox"/> Development application	MCU007-16/17	24 August 2017	Banana Shire Council
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			

21) Has the portable long service leave levy been paid? (only applicable to development applications involving building work or operational work)

☐ Yes – the yellow local government/private certifier's copy of the receipted QLeave form is attached to this development application☐ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid☒ Not applicable

Amount paid	Date paid (dd/mm/yy)	QLeave levy number (A, B or E)
\$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?

☒ Yes – show cause or enforcement notice is attached☐ No

23) Further legislative requirements

Environmentally relevant activities23.1) Is this development application also taken to be an application for an environmental authority for an **Environmentally Relevant Activity (ERA)** under section 115 of the *Environmental Protection Act 1994*?☐ Yes – the required attachment (form EM941) for an application for an environmental authority accompanies this development application, and details are provided in the table below☒ No**Note:** Application for an environmental authority can be found by searching "EM941" at www.qld.gov.au. An ERA requires an environmental authority to operate. See www.business.qld.gov.au for further information.

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

☐ Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.**Hazardous chemical facilities**23.2) Is this development application for a **hazardous chemical facility**?☐ Yes – Form 69: Notification of a facility exceeding 10% of schedule 15 threshold is attached to this development application☒ No**Note:** See www.justice.qld.gov.au for further information.**Clearing native vegetation**

23.3) Does this development application involve **clearing native vegetation** that requires written confirmation the chief executive of the *Vegetation Management Act 1999* is satisfied the clearing is for a relevant purpose under section 22A of the *Vegetation Management Act 1999*?

☐ Yes – this development application is accompanied by written confirmation from the chief executive of the *Vegetation Management Act 1999* (s22A determination)

☒ No

Note: See www.qld.gov.au for further information.

Environmental offsets

23.4) Is this development application taken to be a prescribed activity that may have a significant residual impact on a **prescribed environmental matter** under the *Environmental Offsets Act 2014*?

☐ Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as having a significant residual impact on a prescribed environmental matter

☒ No

Note: The environmental offset section of the Queensland Government's website can be accessed at www.qld.gov.au for further information on environmental offsets.

Koala conservation

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

☐ Yes

☒ No

Note: See guidance materials at www.ehp.qld.gov.au for further information.

Water resources

23.6) Does this development application involve **taking or interfering with artesian or sub artesian water, taking or interfering with water in a watercourse, lake or spring, taking overland flow water or waterway barrier works**?

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

☒ No

Note: DA templates are available from www.dilgp.qld.gov.au.

23.7) Does this application involve **taking or interfering with artesian or sub artesian water, taking or interfering with water in a watercourse, lake or spring, or taking overland flow water** under the *Water Act 2000*?

☐ Yes – I acknowledge that a relevant water authorisation under the *Water Act 2000* may be required prior to commencing development

☒ No

Note: Contact the Department of Natural Resources and Mines at www.dnrm.qld.gov.au for further information.

Marine activities

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

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

☒ No

Note: See guidance materials at www.daf.qld.gov.au for further information.

Quarry materials from a watercourse or lake

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

☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

☒ No

Note: Contact the Department of Natural Resources and Mines at www.dnrm.qld.gov.au for further information.

Quarry materials from land under tidal waters

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

☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development

☒ No**Note:** Contact the Department of Environment and Heritage Protection at www.ehp.qld.gov.au for further information.**Referable dams**23.11) Does this development application involve a **referable dam** required to be failure impact assessed under section 343 of the *Water Supply (Safety and Reliability) Act 2008* (the Water Supply Act)?☐ Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the Water Supply Act is attached to this development application☒ No**Note:** See guidance materials at www.dews.qld.gov.au for further information.**Tidal work or development within a coastal management district**23.12) Does this development application involve **tidal work or development in a coastal management district**?☐ Yes – the following is included with this development application:☐ Evidence the proposal meets the code for assessable development that is prescribed tidal work (*only required if application involves prescribed tidal work*)☐ A certificate of title☒ No**Note:** See guidance materials at www.ehp.qld.gov.au for further information.**Queensland and local heritage places**23.13) Does this development application propose development on or adjoining a place entered in the **Queensland heritage register** or on a place entered in a local government's **Local Heritage Register**?☐ Yes – details of the heritage place are provided in the table below☒ No**Note:** See guidance materials at www.ehp.qld.gov.au for information requirements regarding development of Queensland heritage places.

Name of the heritage place:

Place ID:

Brothels23.14) Does this development application involve a **material change of use for a brothel**?☐ Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the *Prostitution Regulation 2014*☒ No**Decision under section 62 of the Transport Infrastructure Act 1994**

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

☐ Yes - this application will be taken to be an application for a decision under section 62 of the *Transport Infrastructure Act 1994* (subject to the conditions in section 75 of the *Transport Infrastructure Act 1994* being satisfied)☒ No**PART 8 – CHECKLIST AND APPLICANT DECLARATION****24) Development application checklist**

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

☒ Yes**Note:** See the *Planning Regulation 2017* for referral requirementsIf building work is associated with the proposed development, Parts 4 to 6 of *Form 2 – Building work details* have been completed and attached to this development application☐ Yes☒ Not applicable

Supporting information addressing any applicable assessment benchmarks is with development application

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

Relevant plans of the development are attached to this development application

☒ Yes**Note:** Relevant plans are required to be submitted for all aspects of this development application. For further

information, see *DA Forms Guide: Relevant plans*.

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

☐ Yes☒ Not applicable**25) Applicant declaration**☒ By making this development application, I declare that all information in this development application is true and correct☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001***Note:** It is unlawful to intentionally provide false or misleading information.**Privacy** – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where:

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

This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002*.**PART 9 – FOR OFFICE USE ONLY**

Date received:

Reference number(s):

Notification of engagement of alternative assessment manager

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

QLeave notification and payment*Note: For completion by assessment manager if applicable*

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

The *Planning Act 2016*, the Planning Regulation 2017 and the DA Rules are administered by the Department of Infrastructure, Local Government and Planning. This form and all other required development application materials should be sent to the assessment manager.

CURRENT TITLE SEARCH

DEPT OF NATURAL RESOURCES AND MINES, QUEENSLAND

Request No: 24654113

Search Date: 09/11/2016 14:19

Title Reference: 50693816

Date Created: 26/11/2007

Previous Title: 30496081
50632183

REGISTERED OWNER

Dealing No: 717569119 11/10/2016

PANCHEK PTY LTD A.C.N. 072 868 690

ESTATE AND LAND

Estate in Fee Simple

LOT 10 SURVEY PLAN 210594
Local Government: BANANA

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 30496081 (ALLOT 9 SEC 23)
Deed of Grant No. 40052546 (Lot 2310 on SP 196257)
2. EASEMENT IN GROSS No 715266351 20/08/2013 at 12:59
burdening the land
ERGON ENERGY CORPORATION LIMITED A.C.N. 087 646 062
over
EASEMENT A ON SP260566

ADMINISTRATIVE ADVICES - NIL

UNREGISTERED DEALINGS - NIL

CERTIFICATE OF TITLE ISSUED - No

Caution - Charges do not necessarily appear in order of priority

** End of Current Title Search **

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Requested By: External Supervisor

Panchekek Pty Ltd



18 July 2017

Banana Shire Council
PO Box 412
BILOELA QLD 4715

Dear Sir/Madam,

<p>DEVELOPMENT APPLICATION FOR MATERIAL CHANGE OF USE (UNDEFINED USE – INTEGRATED CARAVAN PARK AND ACCOMMODATION VILLAGE) OVER 95 DAWSON HIGHWAY, MOURA, LOT 10 ON SP210594</p>
--

As owner/s of the abovementioned property, I consent to the above application and any subsequent development assessment correspondence being made to Banana Shire Council, through our agent Reel Planning Pty Ltd.

Yours faithfully

Name: 

Name_____

Interest in the land: Landowner / Panchekek Pty Ltd

Interest in the land:_____

Signature:

Signature:


.....
Director

Date: 18th July 2017

Date:_____



REEL PLANNING CQ
URBAN AND RURAL STRATEGIES

TOWN PLANNING REPORT

95 Dawson Highway, Moura
Lot 10 on SP210594

Development Application for a Development
Permit for a Material Change of Use for an
Undefined Use (Integrated Caravan Park and
Accommodation Village)

Panchek Pty Ltd

29 August 2017

VERSION CONTROL

Version	Details	Originator	Reviewer	Review Date
1.1	Final			28 August 2017

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APPENDICES:

Appendix A – Pre-lodgement Meeting Record

Appendix B – Development Plans

Appendix C – Traffic Noise Assessment

Appendix D – SARA DA Mapping

Appendix E – SDAP Code Assessment

Appendix F – Cultural Heritage search

Appendix G – EMR and CLR search

Appendix H – Planning Scheme Code Assessment

1 APPLICATION DETAILS

Address:	95 Dawson Highway, Moura QLD 4718
Lot Description:	Lot 10 on SP210594
Site Area:	2.817 hectares
Current Use:	<ul style="list-style-type: none"> Existing lawful use rights for a caravan park (undefined due to commencement prior to local government planning instruments) Existing dining room approved under 2013 MCU development approval for a 'Caravan Park'
Applicant:	PancheK Pty Ltd C/- Reel Planning CQ
Land Owner:	PancheK Pty Ltd (refer to covering DA form)
Proposal:	Development Application for a Development Permit for a Material Change of use for an: <ul style="list-style-type: none"> Undefined Use (Integrated Caravan Park and Accommodation Village)
State Planning Policy	State Planning Policy 2017 (SPP)
Regional Plan	Central Queensland Regional Plan 2013 (CQRP)
Area of Regional Interest under CQRP	Priority Living Area (Banana Shire – Moura)
Local Government Area:	Banana Shire Council
Planning Scheme:	Banana Shire Planning Scheme 2005 (alignment amendment)
Land Use Definition:	Undefined Use
Zone:	Town Zone
Precinct:	Tourism Precinct
Overlay Maps:	Agricultural Land Class Overlay <ul style="list-style-type: none"> C1 – Pasture Land Mining Resources Overlay <ul style="list-style-type: none"> Mineral tenements comprising PL, ML & MDL Bushfire Prone Land Overlay <ul style="list-style-type: none"> Low Bushfire Severity
Level of Assessment:	Impact Assessment
Referral Agencies:	Ergon Energy (Advice Agency) <ul style="list-style-type: none"> Schedule 10, Part 9, Division 2, Table 2, item 1(b) Department of Infrastructure, Local Government and Planning (Concurrence Agency) – Schedule 10, Part 9, Division 4: <ul style="list-style-type: none"> Subdivision 1 – State Transport Infrastructure generally, Table 1, item 1 Subdivision 2 – State transport corridors and future state transport corridors, Table 4, items 1(a) and (c)
Primary Contact:	Reel Planning Pty Ltd [REDACTED] [REDACTED] [REDACTED]

2 EXECUTIVE SUMMARY

Reel Planning CQ has been engaged by Panchek Pty Ltd to prepare and lodge a development application for a Development Permit for Material Change of Use for an Undefined Use (Integrated Caravan Park and Accommodation Village) over land at 95 Dawson Highway, Moura, formally described as Lot 10 on SP210594, hereon referred to as the 'site' in this report.

The site is situated on the western side of the Dawson Highway on the edge of the town of Moura. At 2.8 hectares, the site supports the Moura Caravan Park over part of the land and the balance of the site is currently undeveloped. The Moura Caravan Park has been a feature of the town since the 1960s, which coincided with the inception of the first long-term contract for the supply of coal from Moura, and the subsequent construction of one of Queensland's longest established mines within immediate proximity to the town, now known as the Dawson Mine.

The caravan park has also operated through the commencement of gas field operations from the late 1990s. The Meridian gas fields are also within immediate proximity to Moura and involve numerous gas field operators and drilling activities under a long term gas sales agreement.

Throughout this time, the caravan park has accommodated a range of short term and long term residents, depending on the tourist seasons and the demands of the economy. Moura's history of mining and gas projects close to the town has consistently generated a non-resident workforce population for the construction, operation and shutdown of these projects. Other major projects also contribute to the non-resident workforce, such as upgrades to State transport infrastructure and maintenance of Moura's Queensland Nitrate Plant. The travelling public and workers associated with these projects have always been accepted by the Moura Caravan Park and there have been no issues with the mix of visitors, given the shared need for accommodation and the availability of communal amenities and recreation facilities at the site.

This application is made to Banana Shire Council following a Show Cause Notice that was issued this year in relation to the accommodation of workers at the Moura Caravan Park. This application seeks to formalise the use of the premises for the accommodation of both the travelling public as well as non-resident workers, while also seeking to expand the accommodation over the vacant part of the site. The development comprises two stages:

- Stage 1 will formalise the ability for workers to stay at the existing caravan park and will allow for the establishment of a new kitchen and two recreation buildings.
- Stage 2 will apply for the expansion of the development by 80 units and 80 carparks with additional communal amenities and recreation facilities over the vacant part of the site, which will be linked to the existing caravan park by access driveways, pedestrian paths and landscaped corridors.

The resulting ultimate development will be an integrated caravan park and accommodation village.

Despite this application, the applicant does not concede to the alleged development offence cited by the Show Cause Notice, which states that a 'Worker's Accommodation' use is occurring over the site without the relevant development permit. It is understood that the nature of the public complaint – which initiated the Show Cause Notice - did not originate from any guest or employee of the caravan park and did not relate to on-site or off-site amenity issues. The Council has addressed the complaint through the consideration of a 'Caravan Park' use as defined by the current Planning Scheme only, without regard to any existing lawful use rights that arise from the establishment of the use prior to the introduction of the first local government planning instrument for Moura. Specifically, it is noted that the premises has historically accommodated a variety of people – including workers, travellers and long-term residents – based on the different elements of Moura's economy. None of the definitions under the current or historic planning instruments properly defined or recognised these use rights and on this basis approval for an 'undefined use' is sought.

The site is located within the Banana Shire Council local government area where the relevant local government planning scheme for the assessment of the development is the *Banana Shire Planning Scheme 2005* (the Planning Scheme), which has been aligned with the *Planning Act 2016* (the Act). Under the Planning Scheme, the site is included in the Tourism Precinct of the Town Zone. The application seeks approval for an undefined use in order to properly encapsulate the full scope of the use. This use is defined in this application as an 'Integrated Caravan Park and Accommodation Village', described as follows:

Integrated Caravan Park and Accommodation Village means the use of premises for short-term or long-term accommodation of any person, including but not limited to the travelling public, tourists, long term residents, and workers, including those workers associated with major projects. The form of accommodation can be a combination of cabins, units, camping, or the parking of caravans or relocatable homes. It also includes ancillary uses for the benefit of guests such as kitchen, dining hall, amenity buildings, recreational and entertainment facilities, as well as a manager's office or residence. The integrated nature of the use means that the entire premises can accommodate a variety of guests interchangeably, depending on demand.

This definition will allow for the accommodation of a variety of people interchangeably, based on the demands of Moura's economy and population, which is mainly driven by the tourism and resource sector. The land use definitions for accommodation uses under the Planning Scheme could not be used to properly depict the integrated nature of the development, given these definitions relate to certain groups of people.

Under the Planning Scheme, an undefined use is impact assessable development. As per section 45 (5) of the Act, the proposal will be assessed against the assessment benchmarks in the Planning Scheme for impact assessment and those matters prescribed in section 31 of the *Planning Regulation 2017*. In summary, the development will be assessed against the whole Planning Scheme and State planning instruments, to the extent relevant.

Pre-lodgement meeting feedback from the Council has provided in-principle support for the undefined use category and the purpose of the development, subject to an impact assessable application. Based on the assessment provided in this planning report, a conflict is not evident between any element of the relevant planning instruments and the development. However, in the instance that the Council believes there is a conflict, the following grounds are provided to warrant the application's approval:

- The development involves the continuation of an existing lawful use that has provided for a range of accommodation needs in Moura since the 1960s.
- The planning scheme does not contemplate the type of development sought, being the utilisation of a variety of accommodation types by a variety of visitors.
- The expansion of the development and formalising the accommodation of workers at the site is in direct response to a planning need for additional accommodation in Moura, based on the following:
 - The resource sector around Moura is growing due to Meridian gas field activities, which require a variety of gas field operators and contractors for drilling and production.
 - State transport infrastructure upgrades are occurring in response to resource sector demands, which require a variety of contractors for project delivery. For example, the construction of the new Moura train load out facility and road upgrades by Cockatoo Coal are underway two kilometres outside of Moura.
 - The Queensland Nitrate Plant just outside of Moura requires periodic shutdown, which requires large specialist trade groups for maintenance activities.
 - The major project sites listed above are most conveniently accessed from Moura, where workers are currently staying in the Moura Caravan Park, hotels and motels. Council has questioned whether this arrangement is lawful.
 - The Dawson Mine Accommodation Village is the only lawful 'Worker's Accommodation' use in the town of Moura. However, this development is closed to any worker not associated

- with the Dawson Mine and is therefore not available to workers associated with other major projects such as gas field activities, road/rail projects and the nitrate plant.
- There is no accommodation alternative in Moura for workers associated with major projects close to the town.
- The site is well located near the Dawson Highway for convenient access to work sites and tourism routes and destinations.
- The integrated nature of the use for a range of guests provides long-term flexibility to the development, broadly characterised by the following options:
 - The development will be able to respond to the accommodation needs of the non-resident workforce that fluctuates with work demand and the cyclical nature of the resource sector.
 - The development will continue to accommodate long term residents and the travelling public, particularly during the annual peak tourist season in Winter, which is consistent year to year.
- Planning outcomes sought for development in the Town Zone will be facilitated by this development, namely through the accommodation of growth in an urban area and enhancing existing high order services and facilities to meet the various needs of the Moura community's short and long term residents.
- The development and its users will deliver social and economic benefits to the community, which are matters in the public interest. It provides a preferred outcome compared to 'on lease' accommodation facilities where the economic benefits are not realised in town.
- The development will not have unacceptable impacts on amenity and is ideally located on a large site that already supports a historic accommodation use and has the capacity to satisfy additional accommodation demand.
- The new area of development will also improve the town's character and image upon entrance to Moura through its generous road boundary setbacks and landscaped buffers.

This report and its supporting material demonstrates that the development can comply with the relevant assessment benchmarks of the Planning Scheme and State Government Planning Instruments. It is considered that the development application has adequate merit to warrant favourable consideration by Council, subject to reasonable and relevant conditions.

3 BACKGROUND INFORMATION

The following information describes the existing caravan park's land use rights and development approval history. The planning context of the site sets the scene for a discussion of the alleged development offence that this application will address. The outcome of the pre-lodgement meeting is also summarised to record the Council's in-principle acceptance of the undefined use and support for this application.

3.1 EXISTING LAWFUL USE AND APPROVAL HISTORY

The planning unit of the Banana Shire Council has confirmed that the current extent of development over the site largely benefits from existing lawful use rights. These use rights originate from the caravan park's commencement during the 1960s, which preceded the first local government planning instrument for Moura, dated 1983.

Since the 2005 Planning Scheme, there have been a number of development applications made to Council for the expansion of the caravan park and additional shared facilities, as follows:

- A 2012 MCU development approval for a 'Caravan Park' (20 x 4 bedroom units). It is understood this approval has since lapsed
- A 2013 MCU development approval for a 'Caravan Park', being for an ancillary kitchen and dining room as a new shared facility for the existing caravan park. This approval was acted on, however the kitchen was taken off-site for some years and had to be approved again as part of the below approval.
- A 2017 MCU development approval for a 'Caravan Park', being for the expansion of the existing caravan park by 80 units, and an ancillary kitchen and two recreation buildings in the existing caravan park area (MCU007-16/17). This approval is current and is yet to be acted on.

The above approvals were consistently characterised as a 'Caravan Park', as defined under the 2005 Planning Scheme and includes exclusive reference to accommodating '... the travelling public and long-term residents'. These approvals do not relate to, nor re-define, the existing part of the caravan park, being 32 caravan sites, 99 cabins, shared amenities, recreational facilities, caretaker's residence and office.

In turn, most of the existing caravan park remains undefined as per its lawful use rights. Notwithstanding, the approved dining room and expansion area is defined as a 'Caravan Park', which excludes the accommodation of workers from these areas. This application will formalise the undefined use over the existing caravan park, and extend it over all proposed development areas, so that any person can stay at the premises and benefit from its facilities.

3.2 OBSERVATIONS ON THE ALLEGED DEVELOPMENT OFFENCE

A Show Cause Notice was issued to the applicant on 18 May 2017, based on a complaint received by the Council that a 'Worker's Accommodation' use was unlawfully occurring over the site without the required development permit. The land use definition for 'Worker's Accommodation' under the 2005 Planning Scheme specifically refers to '...providing accommodation to workers associated with major projects'. While not conceding to the alleged development offence, the applicant responded to the notice within the stated timeframe and committed to lodging a development application for MCU to address Council's concerns by 29 August 2017.

Despite the applicant's demonstrated commitment to lodge a development application to resolve the alleged development offence, Council issued an Enforcement Notice to the applicant on 16 August 2017.

The following observations are made in relation to the Council's compliance action against the Moura Caravan Park:

- As explained above, the Moura Caravan Park benefits from existing lawful use rights.

- The accommodation of any worker is part of the very nature of the caravan park's use rights, which has accommodated a variety of visitors throughout its long-term operation, including but not limited to the travelling public, long-term residents and workers associated with major projects.
- This long-term operation has occurred in harmony with the site's surrounds as the town has developed, with no amenity issues arising between the residential use of the site and nearby industries.
- Anecdotally, it is understood that various accommodation providers in Moura (pubs/hotels and motels etc.) are accommodating workers of major projects, which do not to our knowledge have a MCU development permit for 'Worker's Accommodation' and currently are not required to submit one.

3.3 PRE-LODGEEMENT MEETING OUTCOME

Refer to [Appendix A](#) for a record of the pre-lodgement meeting on 16 August 2017. The following is an outline of important matters discussed:

- The Council recognised the possibility that the existing caravan park's use rights allow for the accommodation of workers.
- The 'Worker's Accommodation' land use definition as cited in the Show Cause Notice does not properly characterise the site's interchangeable accommodation of any kind of person.
- There is also the risk that one approval may lapse if two separate approvals exist for a 'Caravan Park' and 'Worker's Accommodation' over the site, if one of the uses was to become the predominant use of the site. This inconveniences the flexibility of the site's use for accommodating a range of people.
- An undefined use is supported by the Council on the premise that it includes the accommodation of workers associated with major projects.
- Any conditions of approval would be identical to those conditions imposed as part of the recent 2017 MCU development approval for 'Caravan Park', given this application is for the same scale and form of development.

The summary of the pre-lodgement meeting outcome cited the Council's in-principle support for the application, which noted the Council's preference for worker's accommodation to be within the town boundary, given the obvious community and economic benefits to a town like Moura.

4 SITE AND LOCALITY

4.1 THE SITE

The site is the first developed land parcel on the western side of the Dawson Highway upon entering the town of Moura from the north. The site is formally described as Lot 10 on SP210594 and is rectangular in shape with dimensions that narrow slightly towards the north-east (refer to [Figure 1](#)). [Table A](#) provides further details about the site.

Table A - Site Characteristics	
Site area:	28,170m ² (2.817 hectares)
Current use:	Historic lawful use rights as a caravan park, dating back to the 1960s. The use is undefined because it commenced before the first planning instrument for Moura in 1983. The site's dining room was approved under the 2013 MCU approval for a 'Caravan Park (ancillary kitchen and dining room)'.
Easements:	A/SP260566 in favour of Ergon Energy
Vehicular Access:	Via Okano Street
Road Frontage:	Approx. 125m to Okano Street and approx. 247m to Dawson Highway.
Topography:	Fairly flat with a slight slope away from the road to the north-west.
Improvements:	The site is developed as the Moura Caravan Park, which extends across almost two thirds of the site and includes 32 caravan sites, 99 cabins, 1x car park per cabin (many car parks are undercover, as seen with the overhangs attached to the cabins), manager's office, residence and garage, dining room (currently unused), communal amenities, pool and 2x BBQ areas.
Services:	The site is connected to reticulated water and sewerage, electricity and telecommunications.
Vegetation:	The site has ample open space, grassed areas, mature trees and garden beds, which contribute a high environmental amenity to the accommodation setting. The rear vacant part of the site is characterised by poor grass cover.



Figure 1: Aerial of the site (outlined in red) (Source: Google Earth 2016)

4.2 SURROUNDING ENVIRONMENT

Moura is a small town located approximately 65 kilometres west of Biloela on the Dawson Highway and 171 kilometres south-west of Rockhampton. The town supports various municipal services and facilities and a low density residential land use pattern for a population of 1,899 people at the 2011 census. The town mainly services surrounding mining and rural activities. The site is located on the north-western periphery within the town boundary (see Figure 2). Table B below provides a summary of the site's surrounding land uses.

Table B – Surrounding Land Uses	
North	Immediately north of the site is a 990 hectare grazing property, surrounded by a broader expanse of rural grazing land.
East	The wide road reserve of the Dawson Highway wraps around the site from the north-east to the south-east. There is approximately a 45 metre separation distance between the eastern property boundary and the road edge along the site's highway frontage. This setback is planted with a row of trees, as a barrier to accessing the developed part of the site from the highway. Across the Dawson Highway is the Dawson Mine Accommodation Village, which extends over two lots and is a dominant built form at the entrance to the town from the north.
South	The south/south-western frontage of the site is shared with Okano Street and its intersection with the Dawson Highway. Further to the south are various industries around the town's railway lines, the most notable being the large grain silos of Graincorp to the south-east. Further to the south-west is Moura's town centre, surrounded by low density residential development.
West	To the south-west, various industries and businesses front to Okano Street, such as Amcor Excavations and operational bases for Westside and RACQ. The neighbouring rural property also adjoins the north western boundary of the site.



Figure 2: Aerial of the locality (site outlined in red) (Source: Google Earth 2016)

5 DESCRIPTION OF THE PROPOSAL

The development will be described in terms of its land use and built form characteristics, access and car parking arrangement, and servicing arrangement. The key development parameters are provided in [Table C](#). This table should be read in conjunction with the development plans listed in [Table D](#) and provided in [Appendix B](#).

Table C – Key Development Parameters	
Land use:	Integrated Caravan Park and Accommodation Village
No. of employees	3x permanent staff
No. new units:	80
New facilities:	1x kitchen and 2x recreation buildings in existing development area Communal amenities, gazebo and BBQ areas in new development area
No. of car parks:	Existing car parking to be retained 80 new car parks (incl. 2x parks for persons with disability) in new development area
Access:	Unchanged - Ingress/egress via Okano Street
Building height:	Existing cabins = single storey New units = single storey, 3.15 metres high from natural ground level
Floor area:	All caravan sites to be retained Majority of existing cabins to be retained (3x cabins and storeroom to be replaced by 2x new recreation buildings) New units = approx. 16m ² floor area + approx. 2m ² roofed deck area
Open Space & Landscaping:	All grassed areas, trees and garden beds to be retained in existing development area Landscaping/open space in new development area comprises 3860m ²

Table D – Development Plans			
Plan title & Drawing Number	Prepared by	Revision	Date
Existing Site Plan SP-001	Design & Architecture	2	29 August 2017
Proposed Site Plan SP-002	Design & Architecture	2	29 August 2017
Concept Plan – Option 2 DA 0.02*	Lightwave Architectural	P04	19 January 2012
Type 316 – Elevations – Option 2 DA 2.01	Lightwave Architectural	P04	19 January 2012
Type 316 – Floor Plan – Option 2 DA 1.01	Lightwave Architectural	P04	19 January 2012

*Note: This plan is concept only and is provided to illustrate the conceptual design of landscaping and pedestrian footpaths for the new area of development on-site. The Concept Plan will guide a detailed site landscaping plan, which can be imposed as a condition of MCU approval.

5.1 LAND USE AND BUILT FORM CHARACTERISTICS

The application seeks to formalise the current use of the existing caravan park and apply for its expansion, with a focus on allowing for the accommodation of any person. The following definition describes the land use intent for the site as an Integrated Caravan Park and Accommodation Village:

Integrated Caravan Park and Accommodation Village means the use of premises for short-term or long-term accommodation of any person, including but not limited to the travelling public, tourists, long term residents, and workers, including those workers associated with major projects. The form of accommodation can be a combination of cabins, units, camping, or the parking of caravans or relocatable homes. It also includes ancillary uses for the benefit of guests such as kitchen, dining hall, amenity buildings, recreational and entertainment facilities, as well as a manager's office or residence. The integrated nature of the use means that the entire premises can accommodate a variety of guests interchangeably, depending on demand.

The proposed site plan depicts two stages, so that development unfolds in a manner consistent with the land use intent for the site:

5.1.1 Stage 1 of development

Stage 1 of development relates to the existing caravan park and will permit the accommodation of any person in the existing cabins and caravan sites, prior to any work associated with Stage 2. The existing built form is mostly maintained, with the addition of a new kitchen and two recreation buildings.

The defined land use intent is a formality of this application that will allow for a continuation of the existing character and nature of the caravan park. The development's high amenity and relaxed feel is owed to ample open space between the accommodation cabins, caravan sites and communal facilities, which is enhanced by well-maintained lawns and mature trees, as shown in [Figures 3 and 4](#).



Figure 3 – Caravan sites, accommodation units and communal amenities
(Source: Dawson River Towns 2015 and Reel Planning CQ 2017)



Figure 4 – Dining room adjacent to site access

(Source: Reel Planning CQ 2017)

Existing communal facilities are positioned towards the front of the site, where access is obtained from Okano Street. These facilities will continue to be provided for guests and are outlined as follows:

- The manager's office, residence and garage is in the front south-western part of the site, adjacent to the site's access from Okano Street. Tourist pamphlets and small souvenirs are available at the front office. This is the check-in point for all arriving guests;
- On the opposite side of the site's access in the front southern part of the site is the dining room (refer to [Figure 4](#)), which is currently unused due to the absence of a kitchen, which is applied for as part of this application.
- A pool and an amenities/laundry building is provided in the middle area of the development. The open grassed space between the pool and building is identified as the site's evacuation assembly area in case of emergency.
- Two BBQ areas are provided apart – near the pool and amongst the rear eastern cabins.

The existing extent of communal facilities will be enhanced by the following ancillary uses, which are the only new built form proposed as part of Stage 1 and will be available to all guests of the premises:

- Two recreation buildings, which will provide wi-fi connections, lounges and a small gym. Enclosed recreational space is currently not provided by the development. The buildings will be located apart in the western and southern areas of the site, which will require the removal of a storeroom and three units. The storeroom will be replaced using the rear storage shed, and the three units will be replaced through the proposed expansion in Stage 2.
- A new kitchen, which will attach to the existing dining room in the front southern part of the site. The dining facility will provide buffet-style meals.

Overall, the existing 32 caravan sites will be maintained. The number of accommodation cabins will be reduced from 99 to 96 due to the new southern recreation building.

5.1.2 Stage 2 of development

Stage 2 of development will allow the expansion of accommodation across the site. The elements of the expansion are identified as follows:

- 80 new accommodation units, which will be provided across 27 buildings (26 buildings of 3 units and 1 building of 2 units). The units will be oriented to the south/south-west in six orderly rows. Each unit will have a building height of 3.15 metres with a floor area of approximately 16m² and a small roofed deck of approximately 2m².

- A communal parking area of 80 car parks is sited between the existing caravan park and the new units to service guests of the new units.
- Communal recreation facilities will be provided in front of the units towards the south-west and will include a gazebo and BBQ area with grassed open space. These facilities are open to the entire premises, but are expected to be mainly used by the guests of the new units due to relative accessibility.
- An amenities building, including a laundry, will also be provided towards the south-west, adjacent to the proposed car park. Similarly, these facilities are open to the entire premises but are expected to be mainly used by guests staying in the new units.

The development of Stage 2 will achieve a formal, structured layout, compared to the existing caravan park in Stage 1, which has developed in a more organic, ad hoc manner, owed to the long-standing status of the use. The differences in building layout is considered a sound development outcome for the site and is an ordinary consequence of contemporary development expanding from a historic development footprint. Linking the character of the two areas is an important consideration for an integrated facility and will be achieved through a new pedestrian pathway, and a continuation of natural open space corridors and landscaping features, to maintain the high amenity and relaxed feel of the accommodation village.



Figure 5 – Conceptual design of landscaping and footpaths

Note: The amenities building is alternatively proposed near the gazebo

(Source: Lightwave Architecture 2012)

The natural landscaping elements discussed below will comprise a mix of mature trees and juvenile plantings that are consistent with the native species currently present in the existing developed part of the site. The following hard and soft landscaping elements are proposed as part of Stage 2 and are shown in **Figure 5**:

- Generous open space corridors along each property boundary. The opportunity to improve setback distances from property boundaries shared with the Dawson Highway reserve and neighbouring

property is recognised and has been adopted in the conceptual layout, despite the site slightly narrowing towards the north-east. There is a 6.8m setback between the eastern set of units and the eastern property boundary shared with the Dawson Highway, which will be landscaped as a vegetated buffer. The rear north-eastern setback is approximately 9.4m wide and will be similarly vegetated, without infringing on the natural overland flow path discussed in section 5.3.

- Landscaping features to soften the communal car park will include vegetated buffers between the car park and the communal facilities and front row of units. Garden beds within and along the perimeter of the car park will also improve the environmental amenity and presentation of this area.
- Pedestrian pathways create a permeable network for guests between the car park area, units, recreation area and amenities building. The link from the new developed part of the site to the existing part along the eastern side of the site will ensure pedestrian access is achievable between the different communal facilities of the site (particularly the dining room) and onwards to the site's main entrance, if access to the wider town is sought.

A detailed site landscaping plan can be imposed for the design of the above elements as a condition of approval.

5.2 VEHICLE ACCESS AND CAR PARKING

Vehicle access and existing/proposed number of car parks will adequately service the proposed use and is explained as follows:

- The site's main access from Okano Street will be unchanged and will continue to comprise three shared driveways of adequate width for caravans.
- The existing extent of parking in Stage 1 will be maintained. No additional parking is required as new units are not proposed as part of Stage 1.
- The new communal car park in Stage 2 will be sealed as per current planning requirements. 80 car parks will be provided to service the 80 new units. The car park will include two spaces for any person with disability and an additional bay for deliveries and refuse collection.
- Detailed design of the car park, including stormwater management measures and swept paths, can be imposed as a condition of approval requiring a subsequent operational works application.

The following observations are made about the proposal in the context of the surrounding road network:

- The site's accommodation is adjacent to a State-controlled Road and therefore requires assessment against acoustic quality objectives. A Traffic Noise Assessment is provided in [Appendix C](#), which demonstrates that traffic noise emissions from the Dawson Highway are within acceptable levels and will not adversely affect the acoustic amenity of existing and new units.
- The recent 2017 MCU approval for a 'Caravan Park' (for the existing caravan park's expansion) – being of the same scale and form proposed by this application – includes a concurrence agency response due to the site's adjacency to the State-controlled Road (reference SDA-0217-037136). Based on the conditions applied as part of the response, the existing standard of intersection between Okano Street and the Dawson Highway can adequately cater for the additional vehicle movements expected from 80 new units on-site. As per the approved use of a 'Caravan Park', these additional units are currently approved for the travelling public and long term residents only.
- It is noted the use proposed as part of this application is not just for the travelling public or long term residents. The proposal is in response to a current need for non-resident worker's accommodation, with the on-going flexibility to accommodate any other person as well. The accommodation of workers is likely to result in a reduction of total vehicle movements to and from the site, given car-pooling or arranged group transport is usually employed for workers travelling between their accommodation and the work site. The proposed use is therefore considered to be of lower intensity in terms of vehicle trips, compared to the current approved 'Caravan Park' use for

maximum occupation by the travelling public or long term residents, who would be more likely to travel via separate means each day.

It is expected that conditions identical to the above concurrence response will be applied to this application, including no permitted access between the Dawson Highway and the site, the provision of a vehicle-proof barrier along the entire property boundary of the site's Dawson Highway road frontage, and the implementation of noise attenuation measures in line with applicable noise criteria.

5.3 SERVICES, STORMWATER AND WASTE MANAGEMENT

The following arrangements will ensure the site is adequately serviced to support the development:

- The site's single reticulated water and sewer connection will be retained. It is requested that a condition be imposed for Stage 2 that requires an assessment of the existing connection capacity. Any upgrade that may be required will be submitted to Council for approval before the commencement of construction.
- Stormwater drainage and treatment for Stage 2 will be addressed as part of a detailed Stormwater Management Plan, including engineering drawings, which will be provided to Council as part of an operational works application, subsequent to MCU approval.
- The operational works application will identify a lawful point of discharge. If the existing overland flows to the neighbouring rural property are to materially change post-development, then written evidence will be provided to Council's satisfaction of the legal right to discharge stormwater over downstream land in the proposed method. Conditions can be imposed to this effect.
- No development will occur in the setback area along the rear northern-eastern property boundary, which will be preserved to allow for the continued conveyance of naturally occurring sheet flow from the Dawson Highway and the upper eastward catchment area. This development exclusion area will be identified on the engineering drawings for Council's approval as part of the operational works application.
- As part of Stage 2, two skip bins will be provided in addition to the four skin bins currently provided on-site. The two skips bins will be located with the existing bin that is in the rear eastern part of the site for Stage 1. Conditions can be imposed requiring the screening of all refuse storage areas.
- Waste collection will continue to occur every Friday by JJ Richards, who will be advised of the additional bins for collection prior to the commencement of Stage 2.

6 THE STATE PLANNING INSTRUMENTS

6.1 OVERVIEW

This section of the report includes an assessment of the proposal against the State Planning Instruments. The State Planning Instruments are:

- Planning Regulation 2017;
- State Planning Policy July 2017; and
- Central Queensland Regional Plan 2013.

6.2 PLANNING REGULATION 2017

The Planning Regulation 2017 (PR 2017) is a categorising instrument that can:

- (A) **Categorise development** as prohibited, assessable or accepted development, or development a planning scheme cannot make assessable; specify the category of assessment for assessable development and set out assessment benchmarks.
- (B) **Prescribe the assessment manager** for a development application;
- (C) **Prescribe referral agencies** for an application.

Each of these matters is addressed in turn below.

(A) Categorising Development

(i) Development a local categorising instrument is prohibited from making assessable development

This application is not for development identified in Schedule 6 of the PR 2017 as development a local categorising instrument is prohibited from making assessable development.

(ii) Accepted Development

This application is not for development identified as accepted development in Schedule 7 of the PR 2017.

(iii) Prohibited Development

The application does not involve prohibited development identified in Schedule 10 of the PR 2017.

(i) Assessable Development

The application does not include development identified as Assessable Development in Schedule 10 of the PR 2017.

(B) Assessment Manager

The Assessment Manager prescribed in Schedule 8 of the Regulation is the Local Government – Banana Shire Council as the proposal involves assessable development under the *Banana Shire Planning Scheme 2015 (Alignment Amendment)*.

(C) Referral Agencies

The referral agencies prescribed under Schedule 9 relate to Building Work under the Building Act. These are not relevant to this development application.

The referral agencies prescribed under Schedule 10 relate to development (MCU, OW, ROL or BW) prescribed as assessable under the PR 2017 or assessable in a local categorising instrument. [Table E](#) is a summary of the referral matters.

Table E - Referral Agencies Prescribed in Schedule 10 of the PR 2017			
Part	Matter	Applicability to this Development Application	Assessment Benchmarks
1	Airport Land	Not Applicable - The site is not on Cairns or Mackay Airport Land.	None applicable to this application
3	Clearing Native Vegetation	Not Applicable – The site does not contain regulated vegetation or the clearing of such vegetation.	None applicable to this application
4	Contaminated Land	Not Applicable - The site is not contaminated by any known unexploded ordinances.	None applicable to this application
5	Environmentally Relevant Activity	Not Applicable - The application does not involve an Environmentally Relevant Activity.	None applicable to this application
6	Fisheries: - Aquaculture - Declared Fish Habitat - Marine Plants - Waterway Barrier works	Not Applicable - The application does not involve aquaculture - The site is not in a declared fish habitat area - The application does not involve the removal, destruction or damage of a marine plant - The application does not involve constructing or raising waterway barrier works	None applicable to this application
7	Hazardous Chemical Facilities	Not Applicable - The application is not for a hazardous chemical facility.	None applicable to this application
8	Heritage Place: - Local Heritage Place - Queensland Heritage Place	Not Applicable – The site is not a Local Heritage Place or a Queensland Heritage Place.	None applicable to this application
9	Infrastructure Related: - Designated Premises - Electricity - Oil and Gas - State Transport Corridors and Future State Transport Corridors - State-controlled transport tunnels and future state-controlled transport tunnels	Not Applicable - The site is not a designated premises - The site is not subject to a pipeline easement - The site is not a future state transport corridor - The site is not on or near (within 50m) a state-controlled transport tunnel or a future state-controlled transport tunnel Applicable – See Appendix D for SARA DA mapping - The site is subject to an easement in favour of Ergon Energy under the Electricity Act. - The site is within 25m of a state transport corridor (Dawson Highway) and is adjacent to a road (Okano Street) that intersects with a state-controlled road (Dawson Highway) within 100m of the intersection. - The application involves development impacting on state transport infrastructure (Schedule 20). The threshold for item 2 is relevant to the undefined use, as it involves short-term accommodation and tourist park purposes. The premises is designed to accommodate more than 75 people.	State Code 1: Development in a State-controlled road environment State Code 6: Protection of state transport networks
13	Ports: - Brisbane Core Port Land - Within the port limits of the Port of Brisbane - Within the limits of another port - Strategic Port Land	Not Applicable - The site is not on Brisbane core port land - The site is not within the port limits of the Port of Brisbane or another port - The site is not Strategic Port Land	None applicable to this application
15	SEQ Development Area	Not Applicable - The site is not in a SEQ development area	None applicable to this application
16	SEQ Regional Landscape and Rural Production Area	Not Applicable - The site is not in the SEQ Regional Landscape and Rural Production Area or the Rural	None applicable to this application

Table E - Referral Agencies Prescribed in Schedule 10 of the PR 2017			
Part	Matter	Applicability to this Development Application	Assessment Benchmarks
	and Rural Living Area: - Community Activity - Indoor Recreation - Residential Development - Urban Activity	Living Area	
17	Tidal Works or Work in a Coastal Management District	Not Applicable - The application does not involve tidal works - The site is not in a coastal management district	None applicable to this application
18	Urban Design	Not Applicable - The application is for a material change of use of premises involving land in a Town Zone.	None applicable to this application
19	Water Related Development: - Taking or interfering with water - Removing quarry material - Referral dams - Levees	Not Applicable - The application does not involve taking or interfering with: water in a watercourse, lake or spring or a dam constructed on a watercourse or lake; or underground water through an artesian bore or a sub artesian bore - The application does not involve taking overland flow water - The application does not involve removing quarry material from a watercourse or lake - The application does not involve the construction of a dam or relates to a dam; - The application does not involve the construction of a new levee or the modification of an existing levee	None applicable to this application
20	Wetland Protection Area	Not Applicable – The site does not contain a wetland protection area.	None applicable to this application

As shown, the application requires referral to the Department of Local Government, Infrastructure and Planning as a concurrence agency under Schedule 10, Part 9 – Infrastructure-related referrals. An assessment against State Codes 1 and 6 is provided in [Appendix E](#). The application also requires referral to Ergon Energy as an advice agency as the premises is burdened by an easement in favour of Ergon Energy. At this stage, the easement is considered to be for transmission grid or supply network as defined by the Electricity Act 1994, however this is to be confirmed.

6.3 STATE PLANNING POLICY

The State Planning Policy (July 2017) (SPP) commenced on the 3 July 2017 and is relevant to the development application. In accordance with Part B, section 4 of the SPP, the state interests in the SPP apply to development applications when the local planning instrument such as a planning scheme does not appropriately integrate the state interests, and only to the extent of an inconsistency with the local planning instrument.

The Citation and Commencement section of the Planning Scheme (page i) notes a number of state planning policies that have been reflected in the instrument. These policies have since been superseded by the current SPP, which is not appropriately integrated in the Planning Scheme. An assessment against Part E – State interest policies and assessment benchmarks where relevant to development assessment is required to ensure there are no conflicts between the SPP and the development.

To determine the full extent of relevant State interests, [Figure 6](#) shows the SPP Interactive Mapping System for State interests that can be spatially represented, as it relates to the site.



Figure 6: The site is affected to a minor extent by spatially mapped State interests

(Source: QLD Government DA Mapping System, 2015)

As shown by Figure 6, the site is affected to a minor extent by the state interest for agriculture in the far western corner of the site. The state interest for transport infrastructure does not affect the site internally and is considered to only affect the north-eastern and south/south-eastern property boundaries shared with the Dawson Highway, as a wide State-controlled Road reserve.

The mapped state interests relating to the site feature as part of various state interest policies, but are not used to set specific assessment benchmarks for development applications under the SPP, which are further discussed below. There is no conflict evident between the proposal and the various state interest policies, particularly relating to mapped state interests, as follows:

- State interest – Agriculture - The proposal will not compromise the long-term viability and growth of the agricultural sector. The marginal area in the western part of the site identified as ‘important agricultural areas’ and ‘agricultural land classification – Class A and B’ is of insufficient size for cropping, grazing or any other agricultural activity on the site that could be of value to the agricultural sector. This marginal area is part of a broader mapped area over rural zoned land to the west, which is more suitable for upholding the policy intent of the state interest for agriculture. The development will not affect the on-going rural use of the adjoining property.
- State interest – Transport Infrastructure - The development is confined to the site and will not compromise the safety and efficiency of the Dawson Highway. In accordance with the policy intent, the proposal is a ‘compatible land use’ because it will support the most efficient use of the infrastructure and transport network, based on the proposed accommodation of a variety of short-term and long-term residents who will benefit from the highway’s connectivity to other urban areas, tourism routes and destinations, and major projects within proximity to Moura.

The assessment of the proposal against assessment benchmarks for development applications under the SPP is provided in [Table F](#).

Table F - Assessment against State Planning Policy (Part E)			
State Interest	Relevant Development Applications*	Applicability to this Development Application	Assessment Benchmarks
Liveable Communities	A DA in an urban area involving premises that is, or will be, accessed by common private title.	Not Applicable - The proposal will not be accessed by common private title.	None applicable to this application
Mining and Extractive Resources	<ul style="list-style-type: none"> - Reconfiguring a Lot in a KRA - MCU within the resource / processing area or the separation area of a KRA - MCU within the transport route separation area of a KRA 	Not Applicable: The site is not in the processing area, separation area or the transport route separation area of a KRA.	None applicable to this application
Water Quality	<ul style="list-style-type: none"> - MCU for an urban purpose that involves premises 2,500sqm or greater in size and will result in six or more dwellings or will result in an impervious area greater than 25% of the net developable area - ROL for an urban purpose that involves premises 2,500sqm or greater in size - OW for an urban purpose that involves disturbing a land area 2,500sqm or greater in size 	Applicable: The MCU is for an urban purpose involving a premises greater than 2,500m ² in size (the site is 2.817 hectares) and is estimated to result in an impervious area greater than 25% of the net developable area.	Assessment benchmarks – Water quality. See statements made directly following this table.
Natural Hazards, Risk and Resilience	<p>An MCU, ROL or OW on a premises in:</p> <ul style="list-style-type: none"> - a bushfire prone area - flood hazard area - landslide hazard area - storm tide inundation areas - erosion prone area 	Not Applicable: The site is not in a bushfire prone area, flood hazard area, landslide hazard area, storm tide inundation area or erosion prone area.	None applicable to this application
Strategic Airports and Aviation Facilities	<p>An MCU in the following areas of a Strategic Airport:</p> <ul style="list-style-type: none"> - the operational airspace - the light restriction zone or lighting area buffer - a wildlife hazard buffer zone - public safety area - 20 ANEF contour or greater <p>An ROL in the following areas of a Strategic Airport:</p> <ul style="list-style-type: none"> - public safety area - 20 ANEF contour or greater <p>BW or OW in the following areas of a strategic airport:</p> <ul style="list-style-type: none"> - operational airspace - light restriction zone or lighting area buffer <p>An MCU, BW or OW in the following areas of an aviation facility:</p> <ul style="list-style-type: none"> - building restricted area 	Not Applicable: The proposal is not located in the mapped areas of a Strategic Airport.	None applicable to this application

**The triggers for development applications have been summarised in Table 5.*

As shown in Table F, only the state interest for water quality is relevant to this application. To address the assessment benchmarks applicable to water quality, it is requested that the Council impose conditions that are identical to the stormwater drainage conditions under the recent 2017 MCU approval for the site, given the scale and form of development is the same. These conditions will ensure a detailed stormwater management plan is prepared for new development and approved subsequent to an operational works application, which will satisfy the assessment benchmarks as follows:

In summary, the proposal does not conflict with the various state interest policies and assessment benchmarks prescribed by the SPP.

The Central Queensland Regional Plan 2013 (CQRP) identifies regional outcomes, policies for achieving these outcomes, and the State's intent for the future spatial structure of the region, including Priority Agricultural Areas (PAA), Priority Living Areas (PLA) and priority outcomes for infrastructure. As shown in **Figure 7**, the site is included in the PLA for Moura.

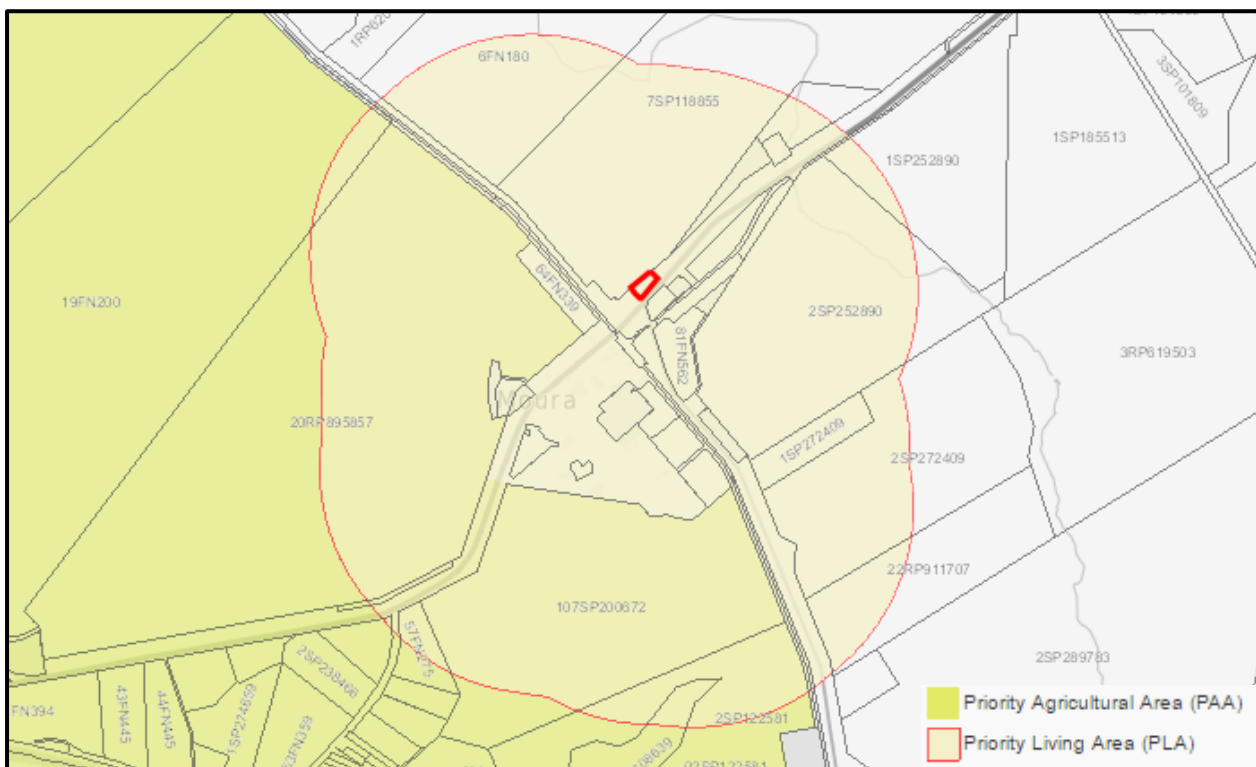


Figure 7: The site is included in the Priority Living Area – Banana Shire – Moura

(Source: QLD Government DA Mapping System, 2015)

The elements of the CQRP that are relevant to the proposal relate to the PLA, prescribed through the regional outcome and regional policies 3 and 4 shown in [Figure 8](#).

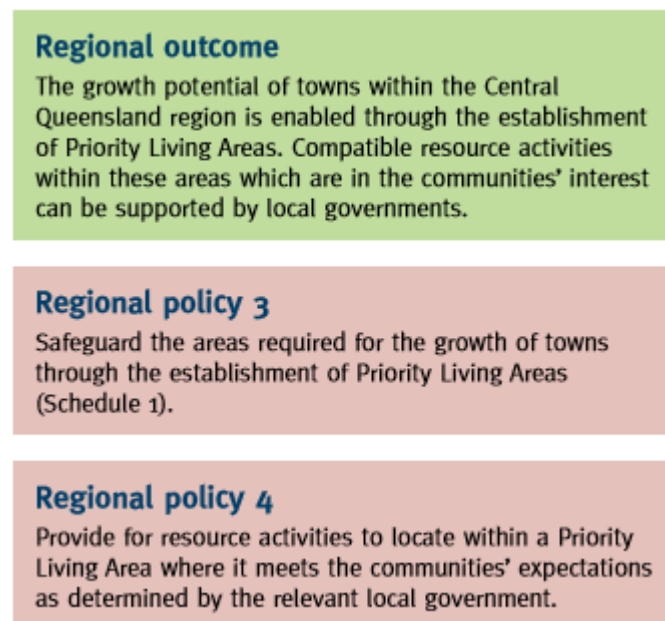


Figure 8: CQRP provisions relevant to the application

(Source: DSDIP 2013)

The written context provided for the relevant regional outcome and policies in the CQRP references the rapid growth that some PLAs are experiencing in response to employment opportunities associated with the resource sector and its support industries. The Banana LGA is one of three LGAs stated as having non-resident workers that contribute significantly to the impacts of population growth overall. The CQRP goes on to explain the resultant pressure being experienced by certain settlements to increase urban development for the provision of housing and other amenities to maintain liveable communities. These pressures are evidenced by this application, which demonstrates the lack of housing in Moura to support the growth of its non-residential workforce.

The location of the site within the boundary of the PLA for Moura is consistent with CQRP's regional outcome to enable growth within established PLAs. The development is considered to include a resource-related activity that is in the Moura community's interest for meeting the accommodation needs of its short and long term residents.

In achieving the regional outcome, regional policies 3 and 4 are satisfied through locating the development in the PLA (which is safeguarded for the growth of towns) and therefore aligning with the community's expectations for consolidated growth. The historical context of the site for accommodation use and the opportunity to further grow this use in response to demand within the PLA, with flow-on economic benefits to the wider town, would not be at odds with the community's expectations.

There is no conflict evident between the development and the relevant elements of the CQRP.

7 THE LOCAL PLANNING INSTRUMENT

The *Banana Shire Planning Scheme 2005 (Alignment Amendment)* sets the local planning framework for development in the Banana Shire Local Government Area. In accordance with section 1.4.5 of the Planning Scheme, impact assessable development requires assessment against the whole Planning Scheme, to the extent relevant. The following elements of the Planning Scheme will be discussed in detail as part of impact assessment:

- Land use definition
- Strategic Framework
- Zoning
- Overlays
- Codes

7.1 LAND USE DEFINITION

The premises is intended to accommodate any person such as tourists, residents and workers interchangeably, depending on demand. Under the 2005 Planning Scheme, the land use definitions for accommodation uses, such as a 'Caravan Park', are complicated by exclusive references to the person's purpose for staying at the accommodation, which does not benefit the integrated nature of the site's existing and proposed use for accommodating people with different purposes.

For example, the land use definitions for 'Caravan Park' and 'Worker's Accommodation' under the 2005 Planning Scheme are provided below. Underlined wording highlights the definitions' purpose of providing accommodation to a particular person, to the exclusion of other people.

Caravan Park means any combination of the parking of caravans or relocatable homes, camping or the pitching of tents, or the use of cabins with a maximum total use area of 80m² for each cabin, whether for the travelling public or long-term residents. The term includes any manager's office or residence, shop, amenity buildings and recreational and entertainment facilities which cater exclusively for the occupants of the caravan park.

Worker's Accommodation means any premises used for the purpose of providing accommodation to workers associated with major developments. It includes ancillary uses such as kitchen, dining hall, amenity buildings, and recreation and parking facilities, which cater exclusively for the residents of the worker's accommodation. The term does not include accommodation building, caravan park, community purposes, or multiple dwelling.

For the purpose of the proposal, a development application for any one land use definition under the 2005 Planning Scheme would not be properly made, as it would not properly characterise the full extent of the proposal. For example, if a development application was to be lodged for Worker's Accommodation over the site - as per the Show Cause Notice - this would exclude the accommodation of those typically allowed to stay in the caravan park who are not workers associated with major developments. In reality, the site is intended to be used by a range of people, including the travelling public, long term residents and workers, whether or not associated with major developments.

A piecemeal series of approvals for different land uses is problematic for maintaining the currency of these approvals if one use was to preside over the site for a period. The legal question of whether the other approved use has been abandoned or the site's use rights extinguished would always loom. To address the risks associated with a not properly made application and the issue of abandonment, the Undefined Use category is necessary and is exercised in the instance of this proposal due to the single integrated nature of the use, which has not been envisaged by the 2005 Planning Scheme.

The Undefined Use is defined as follows:

Integrated Caravan Park and Accommodation Village means the use of premises for short-term or long-term accommodation of any person, including but not limited to the travelling public, tourists, long term residents, and workers, including those workers associated with major projects. The form of accommodation can be a combination of cabins, units, camping, or the parking of caravans or relocatable homes. It also includes ancillary uses for the benefit of guests such as kitchen, dining hall, amenity buildings, recreational and entertainment facilities, as well as a manager's office or residence. The integrated nature of the use means that the entire premises can accommodate a variety of guests interchangeably, depending on demand.

This definition recognises the similarities and synergies between any guests' accommodation needs, being a place to stay with an adequate level of amenity and supporting facilities. Importantly, the definition allows for a flexible response to any change in accommodation demands, without excluding the accommodation of any particular person at the premises in the future.

7.2 STRATEGIC FRAMEWORK

The strategic framework sets the high level policy direction for the Planning Scheme and has been assessed in terms of its relevance to the proposal. The strategic framework is described by way of desired environmental outcomes (DEOs) comprising social, environment and economic elements, which collectively seek to achieve ecological sustainability in development assessment decisions across the Shire.

Table G provides an assessment of the proposal against each element of the DEOs.

Table G – Assessment of Strategic Framework	
DEO Elements	Response
Social Elements	
(a) The Banana planning area's residential communities are preserved in character, well serviced, enjoy high levels of safety and amenity, able to accommodate growth and offer a range of housing options to meet the diverse needs of all members of the community.	<p>Complies – As recognised under the Regional Plan, the number of non-resident workers in Banana Shire is increasing due to employment opportunities associated with its resources sector, as well as other regional projects for the upgrade and maintenance of infrastructure and industrial facilities. This application is specifically made in response to a current planning need for more worker's accommodation to service this growth, which has been accelerated by resource activities associated with the Meridian gas fields within proximity to Moura.</p> <p>The existing set-up of on-site accommodation and the opportunity for its expansion over the entire premises represents an ability 'to accommodate growth'. Moura currently does not offer a full range of housing options to meet the diverse needs of its community members, given workers are seeking accommodation in the town's caravan park, hotels and motels, which is understood as being unacceptable to the Council as per the position of the Planning Scheme that any worker's accommodation must be in a facility approved for this use.</p> <p>It is noted that the Dawson Mine Accommodation Village across the road from the site is closed to workers not associated with this mine, and the balance of accommodation in single detached dwellings is unsuitable for the transient workforce. This application will formalise the provision of worker's accommodation at the site, to ensure the current deficiency in worker's accommodation is addressed 'to meet the diverse needs of all members of the community'.</p> <p>At this point in time, there is no deficiency in the current supply of accommodation for tourists, travellers and long term residents, which will continue to be accommodated in the caravan sites and any one of</p>

Table G – Assessment of Strategic Framework

DEO Elements	Response
	<p>the existing or proposed units.</p> <p>Once developed, the proposal will not affect the preservation of the residential community's character in Moura. The site's immediate locality at the entrance to the town from the north includes vacant land for community and recreation precinct purposes, the Dawson Mine Accommodation Village on land for residential and recreation precinct purposes, and highway fronting industry and commercial businesses. The character of the site's immediate locality is therefore not of a single, discrete nature and is influenced by a mix of land-consumptive uses, spread out along the wide highway reserve, which narrows towards the town centre.</p> <p>The existing Moura Caravan Park has existed in harmony with these surrounds since the 1960s, and its expansion will result in acceptable character outcomes for the on-site residential community, given the generous setbacks and vegetated buffers from the highway reserve, and ample landscaped open space between and around the units, car park and recreation areas, which reflects the existing character of the caravan park and is complementary to the Dawson Mine Accommodation Village across the road. Once fully developed, the resulting character will improve the site's presentation at the entrance to the town, compared to the currently vacant, poorly grassed area, which is overlooked by the caravan park's rear units.</p> <p>The site is adequately separated from the low density residential area to the south of the town's centre, and will not affect the preservation of this lower density residential character.</p> <p>The site's high level of services and safety/amenity is evident in the following:</p> <ul style="list-style-type: none"> • Existing connection to reticulated water/sewer; • High accessibility due to proximity to the Dawson Highway and the town centre; • Lighting and landscaping across the site can be conditioned to achieve safety objectives; • High amenity is achieved through the range of communal amenities and recreation facilities provided on-site, ample open space between units and the convenience of proximity to the town centre, work sites and tourist routes/destinations.
(b) Biloela and Moura are the main business and economic centres, providing higher order services and a range of community and civic functions.	<p>Complies: The use will support Moura's role as one of the main business and economic centres in Banana Shire. The proposal leverages from the site's existing service provision to meet a current planning need for additional accommodation, and in doing so, performs a community and civic function of consolidating accommodation facilities within the town where needs can best be met, and flow-on economic benefits for the town can be realised, due to proximity to other high order urban services and facilities. Based on the land use intent for the site, the use will also continue in its role of providing accommodation to caravan travellers, tourists and long term residents.</p>
(c) Communities of Banana, Baralaba, Cracow, Dululu, Jambin, Goovigen, Thangool, Theodore and Wowan have access to facilities and services that	<p>Not Applicable: The site is located in Moura.</p>

Table G – Assessment of Strategic Framework

DEO Elements	Response
meet local needs, and where appropriate also provide some higher order services and functions important to the Banana Shire.	
(d) The park and recreation opportunities for residents and visitors of the Shire have been enhanced and expanded.	Complies: The proposal will not compromise the availability of park and recreation opportunities for residents and visitors of the Shire. In Moura, parkland and open space – where park and recreation opportunities are available – are identified and protected by the Recreation Precinct of the Town Zone. The proposal will not affect the availability of land in the Recreation Precinct.
(e) Rural residential areas are located and consolidated to provide suitably serviced, alternative rural living options that are close to townships.	Not Applicable: The site is not in a rural residential area.
Environmental Elements	
(a) The Shire's water resources, including the Callide subartesian water resource, aquifers, watercourses, wetlands, springs and floodplains are managed sustainably and development is appropriately conditioned to ensure water quality is maintained and enhanced wherever possible.	Complies: The site does not contain a mapped natural water feature of local or State significance. Water quality associated with the proposal is relevant in terms of managing stormwater quality from the development. Stormwater quality will be addressed as part of a detailed stormwater management plan for new development on-site, which can be appropriately conditioned as part of an operational works application to ensure water quality is maintained.
(b) The sites of existing and planned water resource infrastructure such as the Callide Dam and the proposed Nathan Dam, are not compromised by the detrimental impacts of development in upstream catchment areas.	Complies: Based on the nature and scale of the proposal, existing and planned water resource infrastructure will not be impacted.
(c) The recognised values and integrity of significant natural features, conservation areas and open space networks eg. Conservation Parks, National Parks, are protected.	Complies: The proposal does not contain, nor is the site adjacent to, significant natural features, conservation areas or open space networks. These environmental areas are protected under alternative Planning Scheme zones. Based on the nature and scale of the proposal, off-site impacts to these environmental areas are not expected.
(d) Vegetation that supports important flora and fauna habitats, provides watercourse buffering or has associated scenic values, is protected from clearing and the spread of pest plants and animals.	Complies: On-site vegetation amongst the existing caravan sites and units will be preserved by the proposal. Vegetation of value is not present on the vacant part of the site proposed for further development, which alternatively has poor grass cover. In turn, clearing of vegetation that has habitat, watercourse buffering or scenic values, will not occur as part of the proposal.
(e) Development is located and managed where ever possible to ensure the long term protection and conservation of the significant cultural heritage values of the Shire.	Complies: As per the search results in Appendix D and Appendix F the site does not contain nor adjoin a Queensland Heritage Place, and is not identified as an Aboriginal cultural heritage site. In turn, the development of the site will not affect the long term protection and conservation of cultural heritage values in the Shire.
(f) Public health and the environment are protected from environmental harm from waste and contaminated land. Efficient resource use and waste minimisation and management are promoted while allowing for ecologically sustainable development.	Complies: As per the search results in Appendix G the site is not identified on the State Government's contaminated land register. Waste management will occur via the current method explained in section 5.3, which is of no concern to public health.
(g) Air quality is maintained or enhanced while allowing for ecologically	Complies: The proposal is for a sensitive land use and will not result in adverse impacts to air quality.

Table G – Assessment of Strategic Framework	
DEO Elements	Response
sustainable development.	
(h) The quality of the acoustic environment is maintained or enhanced while allowing for ecologically sustainable development.	Complies: The proposal is for a sensitive land use and will not result in adverse impacts to the acoustic environment.
(i) The spread or increase of weeds and pest animals is prevented.	Complies: The construction and operational stages of development will not result in the spread or increase of weeds and pest animals.
Economic Elements	
(a) The long term viability of agricultural industries within the Banana planning area is enhanced through measures to protect productive agricultural land from excessive fragmentation and encroachment of incompatible uses.	Complies: The development will not compromise the long-term viability of agricultural industries within Banana Shire. While the site has an Agricultural Land Classification as C1 pasture land, the use of the land itself is unviable for agricultural industries due to its historic use as a caravan park, which also compromises the vacant balance of the site for grazing due to insufficient land area. The current and proposed use of the site is compatible with the grazing use of the neighbouring property. The site's development will not fragment or affect the long term continuity of the adjacent agricultural use.
(b) Natural resources and areas of economic value, such as Agricultural Land Classification (ALC) Class A and Class B land in accordance with the State Planning Policy mapping, extractive materials, mineral resources and native forests are protected and utilised sustainably	Complies: As per State Planning Policy mapping provided in section 6.3, a marginal area of ALC Class A and B land is evident in the far western corner of the site. As above, due to the historic use and inadequate land size (particularly given the SPP overlay is only a few square metres in size), the site is of little economic value in terms of agricultural use. The site's development will not affect the sustainable utilisation of viable grazing land on the neighbouring property.
(c) Industrial development opportunities are available, including new industrial lands in the Callide Energy Park, and are planned such as to balance economic values against the values of the natural environment, transport network and residential amenity.	Complies: The development will not affect the availability of land in industrial precincts of the town zone for industrial development. Land use compatibility between the site's accommodation use and nearby businesses in the industrial precinct along Okano Street is evident in long-standing co-location of these uses, which is expected to continue with the proposal.
(d) The efficiency of infrastructure, including telecommunication, electricity and transport networks, is maintained and future extensions are well planned to meet the future development needs of the Banana planning area.	Complies: The development will not compromise the maintenance or expansion of infrastructure in the town. Based on the 2017 approval for the 'Caravan Park', the existing local and State road network and associated intersections will be able to cater for the proposed use, which is of the same scale. Electricity and telecommunication connections will also be available, and the proposal will not affect the efficiency of these networks.
(e) Water, sewer and stormwater infrastructure is planned and provided in a cost effective and timely manner to meet the needs of the Banana planning area.	Complies: Reticulated water and sewer connections will be provided to the development. Any required upgrade to the existing connection will be submitted to Council for approval prior to work. Stormwater infrastructure will be addressed as part of a subsequent operational works application, in response to new impervious areas and managing stormwater quality and quantity. These infrastructure elements can be conditioned for the development.
(f) Waste disposal facilities which are adequate for the Banana planning area's needs, are maintained and protected from the encroachment of inappropriate land uses	Complies: The development will not compromise the operation of the town's waste disposal facilities, which are not within proximity to the site.

Based on the assessment of the elements of the Strategic Framework, there is no conflict between the proposed development and the DEOs.

7.3 ZONING

As **Figure 9** shows, the site is located in the Tourism Precinct of the Town Zone on the western side of Dawson Highway upon entering the Town Zone boundary from the north. The site is surrounded by a mix of Town Zone precincts and other zones/land tenures as follows:

- The Dawson Mine Accommodation Village is located on the opposite side of the Dawson Highway in the Residential Precinct and Recreation Precinct of the Town Zone and is abutted by the Moura railway line.
- The railway land along the railway line is included in the Industrial Precinct of the Town Zone, which extends further eastward to encompass Graincorp's large land holding for grain storage.
- Land to the south in the town centre includes a mix of Commercial and Community Precincts, framed by Residential and Recreation Precincts further to the south.
- Additional Industrial Precincts affect land immediately to the south-west of the site, which covers depots and workshops. A Highway Precinct in this area also fronts to the Dawson Highway and contains similar industrial/commercial land uses.
- To the north and north-west of the site, land is included in the Rural Zone and is used mainly for grazing purposes.

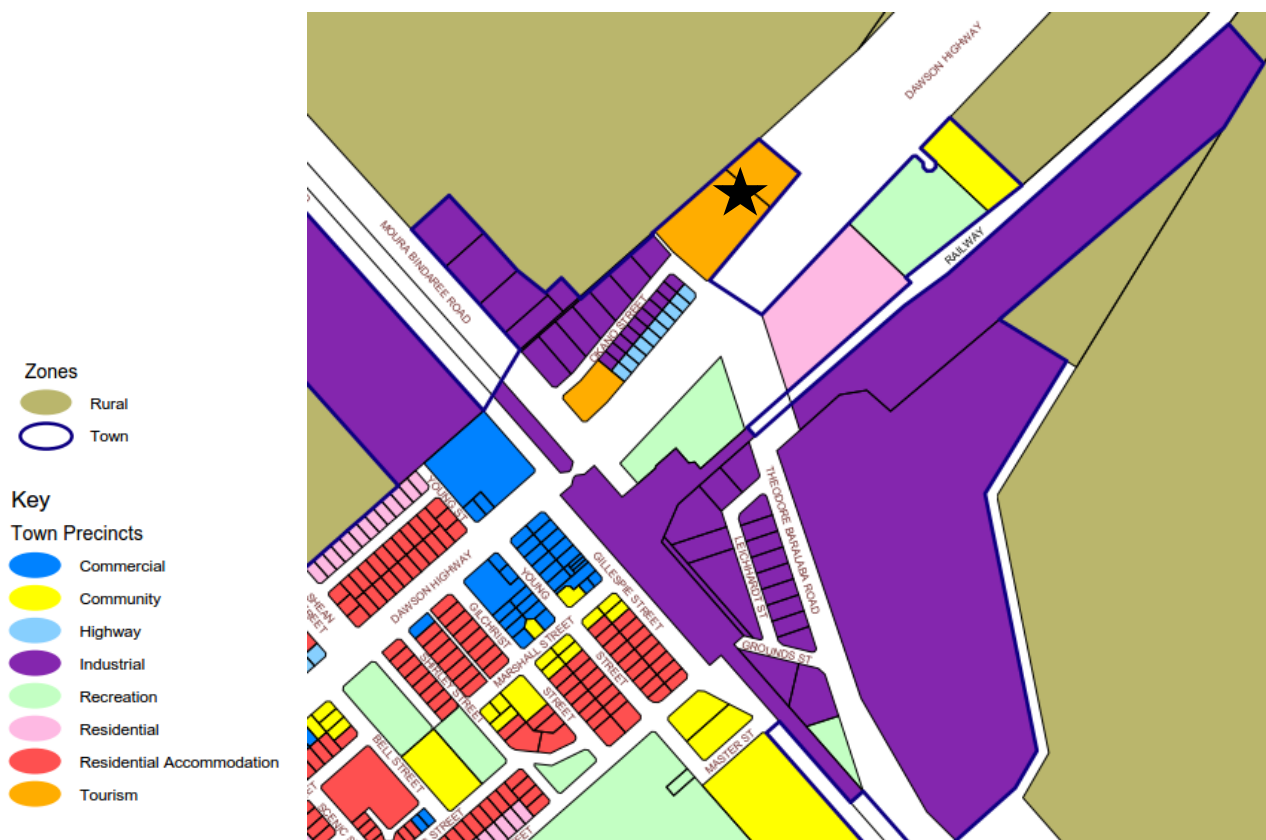


Figure 9: Zone Map (Site identified by star and has since been amalgamated) (Source: Banana Shire Council 2005)

The assessment benchmarks for the Tourism Precinct of the Town Zone are contained in the Town Zone Code. The proposal is assessed against the purpose and overall outcomes of the Town Zone Code in **Table H**.

Table H – Assessment of Town Zone Code	
Town Zone Code	Response
Purpose	
(a) Biloela and Moura remain as the key service towns which serve the Shire	Complies: The proposal is consistent with Moura's role as a key service town. The use will add to the current service provision of the town by expanding the existing caravan park to meet the accommodation

Table H – Assessment of Town Zone Code	
Town Zone Code	Response
	needs of non-resident workers, while also allowing for a continuation of tourist/caravan traveller and long-term resident stays. This serves Banana Shire by meeting a wide range of accommodation needs within proximity to other urban services and facilities, which supports the economic viability of the key service town.
(b) Commercial, community and public uses are consolidated within, or immediately adjoining Biloela and Moura, ensuring that they are easily identifiable and accessible community centres	Complies: The proposed use is considered commercial and residential in nature. The site is located within the Town Zone boundary of Moura at its entrance from the north on the Dawson Highway, which achieves an easily identifiable and accessible community centre.
(c) The Precincts each perform a different function within the Town Zone and represent distinct areas or groupings of compatible land uses	Complies: The proposed use is considered a compatible land use within the Tourism Precinct due to the variety of accommodation options for the travelling public, including caravan sites, cabins and camping. Due to current demand, the use also makes provision for the accommodation of workers, who share similar accommodation needs to the travelling public, being the need for shelter, amenities, recreational facilities, within proximity to town and transport networks. The proposal will achieve a single, integrated accommodation facility where the similar needs of its guests can be met. This achieves a distinct development over the site and a compatible land use.
(d) The availability of land, the amenity, and the operational needs of different uses in each Precinct are not compromised by the inclusion or encroachment of inappropriate development	Complies: While the accommodation of workers is not anticipated in a Tourism Precinct, the form and nature of development to service worker accommodation needs is identical to the accommodation needs of the travelling public. In turn, while the proposed expansion will meet the current demand for worker's accommodation, the additional units, car parking, recreational facilities and amenities is not inappropriate development for tourism purposes and can be used for the accommodation of the travelling public should a larger demand present itself in the future. In summary, the design of development does not preclude its predominant use by the travelling public, if required.
(e) Land on the boundaries of each of the Precincts is of a nature, design and appearance that respects the scale and nature of uses in the adjoining Precinct	Complies: Stage 2 of development includes generous setbacks and vegetated buffers from the site's highway frontages and from the adjoining rural zoned property. The inclusion of mature trees in the vegetated buffers will soften and screen views of the new units and the car park. The scale, design and appearance of development for accommodation purposes on the site is consistent with the intent for development in the Tourism Precinct and is not incompatible with the scale and nature of adjoining grazing activities.
(f) The overall outcomes specific to each of the Precincts within the Town Zone listed below, are achieved	Complies: The development can achieve the overall outcomes specific to the Tourism Precinct, as outlined below.
Overall Outcomes	
(iv) The overall outcomes sought for the Town – Tourism Precinct are:	
A. Land within the Precinct is predominantly used for purposes associated with tourism and uses such as caravan parks, indoor entertainment, motels, food premises and hotels which serve the needs of the travelling public;	Complies: The proposed land use as an 'Integrated Caravan Park and Accommodation Village' and the design of the development can be predominantly used for purposes associated with tourism if there is a demand. The undefined use encompasses the existing caravan park, with specific reference to accommodation for the travelling public, which is consistent with the examples provided in (A). The development will therefore continue to serve the needs of the travelling public.
B. Land is provided with urban standard	Complies: The site is provided with an urban standard of services,

Table H – Assessment of Town Zone Code	
Town Zone Code	Response
services;	including reticulated water, sewerage and electricity and telecommunications, which will be made available to the entire development. If required, the reticulated connections will be upgraded to adequately service Stage 2 of development.
C. Development has a high regard for built form appearance and landscaping where adjacent to a major highway, which enhances the amenity of the area and the towns' image and character	<p>Complies: Current views of the site upon entering the town is of the last row of caravan park cabins, which front a large vacant area of poor grass cover.</p> <p>The development improves the presentation of the site to the Dawson Highway through its high regard for built form appearance and landscaping. The small scale of the units at 3m high with surrounding open space will not present an overbearing built form. From the highway, views will be moderated by the 9.4m setback from the rear north-eastern boundary, and a 6.8m setback from the eastern boundary. Views will also be softened by the proposed vegetated buffers within these setbacks, which will be designed for a mix of mature and juvenile plantings as part of a detailed site landscaping plan.</p> <p>The proposed transition of vacant land with an ad hoc row of cabins that are viewable from the highway, to a fully landscaped accommodation village, will enhance the amenity of the area and the towns' image and character, particularly at this important entrance point to Moura.</p>
D. The inclusion of showrooms, vehicle showrooms, and service industries is minimised as they are generally not compatible with other uses in the Precinct.	Complies: The proposal does not include showrooms, vehicle showrooms and service industries.

Based on the assessment of the purpose and overall outcomes under the Town Zone Code, there is no conflict between the proposed development and the Planning Scheme intent for the Tourism Precinct. In the instance that the Council believes there is a conflict, the executive summary to this report provides grounds to overcome the conflict and justify the approval of this application.

7.4 OVERLAYS

Under the Planning Scheme, the site is affected by the following overlays:

- Agricultural Land Class Overlay - C1 – Pasture Land
- Mining Resources Overlay - Mineral tenements comprising PL, ML & MDL
- Bushfire Prone Land Overlay - Low Bushfire Severity

The assessment benchmarks for each overlay are prescribed by the respective overlay codes, which are outlined in section 7.5 below.

7.5 APPLICABLE PLANNING SCHEME CODES

Planning Scheme codes applicable to the proposed development are identified in [Table I](#) below. It is noted that the defined use for this application is an undefined use, however the Caravan Park and Worker's Accommodation Code is relevant to assessing the aspects of the proposed use to ensure assessment benchmarks relating to site characteristics, amenity and access are considered.

Table I – Applicable Planning Scheme Codes	
Type of Code	Code
Use code	Caravan Park and Worker’s Accommodation Code
Zone code	Town Zone Code
Overlay codes	Economic Resources Overlay – Agricultural Land Class Overlay Economic Resources Overlay – Mining Resources Overlay Natural Disaster Overlays – Bushfire Prone Land Overlay
Other development codes	Development Standards Code

An assessment against the codes listed in Table I has been provided in [Appendix H](#). In instances where the acceptable outcomes cannot be achieved, the proposed development is able to comply with the performance outcomes, overall outcomes and purpose of the applicable codes.

8 CONCLUSION

Reel Planning CQ has been engaged by Panchek Pty Ltd to prepare and lodge a development application for a Development Permit for Material Change of Use for an Undefined Use (Integrated Caravan Park and Accommodation Village) over land at 95 Dawson Highway, formally described as Lot 10 on SP210594.

This report provides a comprehensive assessment of the proposed development against relevant State planning instruments and the entire Planning Scheme. Through this assessment we have demonstrated that the development will achieve a well-designed accommodation facility that will continue to meet a range of accommodation needs for short-term and long-term residents in Moura. The design of the premises does not preclude on-going accommodation for the travelling public in the Tourism Precinct of the Town Zone, and will meet a current planning need that is primarily being driven by the non-resident workforce in Moura. Importantly, the undefined use will provide long-term flexibility for the site's accommodation of a broad range of people, depending on the season and economic drivers.

In summary, there is no conflict evident between the relevant elements of the Planning Scheme and State planning instruments. Grounds for approval have been provided as further justification for the Council's support of this application. On this basis, we strongly recommend this development be approved subject to reasonable and relevant conditions.

Appendix A

Pre-lodgement meeting record

Our Ref: 4208



REEL PLANNING CQ
URBAN AND RURAL STRATEGIES

24 August 2017

[REDACTED]
Manager Environment and Planning
Biloela Office
Banana Shire Council

Via Email: [REDACTED]

Dear [REDACTED]

PRE-LODGEEMENT MEETING MINUTES FOR PROPOSED DEVELOPMENT APPLICATION TO ADDRESS WORKER ACCOMMODATION AT THE MOURA CARAVAN PARK AT 95 DAWSON HIGHWAY, MOURA

On behalf of our client and landowner/applicant, Panchek Pty Ltd, the minutes from our pre-lodgement meeting on 16 August 2017 at the Biloela office of Banana Shire Council are provided for Council's record. It has been confirmed by your email dated 24 August 2017 that these minutes are an accurate record of matters discussed.

The meeting primarily related to the proposed development application over the Moura Caravan Park site, which is in addition to the recent development application for the caravan park's extension and will address Council's concern that the caravan park accommodates – in part – workers associated with nearby major projects (mining activities). This concern is currently set out in a Show Cause Notice, dated 18 May 2017, which requires a development permit for material change of use for worker's accommodation to be obtained by Panchek to regularise worker accommodation at the site.

The meeting also covered other matters on a without-prejudice basis. These matters included Council's enforcement action against our client relating to worker accommodation at the site, as well as our firm's representation on the decision notice and infrastructure charges notice for the caravan park's extension, to be considered at the Council meeting on 23 August 2017.

The attachment to this correspondence sets out the details of the proposed application and the record of the pre-lodgement meeting.

Yours faithfully,

[REDACTED]

[REDACTED]
[REDACTED]
Reel Planning Pty Ltd

Encl.

PROPOSED APPLICATION DETAILS

The proposed application that will address Council's Show Cause Notice will be identical to the details contained in the recent application for the caravan park's extension, as follows:

- The same built form and scale of development.
- The same extent of amenities and supporting services/facilities – kitchen, recreation rooms and car parking etc.
- The same position that the caravan park will continue to accommodate a variety of workers, travellers and long-term residents, as it has done over the business' long-standing operation i.e. the caravan park does not only accommodate a specific type of patron, such as a worker.

[REDACTED]

[REDACTED]

[REDACTED]

MEETING AGENDA ITEMS AND MINUTES**Proposed application**

1. **Council's record of existing use rights/approvals for the caravan park.**
 - 2007 MCU development application for the caravan park's expansion by 40 x 2-bedroom units. This application was undecided (either lapsed or withdrawn).
 - 2007 MCU development application for the same development above (20 x 4-bedroom units) – not decided until 2012 due to various changes to the application.
 - The subsequent 2012 development approval was subject to amendment/extensions, however the approval was not acted on and lapsed in 2016.
 - 2012/2013 MCU development application for a caravan park (ancillary kitchen and dining room). This approval was acted on. The proposed kitchen/dining room was subject to an ICN (charge per m2 as per a restaurant/food premises use), despite the maximum charge for a caravan park use being based on the residential component only (per unit i.e. there is not a non-residential charge for a caravan park under Council's resolution or the State Planning Regulatory Provision for adopted charges). This was further discussed under items 11-15 below.

CW - Anecdotal evidence indicates that the caravan park use commenced during the 1960s, prior to the earliest planning instrument for the local government area at the time. The timeline of planning instruments relevant to the site are understood as follows:

- 1967 By-law, including Town Planning Chapter as a later amendment (1983) identifying Moura as part of the Shire covered by the 'planning scheme'
- 1983 – superseded Planning Scheme with amendments in 1985 & 1990
- 1997 – superseded Planning Scheme
- Banana Shire Planning Scheme 2005 (alignment amendment version)

CW - some of the caravan park sites had been converted into units over recent years, which was considered lawful at the time of building approval ('like for a like').

CW/RO agreed that:

- Despite Council's compliance action, there had been no investigation to date on the nature of the caravan park's use rights, relating to the kind of patron accommodated at the park.
- The possibility was recognised that the caravan park *could* have accommodated workers to a certain extent over the lifetime of its long-standing operation, given Moura's history of mining projects within proximity to the town and the subsequent transient workforce for the construction, operation and shutdown of these projects.

To prove that the existing caravan park had the lawful right to accommodate workers would be a complex undertaking involving the following actions:

- Determine the date that the caravan park first started accommodating workers, to what extent, and did this scale of worker accommodation continue following the first IPA compliant Planning Scheme – sufficient evidence that could withstand legal scrutiny would need to be provided by the applicant.
- Review each superseded planning instrument listed above to determine when worker accommodation first became regulated, or when residential use definitions started relating to a particular type of patron.

RO requested a copy of the superseded Planning Schemes in the event that the applicant would like to pursue this course of action.

2. Most appropriate land use definition for the use of the caravan park by a variety of patrons.

- CW/RO agreed that the caravan park and its proposed extension was not a typical worker accommodation camp, given the premises comprises caravan park sites and cabins (serviced units), and accepts any visitor for short or long-term stays, whether they be a traveller (caravan or not), long term resident or a worker (associated with major projects such as nearby mining projects, or any other line of work).
- Legal advice obtained by the applicant was given to CW to outline the risks involved with obtaining a development permit for material change of use for worker's accommodation over the entire site. The risks are primarily two-fold:
 1. The caravan park use (including its existing use rights and the soon to be approved extension of the caravan park) could be perceived as 'abandoned' if unit occupation by workers becomes the predominant use of the site; and
 2. A development application for MCU for 'worker's accommodation' only may be perceived as an inadequate characterisation of the current use occurring over the site (given the occupation of units could interchange between workers/travellers/residents), which could result in the application being 'not properly made' to Council.
- CW supported the recommendation of the legal advice, that Panchek should lodge a development application for MCU for undefined use – integrated caravan park and worker's accommodation (or wording to that effect), over the entire site.
- In the application's definition of the undefined use, CW recommended that it include all kinds of patrons – travellers, long term residents and workers.
- Despite this option, RO queried the 'accommodation building' definition under the scheme, which does not relate to any one kind of patron and could be used to define the existing/proposed units of the caravan park ('accommodation building' includes serviced rooms). RO pointed out that due to Council's compliance action against the caravan park, workers had to be turned away and were staying at other motels/taverns in Moura, being 'accommodation building' under the scheme (or most likely a similar definition if approved under a superseded scheme) – could the applicant's proposal be similarly defined if the motels/taverns and their serviced rooms/units were lawfully able to accommodate workers?
- CW stated that complaints had not been received about the other motels/taverns in town, so the 'accommodation building' definition had not been scrutinised in this light i.e. whether motels/taverns could lawfully accommodate workers if their approved use does not relate to any one kind of patron.
- However CW was of the opinion that the 'worker's accommodation' definition could be similarly applicable to motel/taverns (if proven to accommodate workers), as the definition's specific reference to workers differentiates it from the 'accommodation building' definition.
- The undefined use was considered the best option for the proposed development application.

- 3. Infrastructure charges based on the decided land use definition.**
 - As per the proposal description above, the proposed application will be the same scale/nature of development in the current application for the caravan park's extension.
 - An ICN will be issued for the current application, which covers Stage 1 and Stage 2 of development.
 - Considering the undefined use does not have a charge, caravan park and worker's accommodation are identically charged and will be used to calculate charges for the proposed development.
 - Charges for the proposed application will be levied depending on the site's credit for charges paid under the current application.
- 4. The extent of new assessment items for Council and how this should be reflected in the application fee to be paid.**
 - CW acknowledged that the undefined use will include a caravan park component, which has already been assessed as part of the current application.
 - In turn, a concession on the fee will be considered following a formal request to Council prior to lodgement of the proposed application.
- 5. Identical conditions to those negotiated conditions to be imposed for the recent caravan park approval.**
 - CW confirmed that the items identified in the applicant's request for a negotiated decision notice would be adopted at the Council meeting on 23 August.
 - CW confirmed that these negotiated conditions will be similarly reflected in any future decision of approval for the proposed application.
- 6. Due to familiar assessment items in the application, discussion on timeframes for Council's assessment of application.**
 - No delays in assessment timeframes are expected prior to public notification of the application.
 - The application will have to run its course if submissions are received.
- 7. Status of draft Planning Scheme.**
 - CW confirmed that the draft PS would be finalised internally.
 - Aiming for public consultation by end of January 2018 and adoption by 1 July 2018.
 - Tourism precinct expected to be maintained over the site.

Council's enforcement action

- 8. Options for dealing with complaints.**
 - RO noted that the complaints consistently received by Council in relation to worker accommodation may not be based on sound evidence and should not be used as a primary source of information to inform Council's enforcement action, given the recent Enforcement Notice did not consider that the rotation of different workers at the caravan park did not amount to a change in the intensity of the use.
 - RO/CW agreed that every effort will be made to corroborate complaints received with the applicant's perspective, prior to any further compliance action by Council.
- 9. Options for an enforceable scale of use while proposed application is progressed.**
 - RO noted that Council's efforts to monitor the number of 'workers associated with major projects' residing at the caravan park may not be the best way to measure the intensity of

the worker accommodation use at the site, particularly when independent information could be misleading and efforts are not made to corroborate this information with the applicant.

- RO noted that typically, the scale/intensity of accommodation uses are measured based on the number of units, as opposed to the number of people. Any additional units are a clear and material change to the scale/intensity of the use. In the instance of the Moura Caravan Park, additional units have not been added to the site. In turn, there has been no material change to the scale/intensity of the caravan park's use by travellers and/or workers.
- CW agreed that the number of units can be used to measure the scale/intensity of worker accommodation at the site, as opposed to trying to keep track of the different contract/sub-contract workers that may rotate through the units.
- CW relayed that the number of units used for worker accommodation at certain dates could be used as a 'baseline' of allowed activity during the interim period while the proposed application is progressed.
- These certain dates include the email from a Silver City Drilling senior staff member during October 2016, which confirmed the number of Silver City Drilling crew members that were to move into the caravan park. The number of units occupied by this crew plus the number of other units that were occupied by workers associated with 'major projects' at the date of the Show Cause Notice (18 May 2017), could be used as the baseline of allowed activity.
- It was further discussed that Council's line of approach in establishing this 'baseline' was not made clear until a phone discussion between CW and the applicant on 29 June 2017.
- RO indicated that information on the baseline of activity will be forthcoming.

10. Plumbing/Building compliance matters

- CW – some units may be without plumbing approvals. RO to follow up with applicant.
- RO confirmed that the building certifier conducted final inspections last week on the units that are subject to the separate building compliance matter. Evidence to Council will be forthcoming.

Infrastructure charges – negotiations on application for caravan park expansion

11. CW confirmed that charges will be levied for the proposed kitchen/dining room and gym/recreation dongas, because Council believes that these ancillary components of the caravan park use are a material change in the intensity in scale of the use that would require separate application, as evidenced by the 2012 application for kitchen/dining facilities. In turn, the kitchen/dining room will be charged as a 'food and drink outlet' and the gym/recreation dongas will be charged as 'indoor sport and recreation' under Council's Adopted Infrastructure Charges Resolution.
12. RO disagreed with this charging method – the resolution is based on the charge applicable to the land use definition applied for as part of the development application only. In the circumstance of the caravan park use, only a charge for the residential component of the use is imposed by the resolution. A non-residential charge for ancillary components of the caravan park use is not imposed by the resolution (RO believed that such ancillary use areas are unlikely to have a significant impact on trunk infrastructure, given only the patrons of the caravan park will be using these ancillary facilities, hence a residential charge is levied only).

RO noted that Council's resolution is based on the State Planning Regulatory Provision (adopted charges) from July 2012, which imposes a maximum charge for caravan parks based on units only. There is no provision under the SPRP that allows a charge to be levied for ancillary use areas based on other separately defined land uses that were not applied for as part of the application. Council's resolution is a reflection of this State policy position.

RO further noted that no study had been undertaken by Council to quantify the extent of trunk infrastructure impact of the kitchen/dining room and gym/recreation dongas, which is unlikely to be significant, compared to a restaurant or 24 hour gym that is open to anyone and would clearly attract a charge under the resolution (being separately defined uses).

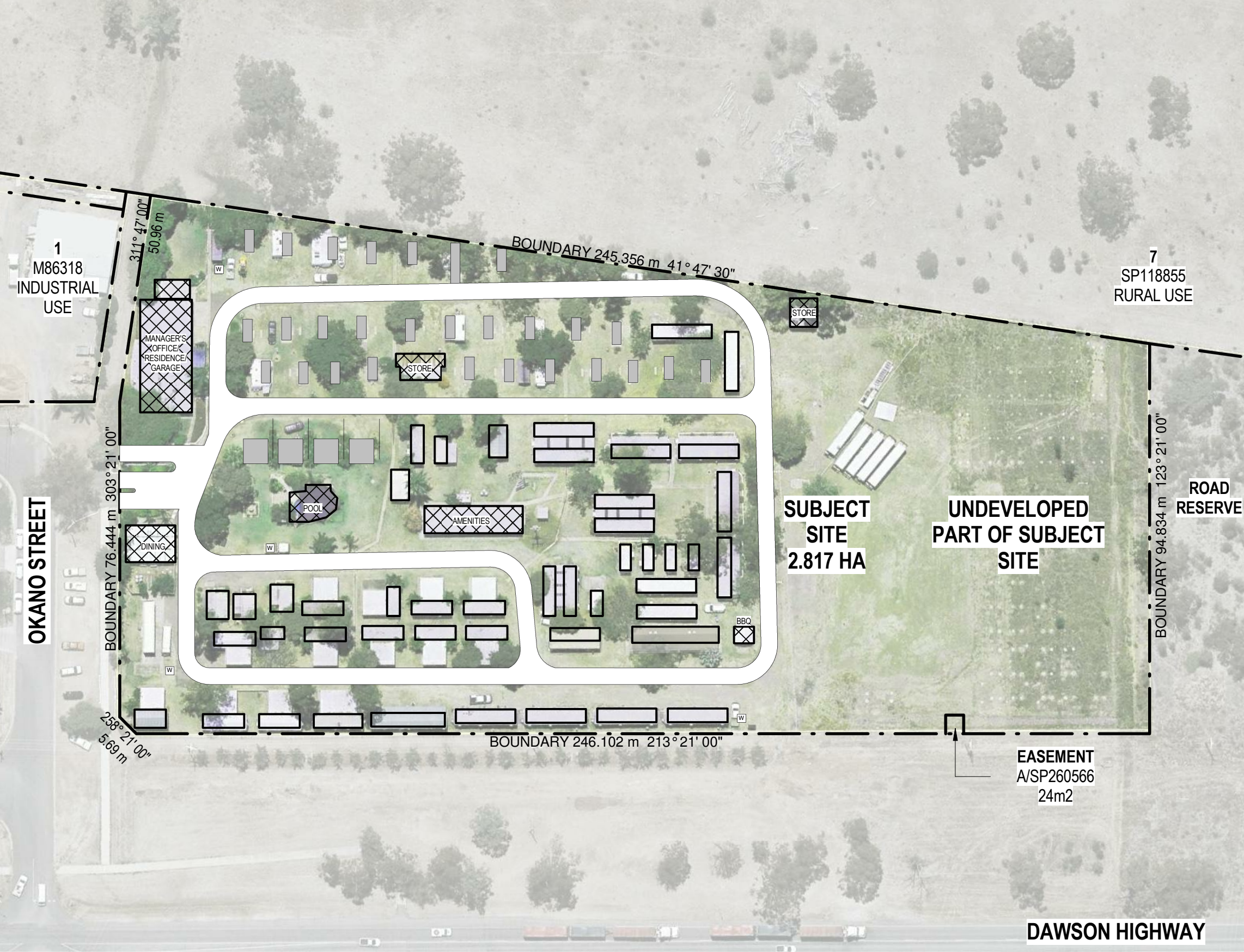
13. CW relayed the alternative view of Council that it has discretion to apply additional charges if there is concern for trunk infrastructure impacts, despite that fact that a 'food and drink outlet' and 'indoor sport and recreation' use were not separately listed/defined in the application forms or planning report based on statutory land use definitions, and alternatively were generally defined as a kitchen/gym/internet/recreation buildings, being ancillary to the caravan park use in the application ('caravan park' being the only land use applied for under the Planning Scheme).
14. While RO does not agree with Council's position, the charge for Stage 1 is accepted for the gym/recreation dongas only. CW relayed that the kitchen/dining donga will not be charged based on section 2.5.1 (1) (b) of the resolution.
15. CW also confirmed that the applicant's representation on the charging method for the 80 units is accepted by Council, however no credit will be awarded for the units to be removed from the site, as these units are unlawful.

SUMMARY: As per the decision for the recent development application for the caravan park, Banana Shire Council is supportive of the expansion of the caravan park and its provision of communal kitchen, dining and recreation facilities. Council is also of the general position that the location of worker accommodation in an urban area at an appropriate scale and intensity has greater community and economic benefit to a town like Moura, compared to worker accommodation on more remote rural sites.

In the event that further complaints are received about worker accommodation at the caravan park, every effort will be made by Council to consult with the applicant on their perspective before further compliance action is taken, given the applicant's demonstrated commitment to lodging a development application to address the compliance matter. It is acknowledged that the accommodation of workers in any of the caravan park's existing units poses no discernible risk or threat to the Moura community during this interim period.

Appendix B

Development Plans



EXISTING DEVELOPMENT LEGEND	
EXISTING ROAD	
EXISTING UNITS	
EXISTING CARAVAN SITES	
EXISTING COMMON AREAS	
EXISTING SKIP BINS	

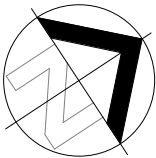
ENTIRE SITE (UNITS + SITES)	
NUMBER OF CARAVAN PARK SITES	32
NUMBER OF UNITS	99

GENERAL NOTE:

- THESE DRAWINGS ARE PART OF A TOWN PLANNING APPROVAL APPLICATION TO THE LOCAL COUNCIL AND SHOULD NOT BE USED FOR ANY OTHER REASON
- TRAFFIC/STORMWATER/OPERATIONAL WORKS: AS PER CIVIL ENGINEER DOCUMENTS AND DRAWINGS IF REQUIRED
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drawing title:
EXISTING SITE PLAN

drawing no: SP-001



project: INTEGRATED CARAVAN PARK + ACCOMODATION VILLAGE	
location: 95 DAWSON HIGHWAY, MOURA, QUEENSLAND, 4718 LOT 10 SP210594	client: PANCHEK PTY LTD

REVISION	DESCRIPTION	DATE
1	PRELIMINARY	25-08-17
2	PRELIMINARY	29-08-17

PRELIMINARY SKETCH PLANS:
If the drawings are labelled and issued 'preliminary', below, they are not suitable for Building Application, tender or construction purposes!
The intent of preliminary sketch plans are only for presenting the concept for the specific project to the client as nominated in the title sheet.

We accept no responsibility for the accuracy, completeness of electronically transferred documents.

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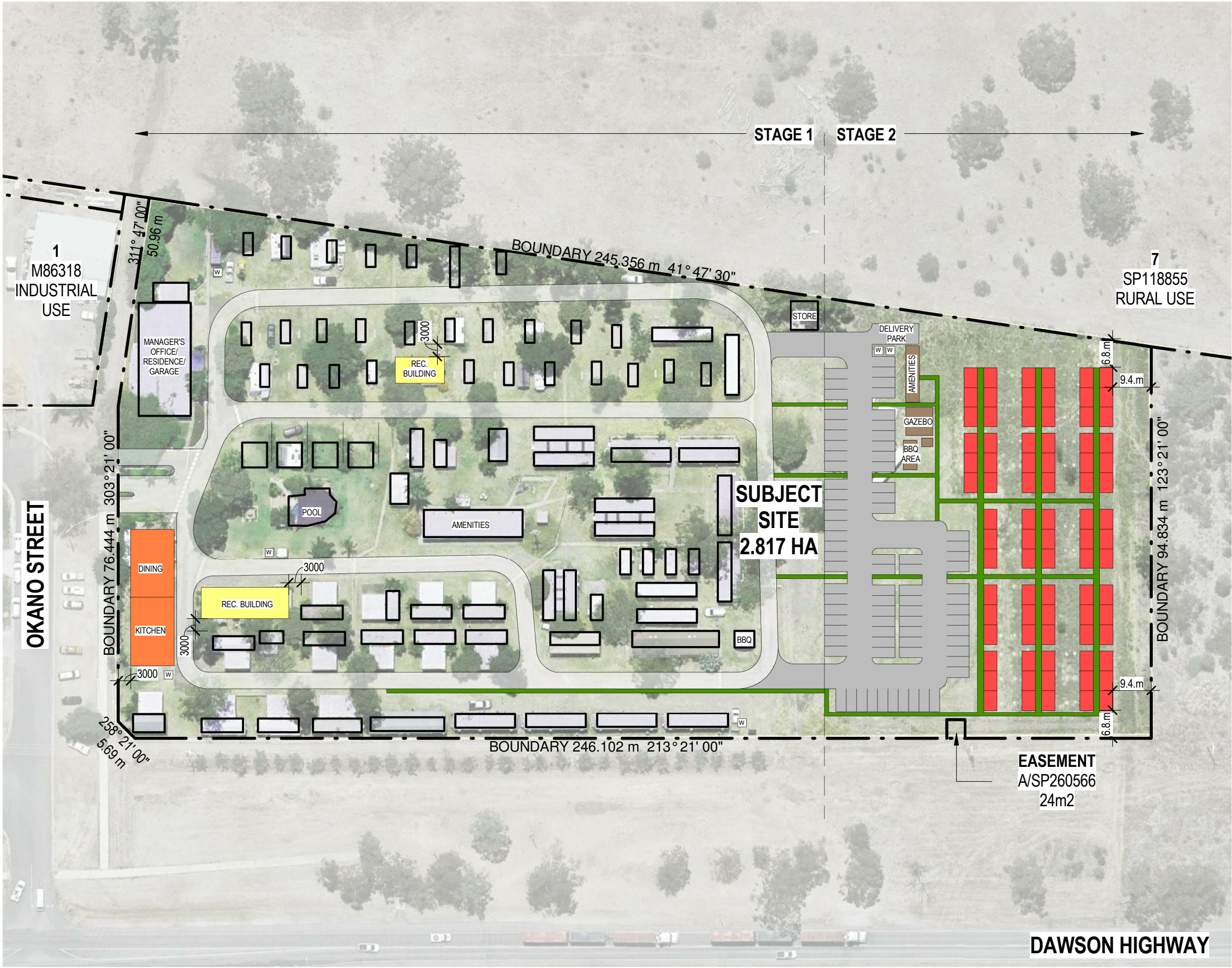
Design + Architecture

abr: 80167978832 Pty.Ltd.

044 968 2924 design@designaa.com.au
www.designaa.com.au reg no:4610

ISSUED FOR PRELIMINARY		
project no: RP-034	scale As indicated	rev
	date AUG 17 drawn CC	2

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STAGE 1	
PROPOSED KITCHEN / DINING	
PROPOSED REC. BUILDINGS (REPLACES 3 UNITS + STORE)	
EXISTING DEVELOPMENT (32 CARAVAN SITES + 96 UNITS + COMMUNAL FACILITIES)	
EXISTING SKIP BINS	W

STAGE 2	
PROPOSED ROAD	
PROPOSED UNITS	
PROPOSED COMMON AREAS	
PROPOSED PEDESTRIAN PATHS	
NEW SKIP BINS (2)	W

STAGE 2	AREA SCHEDULE	sqm
NUMBER OF NEW UNITS	80 (27 BUILDINGS)	
BUILDING HEIGHT OF NEW UNITS	3.15m	
FLOOR AREA OF EACH UNIT	15.84m ²	
ROOFED DECK AREA PER UNIT	1.96m ²	
NO. NEW CAR PARKS (INCLUDED 2 DISABLED CAR PARKS)	80	
TOTAL OPEN SPACE/ LANDSCAPING (FOR STAGE 2 ONLY)	3860m ² 48%	

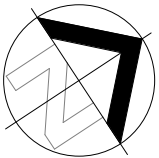
ENTIRE SITE (UNITS + SITES)	
TOTAL NUMBER OF CARAVAN SITES	32
TOTAL NUMBER OF UNITS	176

GENERAL NOTE:

- THESE DRAWINGS ARE PART OF A TOWN PLANNING APPROVAL APPLICATION TO THE LOCAL COUNCIL AND SHOULD NOT BE USED FOR ANY OTHER REASON
- TRAFFIC/STORMWATER/OPERATIONAL WORKS: AS PER CIVIL ENGINEER DOCUMENTS AND DRAWINGS IF REQUIRED
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drawing title:
PROPOSED SITE PLAN

drawing no: **SP-002**



project: INTEGRATED CARAVAN PARK + ACCOMODATION VILLAGE	A3 DRAWING NOTED SCALES RELATE TO A3 DRAWINGS
location: 95 DAWSON HIGHWAY, MOURA, QUEENSLAND, 4718 LOT 10 SP210594	client: PANCHEK PTY LTD

REVISION	DESCRIPTION	DATE
1	PRELIMINARY	25-08-17
2	PRELIMINARY	29-08-17

PRELIMINARY SKETCH PLANS:
If the drawings are labelled and issued 'preliminary', below, they are not suitable for Building Application, tender or construction purposes!
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ISSUED FOR PRELIMINARY		
project no: RP-034	scale As indicated date AUG 17 drawn CC	rev 2

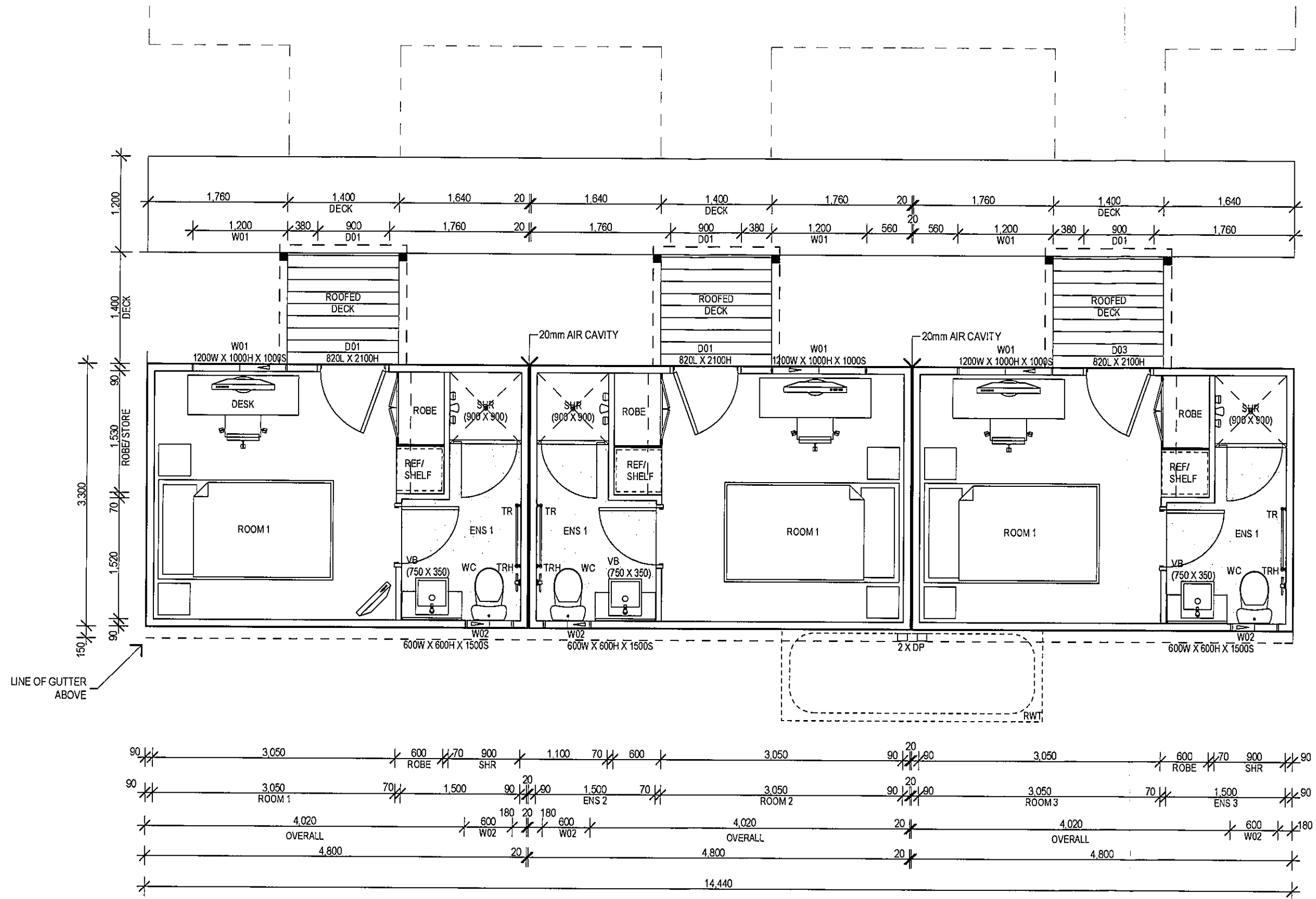
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Land Use Area Analysis

Zone Category	Quantity	Measured Area
Amenties	1	51.97
Car Parking	80	1,166.40
Circulation	1	943.46
Easement	1	1,218.27
Gazebo	2	57.00
Landscape Hard&Soft	1	2,670.58
Open Space	7	196.32
Site Services	1	50.00
Unit	80	1,360.80
Unit Deck	80	156.80
Water Tank	28	105.62

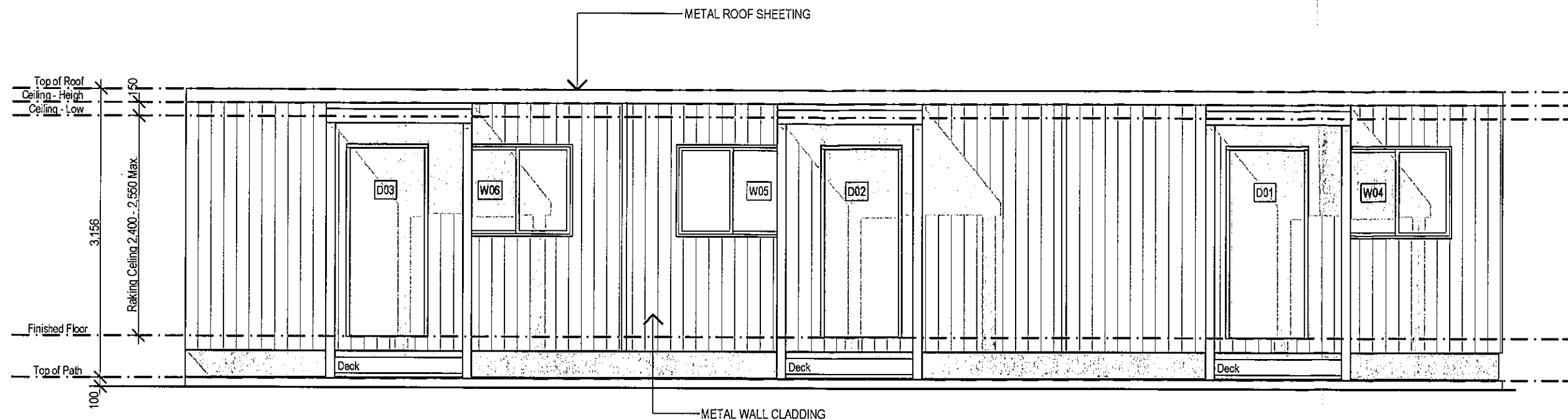
Land Use Yield



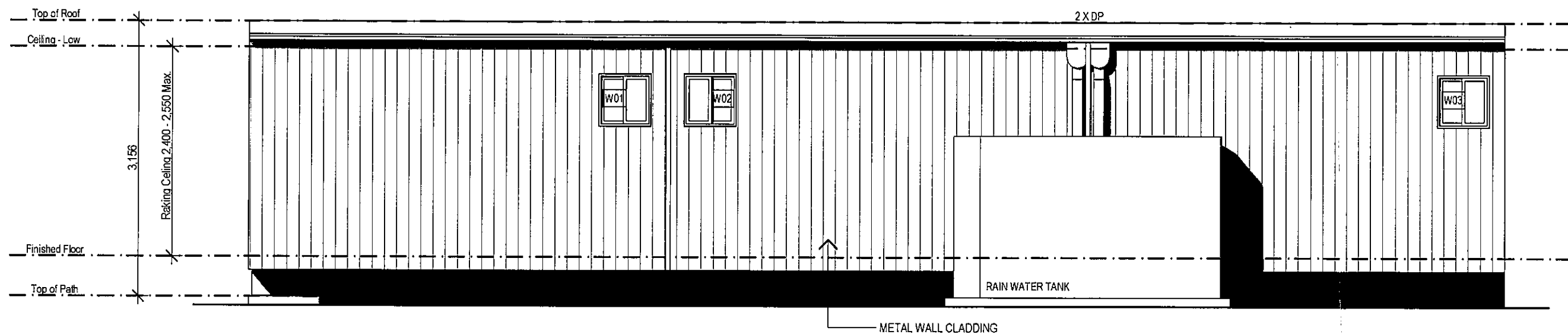


Type 316 - Ground Floor
1:50





Type 316 - Front Elevation
1:50



Type 316 - Rear Elevation
1:50

LIGHTWAVE
ARCHITECTURAL

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E info@lightwave.com.au
W www.lightwave.com.au



CLIENT:
Kyrone

PROJECT:
Okano Street, Moura

DRAWING:
Type 316 - Elevations - Option 2

SCALE: 1:50
DATE: 19/01/2012
DESIGN: MW
DRAWN: NT

JOB NO.: 1435
DWG NO.: DA 2.01
ISSUE NO.: P04

Appendix C

Traffic Noise Assessment

Traffic Noise Assessment for Proposed Caravan Park Dawson Highway, Moura

17 May 2007

Prepared for:

Landmark West Pty Ltd

c/o Schlenker Surveying

PO Box 1337

Rockhampton Qld 4700

Report by:

HLA-Envirosciences Pty Limited

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HLA Ref: B4025401_RPTFinal_17May07

DISTRIBUTION

Traffic Noise Assessment for
Proposed Caravan Park Dawson Highway, Moura
17 May 2007

Copies	Recipient	Copies	Recipient
1	Landmark West Pty Ltd c/o Mick Allen Schlenker Surveying PO Box 1337 Rockhampton Qld 4700	2	HLA- Envirosciences Pty Limited Project File + Library

This document was prepared for the sole use of Landmark West Pty Ltd and the regulatory agencies that are directly involved in this project, the only intended beneficiaries of our work. No other party should rely on the information contained herein without the prior written consent of HLA-Envirosciences Pty Limited and Landmark West Pty Ltd.

By

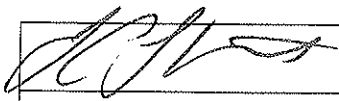
HLA-Envirosciences Pty Limited
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PO Box 720 Fortitude Valley QLD 4006



Tim Eakin
Project Environmental Scientist

Technical Peer Reviewer:

Date:

	24/5/2007
Shane Stuart Associate Environmental Scientist	

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EXECUTIVE SUMMARY

HLA-Envirosciences Pty Limited (HLA) was commissioned to conduct a traffic noise assessment for a proposed caravan park located on the Dawson Highway, Moura. The traffic noise assessment deals with noise impacts onto the proposed 40 cabins within the caravan park.

- The investigation concluded that based on predicted traffic flows from 2007 to the year 2017, the L10 (18 Hour) criterion of 57 dB(A) would not be exceeded on within the development. Each receptor used in the excel spreadsheet was located 1.5 metres in from the eastern boundary at the approximate location of the nearest façade for each cabin. It is our (HLA) opinion that the potential traffic noise impact poses no real impediment to the development

1 INTRODUCTION

This report provides the results, findings and recommendations arising from a traffic noise assessment of the predicted noise emanating from traffic passing on the Dawson Highway, which is a State Controlled Road onto a proposed caravan park. The proposed site is the subject of an application for residential lots located on Lot 2310 on SP196257. The location of the site is shown on **Figure F1**. The proposed layout of the caravan park has been presented in **Figure F2**.

The purpose of the assessment was to determine the average maximum daytime noise level, L10 (18 Hour), as per the Road Traffic Noise Management: Code of Practice, for areas that are likely to be affected by traffic noise in accordance with the methodology described in Part C of the Code of Practice. As the proposed development is creating a noise sensitive place near to a Main Road, this acoustic assessment has been produced to determine any requirements for road traffic noise acoustic amelioration measures. The assessment considers future growth in traffic volumes on the Dawson Highway to the year 2017, with the cabins to be constructed in 2007.

2 ASSESSED LOCATIONS

For the purposes of this exercise, the sites selected for assessment are those at greatest risk to traffic noise impact from the Dawson Highway, namely cabins 36 to 40.

3 CRITERIA

3.1 External Acoustic Quality Objectives

The Dawson Highway is a Main Road. In accordance with the Queensland Department of Main Roads (DMR) Manual, *Road Traffic Noise Management: Code of Practice*, ("the code of practice"), the acoustic quality objectives for a proposed residential development adjacent to a state controlled road are as detailed in **Table 1**.

Table 1: Acoustic Quality Objectives for Proposed Residential Developments

Night Time Background Sound Pressure Level (dB(A), L _{A90,8hour})	Free Field Acoustic Criteria (dB(A), L _{A10,18hour})
>40 dB(A)	60
<40dB(A)	57

Further, the acoustic quality objectives for any proposed balconies and formal external open areas are as stated in **Table 2**.

Table 2: Balconies and Formal Open Space Acoustic Quality Objectives

Night Time Background Sound Pressure Level (dB(A), $L_{A90,18\text{hour}}$)	Free Field Acoustic Criteria (dB(A), $L_{A10,18\text{hour}}$)
> or = 45 dB(A)	60
< or = 45dB(A)	57

3.2 Internal Acoustic Quality Objectives

Conservative internal acoustic quality objectives have been adopted from Australian Standard AS 2107: *Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors* ("AS2107"). The recommended maximum design sound level L_{Aeq} for houses and apartments near minor roads is 35 dB(A) for sleeping areas and 40 dB(A) for living areas ($L_{Aeq,>1\text{min}}$). Therefore, internal acoustic quality objectives of 35 dB(A) for sleeping areas and 40 dB(A) for living areas have been adopted.

4 METHODOLOGY

4.1 Annual Average Daily Traffic

The projected Average Annual Daily Traffic (AADT) flow along the Dawson Highway for 2007 and 2017 (Table 3) were determined by an extrapolation of the 2006, AADT traffic count figures for the Dawson Highway as previously provided by DMR. Department of Main Roads provided a 5 % compound annual growth rate and heavy vehicle percentage of 14 % for the Dawson Highway.

Table 3: AADT Projection Dawson Highway

Year	Dawson Highway
2007	1523
2017	2480

Table 5: Results of Noise Monitoring at Measurement Location 1, (ML1)

Road Traffic Noise Descriptor	Time period	Sound Pressure Level dB(A)
$L_{A10,18hr}$	6.00 a.m. to 12.00 a.m.	54.7
$L_{A90,8hr}$ (Night time)	10.00 p.m. to 6.00 a.m.	38.9
$L_{A90,18hr}$	6.00 a.m. to 10.00 p.m.	42.4
$L_{Aeq,24hr}$	12.00 a.m. to 12.00 a.m.	52.0

The model was validated using the calculated 2007 AADT data based on the DMR provided annual growth rate.

The results of the model validation exercise are presented below.

Tanby Road (ML1)

Measured $L_{A10,18hour}$ SPL	54.7 dB(A)
Predicted $L_{A10,18hour}$ SPL	54.4 dB(A)

The model was determined to under predict the actual SPL by 0.3 dB(A) at the monitoring location. The agreement between the modelled and the actual SPL ($L_{A10,18hour}$) is therefore within the allowable 2 dB(A) deviation specified in section C-3 of the code of practice.

The acoustic quality objectives for proposed residential developments are assessed as a free field measurement. The results of sound level monitoring indicate that the $L_{A90,8hour}$ SPL is below 40 dB(A) and therefore the applicable external acoustic quality objective is 57dB(A). The $L_{eq,1hour}$ SPL's for the night time and day time were calculated to determine the type of construction required for the proposed dwellings to meet the internal acoustic quality objectives and are presented in **Section 4**.

4.5 Existing Noise Sources

During site visits conducted in association with the background noise monitoring, traffic noise from vehicles passing on the Dawson Highway were noted to be the dominant noise sources, however natural noises such as insects, birds and wind in trees were other potentially significant noise sources observed.

Average maximum noise levels were calculated on the basis that the noise source (i.e. the traffic) for both directions was located in the centre of the nearest and most distant lane.

4.3 Propagation Height Methodology

4.3.1 Ground Floor of Potential Dwelling

Ground floor receptor heights were calculated as follows:

- contour level of existing natural surface plus;
- 0.3 m to finished ground floor level plus; and
- 1.5 m to theoretical receptor.

4.4 Verification of Model

To determine the applicable acoustic quality objectives, one noise logger was placed adjacent to the Dawson Highway on the nearest boundary of the proposed development stage over a 72 hour period from 3 to 5 April 2007. The noise logger was located 40 metres from the edge of the Dawson Highway. The location of the noise logger is indicated on **Figure F2**. The measured SPLs are detailed in **Table 5**. The logged noise and meteorological data sourced from the nearest Bureau of Meteorology's Station in Rolleston has been presented in **Appendix A**.

4.2 Modelling Parameters

A spreadsheet, based on the CoRTN method of traffic noise prediction, was used to determine average maximum noise levels at the hypothetical receptor points assumed.

As there are not yet any defined housing envelopes on the blocks, the reception points were assumed to be approximately 1.5 metres from the eastern boundary to represent the worst case scenario.

Traffic noise levels from the Dawson Highway were calculated for each receiver on the basis of distance from the source and accounting for variations in angle of view, road cutting depths if present, and ground type. For this assessment, the road surface was observed to be a 5 – 10 mm bitumen seal. Modelling parameters for traffic, roadway and verges used in the assessment of the proposed development for both present time and 2017 are outlined in **Table 4**.

The finished building pad levels of the proposed cabins have not been determined at this stage so to account for an assumed slab depth of 0.3 metres, receiver heights were assumed to be 1.8 metres above the existing ground contour levels for the ground floor.

Modelling was carried out using predicted traffic data for the year 2017 to determine the SPLs over the site at receiver heights for ground floor and first floor receivers as specified in the code of practice.

The modelling inputs have been summarised and are provided in **Table 4**.

Table 4: Computer Modelling Parameters - Source

Description	Dawson Highway Moura					
	Logger	Cabin 36	Cabin 37	Cabin 38	Cabin 39	Cabin 40
Traffic Flow Rate (AADT) Bound for 2007	1523					
Traffic Flow Rate (AADT) Bound for 2017	2480					
Average Vehicle Speed (km/hr)	80					
% Heavy Vehicles	14					
% Road Gradient Northbound	0					
% Road Gradient Southbound	0					
Road Surface Type	10 mm Bitumen Seal					
Ground Type	Hard			Soft		
Angle of View (degrees)	90					
RL of Road	143	143	143	143	143	143
RL of Ground	142	142	142	142	142	142
Receptor – Source Distance (m)	40	40	40	40	40	40

5 RESULTS

Summary of results of the modelling for each lot are presented in **Table 6** for 2007 AADT and 2017 AADT.

Table 6: Summary of Results for Assessed Receptor Sites for 2017

Cabin	Assumed Pad Level (AHD)	Ground Floor
36 to 40	141.5	56.2

Note: Noise is measured or calculated as free field levels. Criterion exceedance is shown in bold

6 DISCUSSION OF RESULTS

Under the predicted traffic conditions, the results generated a spreadsheet, based on the CoRTN method of traffic noise prediction, are presented in **Table 6** of **Section 5** above, reveal that the noise levels at the proposed receptor sites will be below the criterion of 57 dB(A) for all ground floor receivers. No exceedance is predicted for the remaining cabins of the proposed subdivision as the lots presented in **Table 6** are the most exposed cabins for the development.

7 CONCLUSION

It is our (HLA) opinion that traffic noise emissions from the Dawson Highway do not pose an impediment for the proposed caravan park.

City	Month	Location	Owner	Equipment Used	Calibration Time	Stated Speed Limit	Measurement Cor.
		Dawson Highway	Lundmark West Pty Ltd	ARL 15-205-022	Start 14:00 on 3/04/07	60 km/hr	72 hours
Operator	Date	Time	Lat	Long	Altitude	Wind Dir	Wind Spd
T. Egan	3/04/2007	13:30	68.4	62.8	55.7	45.5	39.0
	3/04/2007	14:00	68.5	62.2	53.4	43.7	39.0
	3/04/2007	14:30	68.6	61.7	51.7	41.9	39.0
	3/04/2007	15:00	68.9	61.2	49.8	40.5	39.0
	3/04/2007	15:30	69.2	60.7	47.9	39.0	39.0
	3/04/2007	16:00	69.5	60.2	46.0	37.5	37.5
	3/04/2007	16:30	69.8	59.7	44.1	36.0	36.0
	3/04/2007	17:00	70.1	59.2	42.2	34.5	34.5
	3/04/2007	17:30	70.4	58.7	40.3	33.0	33.0
	3/04/2007	18:00	70.7	58.2	38.4	31.5	31.5
	3/04/2007	18:30	71.0	57.7	36.5	30.0	30.0
	3/04/2007	19:00	71.3	57.2	34.6	28.5	28.5
	3/04/2007	19:30	71.6	56.7	32.7	27.0	27.0
	3/04/2007	20:00	71.9	56.2	30.8	25.5	25.5
	3/04/2007	20:30	72.2	55.7	28.9	24.0	24.0
	3/04/2007	21:00	72.5	55.2	27.0	22.5	22.5
	3/04/2007	21:30	72.8	54.7	25.1	21.0	21.0
	3/04/2007	22:00	73.1	54.2	23.2	19.5	19.5
	3/04/2007	22:30	73.4	53.7	21.3	18.0	18.0
	3/04/2007	23:00	73.7	53.2	19.4	16.5	16.5
	3/04/2007	23:30	74.0	52.7	17.5	15.0	15.0
	3/04/2007	00:00	74.3	52.2	15.6	13.5	13.5
	3/04/2007	00:30	74.6	51.7	13.7	12.0	12.0
	3/04/2007	01:00	74.9	51.2	11.8	10.5	10.5
	3/04/2007	01:30	75.2	50.7	9.9	9.0	9.0
	3/04/2007	02:00	75.5	50.2	8.0	7.5	7.5
	3/04/2007	02:30	75.8	49.7	6.1	6.0	6.0
	3/04/2007	03:00	76.1	49.2	4.2	4.5	4.5
	3/04/2007	03:30	76.4	48.7	2.3	3.0	3.0
	3/04/2007	04:00	76.7	48.2	0.4	1.5	1.5
	3/04/2007	04:30	77.0	47.7	-1.5	0.0	0.0
	3/04/2007	05:00	77.3	47.2	-3.4	-1.5	-1.5
	3/04/2007	05:30	77.6	46.7	-5.3	-3.0	-3.0
	3/04/2007	06:00	77.9	46.2	-7.2	-4.5	-4.5
	3/04/2007	06:30	78.2	45.7	-9.1	-6.0	-6.0
	3/04/2007	07:00	78.5	45.2	-11.0	-7.5	-7.5
	3/04/2007	07:30	78.8	44.7	-12.9	-9.0	-9.0
	3/04/2007	08:00	79.1	44.2	-14.8	-10.5	-10.5
	3/04/2007	08:30	79.4	43.7	-16.7	-12.0	-12.0
	3/04/2007	09:00	79.7	43.2	-18.6	-13.5	-13.5
	3/04/2007	09:30	80.0	42.7	-20.5	-15.0	-15.0
	3/04/2007	10:00	80.3	42.2	-22.4	-16.5	-16.5
	3/04/2007	10:30	80.6	41.7	-24.3	-18.0	-18.0
	3/04/2007	11:00	80.9	41.2	-26.2	-19.5	-19.5
	3/04/2007	11:30	81.2	40.7	-28.1	-21.0	-21.0
	3/04/2007	12:00	81.5	40.2	-30.0	-22.5	-22.5
	3/04/2007	12:30	81.8	39.7	-31.9	-24.0	-24.0
	3/04/2007	13:00	82.1	39.2	-33.8	-25.5	-25.5
	3/04/2007	13:30	82.4	38.7	-35.7	-27.0	-27.0
	3/04/2007	14:00	82.7	38.2	-37.6	-28.5	-28.5
	3/04/2007	14:30	83.0	37.7	-39.5	-30.0	-30.0
	3/04/2007	15:00	83.3	37.2	-41.4	-31.5	-31.5
	3/04/2007	15:30	83.6	36.7	-43.3	-33.0	-33.0
	3/04/2007	16:00	83.9	36.2	-45.2	-34.5	-34.5
	3/04/2007	16:30	84.2	35.7	-47.1	-36.0	-36.0
	3/04/2007	17:00	84.5	35.2	-49.0	-37.5	-37.5
	3/04/2007	17:30	84.8	34.7	-50.9	-39.0	-39.0
	3/04/2007	18:00	85.1	34.2	-52.8	-40.5	-40.5
	3/04/2007	18:30	85.4	33.7	-54.7	-42.0	-42.0
	3/04/2007	19:00	85.7	33.2	-56.6	-43.5	-43.5
	3/04/2007	19:30	86.0	32.7	-58.5	-45.0	-45.0
	3/04/2007	20:00	86.3	32.2	-60.4	-46.5	-46.5
	3/04/2007	20:30	86.6	31.7	-62.3	-48.0	-48.0
	3/04/2007	21:00	86.9	31.2	-64.2	-49.5	-49.5
	3/04/2007	21:30	87.2	30.7	-66.1	-51.0	-51.0
	3/04/2007	22:00	87.5	30.2	-68.0	-52.5	-52.5
	3/04/2007	22:30	87.8	29.7	-69.9	-54.0	-54.0
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	3/04/2007	00:30	89.0	27.7	-77.5	-60.0	-60.0
	3/04/2007	01:00	89.3	27.2	-79.4	-61.5	-61.5
	3/04/2007	01:30	89.6	26.7	-81.3	-63.0	-63.0
	3/04/2007	02:00	89.9	26.2	-83.2	-64.5	-64.5
	3/04/2007	02:30	90.2	25.7	-85.1	-66.0	-66.0
	3/04/2007	03:00	90.5	25.2	-87.0	-67.5	-67.5
	3/04/2007	03:30	90.8	24.7	-88.9	-69.0	-69.0
	3/04/2007	04:00	91.1	24.2	-90.8	-70.5	-70.5
	3/04/2007	04:30	91.4	23.7	-92.7	-72.0	-72.0
	3/04/2007	05:00	91.7	23.2	-94.6	-73.5	-73.5
	3/04/2007	05:30	92.0	22.7	-96.5	-75.0	-75.0
	3/04/2007	06:00	92.3	22.2	-98.4	-76.5	-76.5
	3/04/2007	06:30	92.6	21.7	-100.3	-78.0	-78.0
	3/04/2007	07:00	92.9	21.2	-102.2	-79.5	-79.5
	3/04/2007	07:30	93.2	20.7	-104.1	-81.0	-81.0
	3/04/2007	08:00	93.5	20.2	-106.0	-82.5	-82.5
	3/04/2007	08:30	93.8	19.7	-107.9	-84.0	-84.0
	3/04/2007	09:00	94.1	19.2	-109.8	-85.5	-85.5
	3/04/2007	09:30	94.4	18.7	-111.7	-87.0	-87.0
	3/04/2007	10:00	94.7	18.2	-113.6	-88.5	-88.5
	3/04/2007	10:30	95.0	17.7	-115.5	-90.0	-90.0
	3/04/2007	11:00	95.3	17.2	-117.4	-91.5	-91.5
	3/04/2007	11:30	95.6	16.7	-119.3	-93.0	-93.0
	3/04/2007	12:00	95.9	16.2	-121.2	-94.5	-94.5
	3/04/2007	12:30	96.2	15.7	-123.1	-96.0	-96.0
	3/04/2007	13:00	96.5	15.2	-125.0	-97.5	-97.5
	3/04/2007	13:30	96.8	14.7	-126.9	-99.0	-99.0
	3/04/2007	14:00	97.1	14.2	-128.8	-100.5	-100.5
	3/04/2007	14:30	97.4	13.7	-130.7	-102.0	-102.0
	3/04/2007	15:00	97.7	13.2	-132.6	-103.5	-103.5
	3/04/2007	15:30	98.0	12.7	-134.5	-105.0	-105.0
	3/04/2007	16:00	98.3	12.2	-136.4	-106.5	-106.5
	3/04/2007	16:30	98.6	11.7	-138.3	-108.0	-108.0
	3/04/2007	17:00	98.9	11.2	-140.2	-109.5	-109.5
	3/04/2007	17:30	99.2	10.7	-142.1	-111.0	-111.0
	3/04/2007	18:00	99.5	10.2	-144.0	-112.5	-112.5
	3/04/2007	18:30	99.8	9.7	-145.9	-114.0	-114.0
	3/04/2007	19:00	100.1	9.2	-147.8	-115.5	-115.5
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	3/04/2007	21:30	101.6	6.7	-157.3	-123.0	-123.0
	3/04/2007	22:00	101.9	6.2	-159.2	-124.5	-124.5
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	3/04/2007	23:30	102.8	4.7	-164.9	-129.0	-129.0
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	3/04/2007	06:30	107.0	-2.3	-191.5	-150.0	-150.0
	3/04/2007	07:00	107.3	-2.8	-193.4	-151.5	-151.5
	3/04/2007	07:30	107.6	-3.3	-195.3	-153.0	-153.0
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	3/04/2007	09:00	108.5	-4.8	-201.0	-157.5	-157.5
	3/04/2007	09:30	108.8	-5.3	-202.9	-159.0	-159.0
	3/04/2007	10:00	109.1	-5.8	-204.8	-160.5	-160.5
	3/04/2007	10:30	109.4	-6.3	-206.7	-162.0	-162.0
	3/04/2007	11:00	109.7	-6.8	-208.6	-163.5	-163.5
	3/04/2007	11:30	110.0	-7.3	-210.5	-165.0	-165.0
	3/04/2007	12:00	110.3	-7.8	-212.4	-166.5	-166.5
	3/04/2007	12:30	110.6	-8.3	-214.3	-168.0	-168.0
	3/04/2007	13:00	110.9	-8.8	-216.2	-169.5	-169.5
	3/04/2007	13:30	111.2	-9.3	-218.1	-171.0	-171.0
	3/04/2007	14:00	111.5	-9.8	-220.0	-172.5	-172.5
	3/04/2007	14:30	111.8	-10.3	-221.9	-174.0	-174.0
	3/04/2007	15:00	112.1	-10.8	-223.8	-175.5	-175.5
	3/04/2007	15:30	112.4	-11.3	-225.7	-177.0	-177.0
	3/04/2007	16:00	112.7	-11.8	-227.6	-178.5	-178.5
	3/04/2007	16:30	113.0	-12.3	-229.5	-180.0	-180.0
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Appendix A: Noise Field Sheet and Meteorological Data

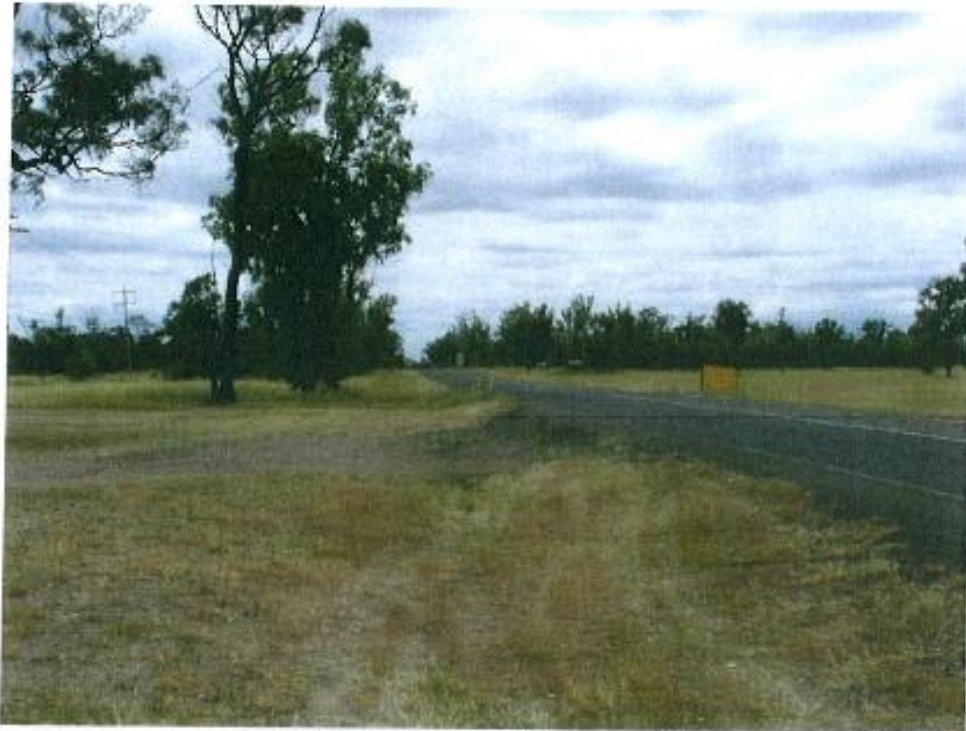


Plate P3: View North Along Dawson Highway



Plate P4: View of Bitumen Used on Dawson Highway



Plate P1: View of Logger Location on Subject Site



Plate P2: View West Towards Measurement Location

Plates

PROJECT NUMBER: B4025401
 DATE: May 2007
 DRAWN: A
 VERSION: A

Source:
 Figure supplied by
 Schlender Survey Pty Ltd, 2007.
 (c) Schlender Survey Pty Ltd, 2007.

Proposed Development
 Schlender Survey Pty Ltd
 Acoustic Assessment for a proposed
 Caravan Park Development
 Mount, Qld



Figure
F2



This plan was developed by the author, in cooperation with the Queensland Government and the local community. The author is not responsible for any errors or omissions in this plan. The author is not responsible for any errors or omissions in this plan. The author is not responsible for any errors or omissions in this plan.

PROJECT NUMBER: B4025401
DATE: May 2007
DRAWN: CS
VERSION: A

Legend



Deam GD194

Source:
Data sourced from the Department of
Natural Resources & Water, 2005.
(c) MRW, 2007.

Site Locality
Schlenker Surveying Pty Ltd
Acoustic Assessment for a proposed
Caravan Park Development
Maura, Old



Figure

F1



Figures

Appendix D

SARA DA Map

State Assessment and Referral Agency

Date: 11/08/2017



Department of Infrastructure Local Government and Planning

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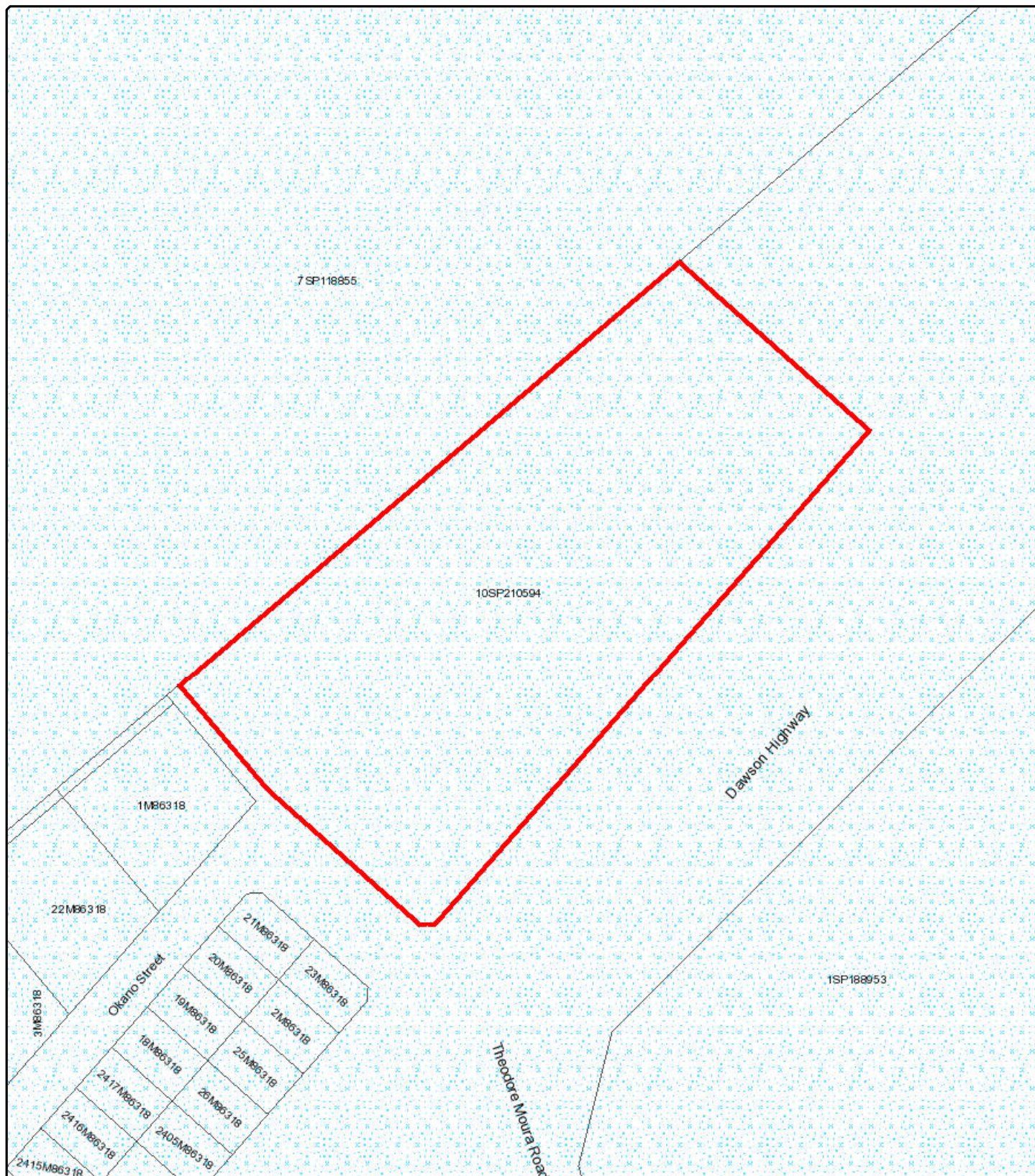


Matters of Interest for all selected Lot Plans

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

Matters of Interest by Lot Plan

Lot Plan: 10SP210594 (Area: 28170 m²)
Water resource planning area boundaries
State-controlled road
Area within 25m of a State-controlled road



State Assessment and Referral Agency

Date: 11/08/2017



Department of Infrastructure
Local Government
and Planning

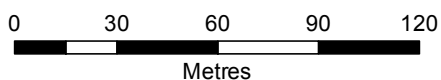
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Legend

Water resource planning area boundaries

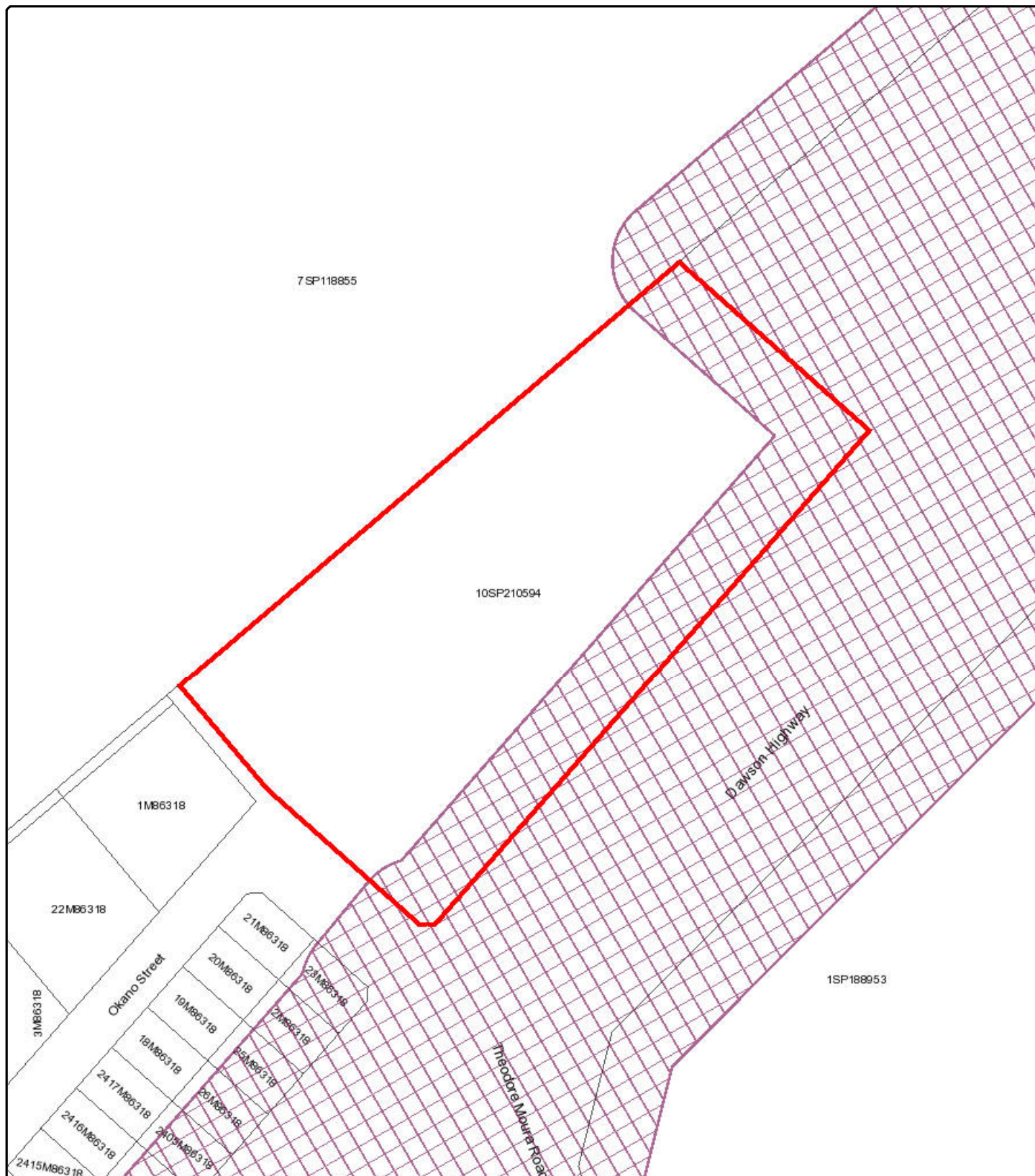


Water resource planning area boundaries



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State Assessment and Referral Agency

Date: 11/08/2017



Department of Infrastructure
Local Government
and Planning

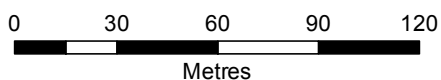
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Legend

Area within 25m of a State-controlled road

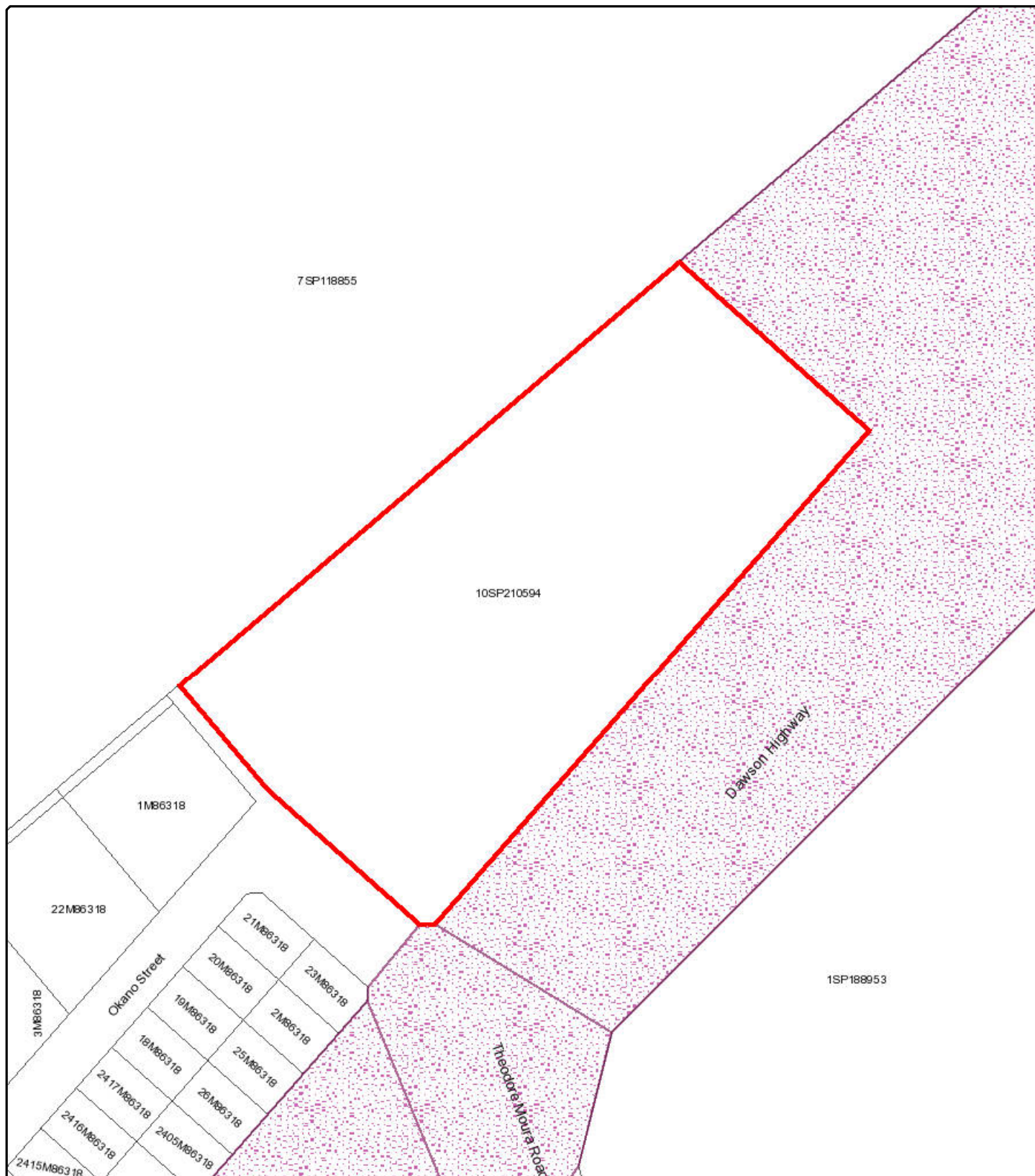


Area within 25m of a State-controlled road



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Legend

State-controlled road



State-controlled road

0 30 60 90 120
Metres

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Appendix E

SDAP Code Assessment

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

Table 1.2.1: Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Buildings and structures		
PO1 The location of buildings, structures, infrastructure, services and utilities does not create a safety hazard in a state-controlled road, or cause damage to, or obstruct road transport infrastructure	AO1.1 Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	AO1.1 Complies – No buildings, structures, infrastructure, services or utilities are located in the State-controlled road.
	AO1.2 Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	AO1.2 Complies – The site obtains access from Okano Street, which is not a State-controlled road.
PO2 The design and construction of Buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	AO2.1 Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	AO2.1 Complies – A condition of approval may be included to this effect.
	AO2.2 Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	AO2.2 Complies – A condition of approval may be included to this effect.
	AO2.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on a state-controlled road and does not involve flashing or laser lights. AND	AO2.3 Complies – A condition of approval may be included to this effect.
	AO2.4 Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside advertising guide, Department of Transport and Main Roads, 2013.	AO2.4 Complies – No advertising devices are proposed as part of this development.
PO3 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to	AO3.1 Road, pedestrian and bikeway bridges over a state-controlled road include throw protection	Not Applicable – No road, pedestrian or bikeway bridges are proposed over the State-controlled road.

Performance outcomes	Acceptable outcomes	Response
prevent projectiles from being thrown onto a state-controlled road.	screens in accordance with section 4.9.3 of the Design criteria for bridges and other structures manual, Department of Transport and Main Roads, 2014.	
Filling, excavation and retaining structures		
<p>P04 Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.</p> <p>Note: Information on the location of services and public utility plants in a state-controlled road can be obtained from the Dial Before You Dig service.</p> <p>Where development will impact on an existing or future service or public utility plant in a state-controlled road such that the service or public utility plant will need to be relocated, the alternative alignment must comply with the standards and design specifications of the relevant service or public utility provider, and any costs of relocation are to be borne by the developer.</p>	No acceptable outcome is prescribed.	Not Applicable – The site is generally level - no significant filling, excavation or retaining structures are proposed in the State-controlled road.
<p>P05 Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.</p>	No acceptable outcome is prescribed.	Not Applicable – The site is generally level - no significant filling, excavation or retaining structures are proposed.
P06 Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.	No acceptable outcome is prescribed.	Not Applicable – The site is generally level - no significant filling, excavation or retaining structures are proposed.

Performance outcomes	Acceptable outcomes	Response
Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road planning and design manual 2 nd edition, Department of Transport and Main Roads, 2016, is provided.		
<p>P07 Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Volume 3 of the Road Planning And Design Manual 2nd edition, Department of Transport and Main Roads, 2016, is provided.</p>	No acceptable outcome is prescribed.	Not Applicable – The site is generally level - no significant filling, excavation or retaining structures are proposed.
<p>P08 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended a pavement impact assessment is provided in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	A08.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	Not Applicable – The site is generally level - no significant filling, excavation or retaining structures are proposed and therefore the transportation of such material is not proposed to or from the development site.
P09 Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.	No acceptable outcome is prescribed.	Not Applicable – The site's access remains unchanged by the application. The site is generally level - no significant filling, excavation or retaining structures area proposed. The drainage infrastructure of the State-controlled road will therefore not be affected.

Performance outcomes	Acceptable outcomes	Response
PO10 Fill material used on a development site does not result in contamination of a state-controlled road.	AO10.1 Fill material is free of contaminants including acid sulfate content. Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes. AND	Not Applicable – The site is generally level - no significant filling, excavation or retaining structures are proposed.
	AO10.2 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.	Not Applicable – The site is generally level - no significant filling, excavation or retaining structures are proposed.
PO11 Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.	AO11.1 Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes. AND	Not Applicable – The site is generally level - no significant filling, excavation or retaining structures are proposed.
	AO11.2 Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	Not Applicable – The site is generally level - no significant filling, excavation or retaining structures are proposed.
Stormwater and drainage		
PO12 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road.	No acceptable outcome is prescribed.	PO12 Complies – The development will not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in the State-controlled road. Stormwater and drainage will be addressed as part of a subsequent development application for Operational Work (OPW). Conditions of approval may be included to ensure compliance with PO12. It is further noted that the site slopes away from the highway, which limits the possibility for direct impacts to this corridor by stormwater drainage.
PO13 Run-off from the development site is not unlawfully discharged to a state-controlled road.	AO13.1 Development does not create any new points of discharge to a state-controlled road. AND	AO13.1 Complies – The development will not result in the creation of any new points of discharge to the State-controlled road.

Performance outcomes	Acceptable outcomes	Response
	AO13.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND	AO13.2 Complies – The lawful point of discharge will be identified as part of the OPW application. Notwithstanding this, given the current landform and absence of any significant proposed site works, stormwater run-off is not expected to be discharged to the State-controlled road.
	AO13.3 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	AO13.3 Complies – Stormwater is not currently discharged to the State-controlled road.
PO14 Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road.	AO14.1 Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.	AO14.1 Complies – Run-off during construction will not be discharged to the State-controlled road. An erosion and sediment control plan can be conditioned for implementation during construction.
Vehicular access to a state-controlled road		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads.	AO15.1 Development does not require new or changed access to a limited access road. Note: Limited access roads are declared by the transport chief executive under section 54 of the <i>Transport Infrastructure Act 1994</i> and are identified in the DA mapping system. OR	AO15.1 Complies – The development will gain access from Okano Street, which is not identified as a 'limited access road' on the DA mapping system.
	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road. Note: Limited access policies for limited access roads declared under the <i>Transport Infrastructure Act 1994</i> can be obtained by contacting the relevant Department of Transport and Main Roads regional office. AND	AO15.2 Complies – The development will gain access from Okano Road, which is not identified as a 'limited access road' on the DA mapping system.

Performance outcomes	Acceptable outcomes	Response
	<p>AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road.</p> <p>Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.</p>	Not Applicable – Proposed development not for a service centre, nor is access proposed directly from the State-controlled road.
<p>PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road.</p> <p>Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p>	AO16.1 Vehicular access is provided from a local road.	AO16.1 Complies – Vehicular access is provided from Okano Street, which is a local road.
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO16.2 Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p>	Not Applicable – Refer to response to AO16.1.
	<p>AO16.3 Development does not require new or changed access between the premises and the state-controlled road.</p> <p>Note: A decision under section 62 of the <i>Transport Infrastructure Act 1994</i> outlines the approved conditions for use of an existing vehicular access to a state-controlled road. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p>	Not Applicable – Refer to response to AO16.1.

Performance outcomes	Acceptable outcomes	Response
	AND	
	AO16.4 Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i> . Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application. AND	Not Applicable – Refer to response to AO16.1.
	AO16.5 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.	Not Applicable – Refer to response to AO16.1.
PO17 Vehicular access to a state-controlled road or local road (and associated road access works) are located and designed to not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	AO17.1 Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND	Not Applicable – No public passenger transport infrastructure mapped as being proximal to the site.
	AO17.2 The location and design of vehicular access for a development does not necessitate the relocation of existing public passenger transport infrastructure. AND	Not Applicable – No public passenger transport infrastructure mapped as being proximal to the site.
	AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services. AND	Not Applicable – No public passenger transport infrastructure mapped as being proximal to the site.

Performance outcomes	Acceptable outcomes	Response
	AO17.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	Not Applicable – No public passenger transport infrastructure mapped as being proximal to the site.
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
PO18 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.	AO18.1 Vehicular access is located as far as possible from the state-controlled road intersection. AND	PO18 Complies – Although the existing vehicular access to the site is within 100m of the mapped intersection between the local road and the State-controlled road, the actual distance to the current intersection is greater than 100 metres. Notwithstanding this, the existing vehicular access to the site from Okano Street represents the most logical location and will not compromise the safety or efficiency of the State-controlled road. It is further noted that the Department of Transport and Main Roads (DTMR), as a technical agency, recently assessed a development application (REF: SDA-0217-037136) for a Material Change of Use for a <i>Caravan Park</i> over the site, and did not condition any upgrades to the State-controlled intersection. The proposed development is comparable in intensity and scale and therefore it is expected a similar response would be received from DTMR for this development application.
	AO18.2 Vehicular access is in accordance with volume 3, parts, 3, 4 and 4A of the Road Planning And Design Manual, 2nd edition, Department of Transport and Main Roads, 2016. AND	Not Applicable – Refer to above response.
	AO18.3 Onsite vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-	Not Applicable – Refer to above response.

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

Performance outcomes	Acceptable outcomes	Response
	AND	
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	Not Applicable – Refer to above response.
Network impacts		
<p>PO20 Development does not result in a worsening of operating conditions on the state-controlled road network.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	<p>PO20 Complies – DTMR as a technical agency recently assessed a development application (REF: SDA-0217-037136) for a Material Change of Use for a <i>Caravan Park</i> over the site, and did not condition any upgrades to the State-controlled intersection. It is inferred that DTMR determined that the development would not have resulted in a worsening of operating conditions on the State-controlled road. It is reiterated that the proposed development is a comparable in intensity and scale to the approved <i>Caravan Park</i> and therefore it is expected a similar response would be received from DTMR for this development application. It is important to recognise that vehicular movements as part of the proposed development are expected to be less as workers generally car-pool, reducing the number of vehicle movements. Refer to section 5.2 of planning report.</p>
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO21.1 The layout and design of the development directs traffic generated by the development to the local road network.	AO21.1 Complies – The site has sole access from a local road. This arrangement will be maintained as part of the proposed development and therefore it is deemed that the layout and design of the development directs traffic to the local road network.
PO22 Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	AO22.1 Upgrade works required as a result of the development are designed and constructed in accordance with the Road planning and design manual, 2 nd edition, Department of Transport and Main Roads, 2016.	Not Applicable – No upgrades works proposed or required as part of the proposed development (refer to response to PO20).

Performance outcomes	Acceptable outcomes	Response
	Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	

Table 1.2.2: Environmental emissions

Performance outcomes	Acceptable outcomes	Response
Noise		
Accommodation activities		
PO23 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in habitable rooms.	<p>AO23.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> ≤60 dB(A) L₁₀ (18 hour) façade corrected (measured L₉₀ (8 hour) free field between 10pm and 6am ≤40 dB(A)) ≤63 dB(A) L₁₀ (18 hour) façade corrected (measured L₉₀ (8 hour) free field between 10pm and 6am >40 dB(A)) in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p>	PO23 Complies – It is expected conditions of approval similar to those imposed by the Department of Infrastructure, Local Government and Planning (DILGP) on SDA-0217-037136 relating to noise attenuation measures will be similarly imposed on the proposed development.

Performance outcomes	Acceptable outcomes	Response
	<p>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.</p> <p>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.</p>	
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO23.2 Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND</p>	Refer to response to PO23.
	<p>AO23.3 Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor. AND</p>	Refer to response to PO23.
	<p>AO23.4 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:</p> <ol style="list-style-type: none"> 1. ≤ 35 dB(A) Leq (1 hour) (maximum hour over 24 hours). <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p>	Refer to response to PO23.

Performance outcomes	Acceptable outcomes	Response
	<p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>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 DA mapping system.</p>	
<p>PO24 Development involving an accommodation activity or land for a future accommodation activity minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.</p>	<p>AO24.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> 1. to meet the following external noise criteria in outdoor spaces for passive recreation: <ol style="list-style-type: none"> a. ≤ 57 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight ≤ 45 dB(A)) b. ≤ 60 dB(A) L_{10} (18 hour) free field (measured L_{90} (18 hour) free field between 6am and 12 midnight > 45 dB(A)) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions</p>	<p>Refer to response to PO23.</p>

Performance outcomes	Acceptable outcomes	Response
	Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. OR	
	AO24.2 Each dwelling has access to an outdoor space for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure. AND	Refer to response to PO23.
	AO24.3 Each dwelling with a balcony directly exposed to noise from a state-controlled road or type 1 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).	Refer to response to PO23.
Child care centres		
PO25 Development involving a: 1. child care centre; or 2. educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in indoor education areas and indoor play areas.	<p>AO25.1 A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> to meet the following external noise criteria at all facades of the building envelope: <ol style="list-style-type: none"> ≤58 dB(A) L₁₀ (1 hour) façade corrected (maximum hour during normal opening hours) in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance</p>	Not Applicable – Proposed development does not include a <i>Child care centre</i> or <i>Educational establishment</i> .

Performance outcomes	Acceptable outcomes	Response
	<p>with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p> <p>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.</p>	
	<p>OR all of the following acceptable outcomes apply:</p> <p>AO25.2 Buildings which include indoor education areas and indoor play areas are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor. AND</p>	Not Applicable – Proposed development does not include a <i>Child care centre</i> or <i>Educational establishment</i> .
	<p>AO25.3 Buildings are designed and oriented so that indoor education areas and indoor play areas are located furthest from the state-controlled road or type 1 multi-modal corridor. AND</p>	Not Applicable – Proposed development does not include a <i>Child care centre</i> or <i>Educational establishment</i> .
	<p>AO25.4 Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria:</p> <ol style="list-style-type: none"> 1. ≤35 dB(A) Leq (1 hour) (maximum hour during opening hours). <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p>	Not Applicable – Proposed development does not include a <i>Child care centre</i> or <i>Educational establishment</i> .

Performance outcomes	Acceptable outcomes	Response
	Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013, is provided.	
PO26 Development involving a: 1. child care centre; or 2. educational establishment minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor 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 in each outdoor education area or outdoor play area: a. ≤ 63 dB(A) L_{10} (12 hour) free field (between 6am and 6pm) 2. in accordance with chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice – Volume 1 Road Traffic Noise, Department of Transport and Main Roads, 2013. Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013. OR	Not Applicable – Proposed development does not include a <i>Child care centre</i> or <i>Educational establishment</i> .
	AO26.2 Each outdoor education area and outdoor play area is shielded from noise generated from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not Applicable – Proposed development does not include a <i>Child care centre</i> or <i>Educational establishment</i> .
Hospitals		
PO27 Development involving a hospital minimises	AO27.1 Hospitals are designed and constructed using	Not Applicable – Proposed development does not

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

Performance outcomes	Acceptable outcomes	Response
noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.	<p>materials which ensure patient care areas meet the following internal noise criteria:</p> <p>1. ≤ 35 dB(A) Leq (1 hour) (maximum hour during opening hours).</p> <p>Statutory note: Noise levels from a state-controlled road or type 1 multi-modal corridor are to be measured in accordance with AS1055.1–1997 Acoustics – Description and measurement of environmental noise.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the State Development Assessment Provisions Supporting Information – Community Amenity (Noise), Department of Transport and Main Roads, 2013.</p>	include <i>Hospital</i> .
Vibration		
Hospitals		
PO28 Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	<p>AO28.1 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 $0.1\text{m/s}^{1.75}$.</p> <p>AND</p>	Not Applicable – Proposed development does not include <i>Hospital</i> .
	<p>AO28.2 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 $0.4\text{m/s}^{1.75}$.</p> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.</p>	Not Applicable – Proposed development does not include <i>Hospital</i> .
Air and light		
PO29 Development involving an accommodation	AO29.1 Each dwelling has access to an outdoor space	PO29 Complies – All new outdoor spaces for passive

Performance outcomes	Acceptable outcomes	Response
activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	for passive recreation which is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	recreation are oriented towards the south-west and are shielded from the State-controlled Road by rows of units.
PO30 Development involving a: 1. child care centre; or 2. educational establishment minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	AO30.1 Each outdoor education area and outdoor play area is shielded from a state-controlled road or type 1 multi-modal corridor by a building, solid gap-free fence, or other solid gap-free structure.	Not Applicable – Proposed development does not include <i>Child care centre or Educational Establishment</i> .
PO31 Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	AO31.1 Buildings for an accommodation activity or hospital are designed to minimise the number of windows or transparent/translucent panels facing a state-controlled road or type 1 multi-modal corridor. OR	Complies – A condition can be imposed to this effect.
	AO31.2 Windows facing a state-controlled road or type 1 multi-modal corridor include treatments to block light from a state-controlled road or type 1 multi-modal corridor.	Not Applicable – A condition can be imposed to this effect.

Table 1.2.3: Development in a future state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
PO32 Development does not impede delivery of a future state-controlled road.	AO32.1 Development is not located in a future state-controlled road. OR	Not Applicable – No development proposed in a future State-controlled road.

Performance outcomes	Acceptable outcomes	Response
	AO32.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	Not Applicable – No development proposed in a future State-controlled road.
	OR all of the following acceptable outcomes apply: AO32.3 Structures and infrastructure located in a future state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	Not Applicable – No development proposed in a future State-controlled road.
	AO32.4 Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	Not Applicable – No development proposed in a future State-controlled road.
	AO32.5 Land is able to be reinstated to the pre-development condition at the completion of the use.	Not Applicable – No development proposed in a future State-controlled road.
PO33 Vehicular access to a future state-controlled road is located and designed to not create a safety hazard for users of a future state-controlled road or result in a worsening of operating conditions on a future state-controlled road. Note: Where a new or changed access between the premises and a future state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.	AO33.1 Development does not require new or changed access between the premises and a future state-controlled road. AND	Not Applicable – No development proposed in a future State-controlled road.
	AO33.2 Vehicular access for the development is consistent with the function and design of the future state-controlled road.	Not Applicable – No development proposed in a future State-controlled road.
PO34 Filling, excavation, building foundations and	No acceptable outcome is prescribed.	Not Applicable – No development proposed in a

Performance outcomes	Acceptable outcomes	Response
retaining structures do not undermine, or cause subsidence of, a future state-controlled road. Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with volume 3 of the Road planning and design manual, 2nd edition, Department of Transport and Main Roads, 2016.		future State-controlled road.
PO35 Fill material from a development site does not result in contamination of land for a future state-controlled road.	AO35.1 Fill material is free of contaminants including acid sulfate content. Note: Soil and rocks should be tested in accordance with AS1289 – Methods of testing soils for engineering purposes and AS4133 2005 – Methods of testing rocks for engineering purposes. AND	Not Applicable – No development proposed in a future State-controlled road.
	AO35.2 Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.	Not Applicable – No development proposed in a future State-controlled road.
PO36 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.	No acceptable outcome is prescribed.	Not Applicable – No development proposed in a future State-controlled road.
PO37 Run-off from the development site is not unlawfully discharged to a future state-controlled road.	AO37.1 Development does not create any new points of discharge to a future state-controlled road. AND	Not Applicable – No development proposed in a future State-controlled road.
	AO37.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND	Not Applicable – No development proposed in a future State-controlled road.

Performance outcomes	Acceptable outcomes	Response
	AO37.3 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.	Not Applicable – No development proposed in a future State-controlled road.

State code 6: Protection of state transport networks

Table 6.2.2: All development

Performance outcomes	Acceptable outcomes	Response
Network impacts		
<p>PO1 Development does not result in a worsening of the safety of a state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified road safety audit or road safety assessment (as applicable) is provided, prepared in accordance with the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p> <p>Section 6 of the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, provides guidance on how to determine whether a road safety audit or road safety assessment is required.</p>	No acceptable outcome is prescribed.	<p>PO1 Complies – Reference is made to the development application DTMR recently assessed as a technical agency (SDA-0217-037136). The approved development was for the expansion of the existing caravan park and is comparable in scale to the proposed development, with DTMR approving the development without any upgrades required to the State transport network. It is important to emphasise that vehicle movement associated with the proposed development are expected to be fewer given that workers generally car-pool. Refer to section 5.2 of the planning report for further details. On this basis, it is inferred that DTMR will be satisfied that the proposed development would not result in a worsening of the safety of a State-controlled road.</p>
<p>PO2 Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified traffic impact assessment and pavement impact assessment are provided, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	<p>PO2 Complies – Refer to response to PO1. It is inferred that DTMR were satisfied that the approved development would not result in worsening of the infrastructure condition of a State-controlled road.</p>

Performance outcomes	Acceptable outcomes	Response
<p>PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network.</p> <p>To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017, is provided.</p>	No acceptable outcome is prescribed.	<p>PO3 Complies – Refer to response to PO1. It is inferred that DTMR were satisfied the approved development would not result in worsening of operating conditions of a State-controlled road.</p>
<p>PO4 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.</p>	<p>AO4.1 The layout and design of the development directs traffic generated by the development to the local road network.</p>	<p>AO4.1 Complies – The existing single site access from Okano Street will be maintained.</p>
<p>PO5 Upgrade works on, or associated with, a state-controlled road are built in accordance with relevant design standards.</p>	<p>AO5.1 Upgrade works on a state-controlled road are designed and constructed in accordance with the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.</p>	<p>AO5.1 Not Applicable – No upgrades works proposed or required to a State-controlled road (refer to response to PO1).</p>
<p>PO6 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.</p> <p>Note: It is recommended that a transport infrastructure impact assessment and pavement impact assessment are provided, prepared in accordance with the Guide To Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	<p>AO6.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	<p>Not Applicable – No significant site works proposed.</p>
<p>PO7 Development does not adversely impact on the safety of a railway crossing.</p> <p>Note: It is recommended that a traffic impact assessment be prepared to demonstrate compliance with this performance outcome. An impact on a level crossing may</p>	<p>AO7.1 Development does not require a new railway crossing. OR AO7.2 A new railway crossing is upgrade separated.</p>	<p>Not Applicable – Proposed development does not require a new railway crossing.</p> <p>Not Applicable – No upgrades to railway crossing proposed or required given no interface is shared by the site and a railway line. It is noted that no upgrades</p>

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State code 6: Protection of state transport networks

Performance outcomes	Acceptable outcomes	Response
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, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.		to the nearest railway crossing were required as part of the approved caravan park development and, as such, this should equally be reflected in the approval conditions of the proposed development.
	<p>OR all of the following acceptable outcomes apply:</p> <p>A07.3 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 rail manager standard drawings.</p> <p>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, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome</p> <p>AND</p>	Not applicable – Refer to response to AO7.1-2.
	<p>A07.4 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.</p> <p>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</p>	Not applicable – Refer to response to AO7.1-2.

Performance outcomes	Acceptable outcomes	Response
	with this acceptable outcome. AND	
	AO7.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.	AO7.5 Complies – The site access is two-way and therefore vehicles entering the site will not be required to queue in the road reserve.
PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure.	No acceptable outcome is prescribed.	PO8 Complies – Refer to response to AO7.1.2.
PO9 Development does not result in a worsening of operating conditions of a railway	No acceptable outcome is prescribed.	PO8 Complies – Refer to response to AO7.1.2.
PO10 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services.	AO10.1 Vehicular access and associated road access works are not located within five metres of public passenger transport infrastructure. AND	AO10.1 Complies – The existing vehicular access to the site, which is being maintained as part of the proposed development, is not located within five metres of public passenger transport as mapped on the DA mapping system.
	AO10.2 Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	AO10.2 Complies – There is no public passenger transport infrastructure proximal to the site's entrance.
	AO10.3 Development does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services. AND	AO10.3 Complies – There is no public passenger transport infrastructure proximal to the site's entrance.
	AO10.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	AO10.4 Complies – There is no public passenger transport infrastructure proximal to the site's entrance.
Stormwater and drainage		
PO11 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state transport corridor.	No acceptable outcome is prescribed.	PO11 Complies – Refer to responses PO12-PO14 of State Code 1.

Performance outcomes	Acceptable outcomes	Response
PO12 Run-off from the development site is not unlawfully discharged to a state transport corridor.	AO12.1 Development does not create any new points of discharge to a state transport corridor. AND	PO11 Complies – Refer to responses PO12-PO14 of State Code 1.
	AO12.2 Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.4 of the Queensland Urban Drainage Manual, Department of Energy and Water Supply, 2013, provides further information on lawful points of discharge. AND	PO11 Complies – Refer to responses PO12-PO14 of State Code 1.
	AO12.3 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor.	PO11 Complies – Refer to responses PO12-PO14 of State Code 1.
PO13 Run-off from the development site does not cause siltation of stormwater infrastructure affecting a state transport corridor.	AO13.1 Run-off from the development site is not discharged to stormwater infrastructure for a state transport corridor.	PO11 Complies – Refer to responses PO12-PO14 of State Code 1.
Planned upgrades		
PO14 Development does not impede delivery of planned upgrades of state transport infrastructure.	AO14.1 Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure. Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system. OR	AO14.1 Complies – Development is not located on land identified as being a future State transport corridor on the DA mapping system.
	AO14.2 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 state	Not Applicable – Refer to response to AO14.1.

Performance outcomes	Acceptable outcomes	Response
	transport infrastructure.	
	OR all of the following acceptable outcomes apply: AO14.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	AO14.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of state transport infrastructure. AND	Not Applicable – Refer to response to AO14.1.
	AO14.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state transport infrastructure. AND	Not Applicable – Refer to response to AO14.1.
	AO14.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	Not Applicable – Refer to response to AO14.1.

Table 6.2.3: Provision of public passenger transport infrastructure

Performance outcomes	Acceptable outcomes	Response
Provision of public passenger transport infrastructure		
PO15 Upgraded or new public passenger transport infrastructure is provided to accommodate the demand for public passenger transport generated by the development.	No acceptable outcome is prescribed.	PO15 Not Applicable – The proposed development is not deemed to be of a scale that warrants new or upgrades to existing public passenger transport infrastructure. It is noted that this was not

Performance outcomes	Acceptable outcomes	Response
<p>Note: To demonstrate compliance with this performance outcome, it is recommended a public transport impact assessment be prepared in accordance with appendix 1 of the State Development Assessment Provisions Supporting Information – Public Passenger Transport, Department of Transport and Main Roads, 2014.</p> <p>New or upgraded public passenger transport infrastructure provided should be in accordance with the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015</p>		conditioned as a requirement as part of the approved caravan park development.
<p>PO16 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.</p> <p>Note: Chapters 2 and 5 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	Not Applicable – No public passenger transport mapped on the DA mapping system as being proximal to the site, nor is new public passenger transport infrastructure deemed necessary given it was not conditioned as part of the approved caravan park development.
<p>PO17 Development enables the provision or extension of public passenger services to the development and avoids creating indirect or inefficient routes for public passenger services.</p>	No acceptable outcome is prescribed.	PO17 Complies – The proposed development will not compromise the ability for new or upgrades to public passenger transport infrastructure.
<p>PO18 New or modified road networks are designed to enable development to be serviced by public passenger services.</p>	<p>AO18.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent. AND</p>	<p>PO18 Not Applicable – No new road networks or modified road networks are proposed or considered necessary as part of the proposed development.</p>
	<p>AO18.2 Roads intended to accommodate buses are designed and constructed in accordance with Road Planning and Design Manual (2nd edition), Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016.</p> <p>Note: Guidance on how to meet the acceptable outcome is</p>	Refer to response to PO18.

Performance outcomes	Acceptable outcomes	Response
	<p>available in the Road Planning and Design Manual (2nd edition), Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016.</p> <ol style="list-style-type: none"> 1. Part 3: <ol style="list-style-type: none"> a. 4.2 Traffic lanes b. 4.8 Bicycle lanes c. 4.9 High occupancy vehicle (HOV) lanes d. 4.12 Bus stops e. 7 Horizontal alignment f. 7.7 Super elevation g. 7.9 Curve widening 2. Part 4: <ol style="list-style-type: none"> a. 6.3 Bus Facilities b. 5.6 Design vehicle swept path 3. Part 4A: <ol style="list-style-type: none"> a. 5 Auxiliary lanes 4. Part 4B: Roundabouts: <ol style="list-style-type: none"> a. 4 Geometric design b. 4.6 Circulating carriageway. <p>AND</p>	
	<p>AO18.3 Traffic calming devices are not installed on roads used for buses.</p> <p>Note: Chapter 2 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this acceptable outcome.</p> <p>AND</p>	Refer to response to PO18.
	<p>AO18.4 Where road humps are installed on roads used for buses, the road humps are designed in accordance with the Manual of Uniform Traffic Control Devices, Department of Transport and Main Roads, 2016.</p>	Refer to response to PO18.

Performance outcomes	Acceptable outcomes	Response
	<p>Note: Guidance on how to meet the acceptable outcome is available in the Manual of Uniform Traffic Control Devices, Part 13:</p> <ol style="list-style-type: none"> 1. Local Area Traffic Management, section 2.4 – Road humps 2. Supplement part 13: Local Area Traffic Management – 2.4.2-1 Hump profiles for bus routes. 	
<p>PO19 Development provides safe, direct and convenient pedestrian access to existing and future public passenger transport infrastructure.</p> <p>Note: Chapter 3 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015 provides guidance on how to comply with this performance outcome. In particular, it is recommended that a pedestrian demand analysis be provided to demonstrate compliance with the performance outcome.</p>	No acceptable outcome is prescribed.	Not Applicable – No existing public passenger transport infrastructure of future public passenger transport infrastructure proximal to the site.
<p>PO20 Onsite vehicular circulation ensures the safety of both public passenger transport services and pedestrians.</p>	<p>AO20.1 The location of onsite pedestrian crossings ensures safe sight distances for pedestrians and public passenger services.</p> <p>AND</p>	AO20.1 Complies – A network of pedestrian paths is proposed to link new development with the existing caravan park on the site. Safe sight distances can be achieved.
	<p>AO20.2 Onsite circulation is designed and constructed so that public passenger services can enter and leave in a forward gear at all times.</p> <p>AND</p>	Not Applicable – No public passenger transport services proximal to the site.
	<p>AO20.3 Development does not result in public passenger services movements through car parking aisles.</p>	Not Applicable – No public passenger transport services proximal to the site.
<p>PO21 Taxi facilities are provided to accommodate the demand generated by the development.</p>	No acceptable outcome is prescribed.	PO21 Complies – There is sufficient area on-site to accommodate for taxis in the unlikely event one should be required; however, given that the proposed

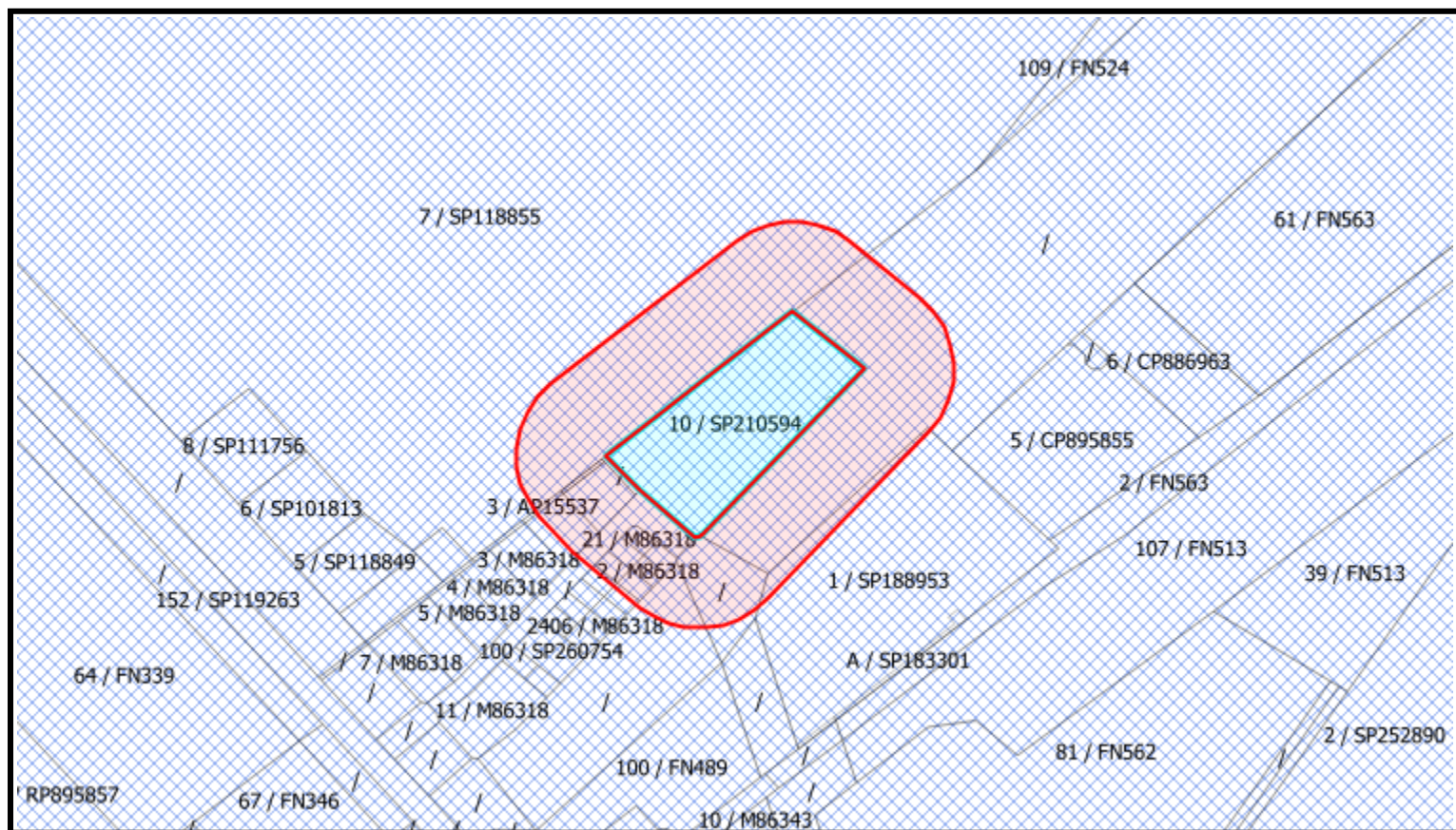
Performance outcomes	Acceptable outcomes	Response
Note: Guidance on how to meet the performance outcome are available in chapter 7 of the Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.		development is for caravans and workers, it can be reasonably expected that they will have their own means of transport given the site's rural/regional location.
PO22 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	AO22.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance. AND	Not Applicable – Refer to response to PO21.
	AO22.2 Taxi facilities are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities – off-street parking for people with disabilities 4. Disability standards for accessible public transport 2002 made under section 31(1) of the <i>Disability Discrimination Act 1992</i> 5. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements.	Not Applicable – Refer to response to PO21.
PO23 Educational establishments are designed to ensure the safe and efficient operation of public passenger services and pedestrian access.	AO23.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	Not Applicable – Proposed development is not for an educational establishment.

Appendix F

Cultural Heritage Search

Lot on Plan Search

Reference Number:	26258
Lot:	10
Plan:	SP210594
LGA:	Banana Shire
Buffer Distance:	100 metres



There are no Aboriginal cultural heritage site points recorded in your specific search area.

There are no Aboriginal cultural heritage site polygons recorded in your specific search area.

Lot on Plan Search

Cultural heritage party for the area is:

QC Ref Number	QUD Ref Number	Party Name	Contact Details
QC2012/009	QUD400/2012	Gaangalu Nation	Philip Hunter HWL Ebsworth Solicitors Level 23 Riverside Centre 123 Eagle Street BRISBANE QLD 4000 Phone: (07) 3002 6700 Fax: 1300 368 717

There is no cultural heritage body recorded in your specific search area.

Cultural Heritage Management Plans (CHMPs) for the area is:

CHL Number	Sponsor	Party	Approved
CLH011016	WestSide Corporation Ltd	Gangulu People (QC97/36)	Dec 22, 2011
CLH012010	Cockatoo Coal Ltd	Gangulu People (QC97/36)	Oct 16, 2012
CLH014007	Queensland Nitrates Pty Ltd	Gaangalu Nation People	Jan 21, 2015

There are no Designated Landscape Areas (DLA) recorded in your specific search area.

There are no Registered Study Cultural Heritage Areas recorded in your specific search area.

Regional Coordinator:

Name	Position	Phone	Mobile	Email
Greg Heath	Cultural Heritage Coordinator Central Region	07 4938 4100	0427 406 004	Gregory.Heath@atsip.qld.gov.au



Lot on Plan Search

I refer to your application in which you requested advice on Aboriginal cultural heritage places recorded on the above location.

The Cultural Heritage Database and Register search has been completed and I would like to advise that no Aboriginal cultural heritage is currently recorded in your specific search area, from the data provided by you. However, it is probable that the absence of recorded Aboriginal cultural heritage places reflects a lack of previous cultural heritage surveys of the area. Therefore, our records are not likely to reflect a true picture of the Aboriginal cultural heritage values of the area.

I note that, pursuant to the Cultural Heritage Duty of Care Guidelines, you have advised that the proposed activity is a 'Category 5 activity'. As such, I take this opportunity to remind you that in accordance with those Guidelines:-

Where an activity is proposed under category 5 there is generally a high risk that it could harm Aboriginal cultural heritage. In these circumstances, the activity should not proceed without cultural heritage assessment.

Where an activity is proposed under category 5, it is necessary to notify the Aboriginal Party and seek:

- (a) Advice as to whether the feature constitutes Aboriginal cultural heritage; and
- (b) If it does, agreement as to how best the activity may be managed to avoid or minimise harm to any Aboriginal cultural heritage.

I remind you also that the extent to which the person has complied with Cultural Heritage Duty of Care Guidelines and the extent to which the person consulted with Aboriginal parties about the carrying out of the activity, and the results of the consultation are factors a court may consider when determining if a party has complied with the duty of care.

Please refer to our website www.datsip.qld.gov.au/people-communities/aboriginal-and-torres-strait-islander-cultural-heritage for a copy of the gazetted Cultural Heritage duty of care guidelines, which set out reasonable and practical measures for meeting the duty of care.

Should you have any further queries, please do not hesitate to contact the approval officer on 1300 378 401.

Kind regards

The Director

Cultural Heritage | Community Participation | Department of Aboriginal and Torres Strait Islander Partnerships

Aug 28, 2017, 11:49 AM

Appendix G

EMR and CLR search



Department of Environment and Heritage Protection (EHP)
ABN 46 640 294 485
400 George St Brisbane, Queensland 4000
GPO Box 2454 Brisbane QLD 4001 AUSTRALIA
www.ehp.qld.gov.au

SEARCH RESPONSE
ENVIRONMENTAL MANAGEMENT REGISTER (EMR)
CONTAMINATED LAND REGISTER (CLR)

Transaction ID: 50401419 EMR Site Id: 28 August 2017
This response relates to a search request received for the site:
Lot: 10 Plan: SP210594

EMR RESULT

The above site is NOT included on the Environmental Management Register.

CLR RESULT

The above site is NOT included on the Contaminated Land Register.

ADDITIONAL ADVICE

All search responses include particulars of land listed in the EMR/CLR when the search was generated.
The EMR/CLR does NOT include:-

1. land which is contaminated land (or a complete list of contamination) if EHP has not been notified
2. land on which a notifiable activity is being or has been undertaken (or a complete list of activities) if EHP has not been notified

If you have any queries in relation to this search please phone 13QGOV (13 74 68)

Administering Authority

Appendix H

Planning Scheme Code Assessment

Section 6.5.1 Caravan Park and Workers Accommodation Assessment Criteria

Performance Outcomes	Acceptable Outcomes	Response
All Caravan Parks and Worker's Accommodation		
Site characteristics		
PO1 Caravan Parks and Worker's Accommodation are located on a premises with a site area that is suitable for the siting of buildings, providing landscaped open space to screen living and recreation areas, vehicle manoeuvring and parking and with an ability to address the following matters: (1) the existing development in the area; (2) the existing and proposed amenity and character of the area; (3) the topography of the site; (4) the number of roads to which the site has frontage; and (5) the Guidelines on Good Design for Caravan Parks and Relocatable Home Parks – Solutions for Queensland 1997, DCILGPS.	AO1.1 Caravan Parks have: (1) a minimum site area of 4000m ² ; (2) a landscaped setback width of at least 5m along all road frontages.	PO1 Complies: The site's area of 2.8 hectares is suitable for the siting of development. Setbacks for new development in Stage 2 are 6.8m and 9.4 meters from the north-eastern and eastern road frontages. These setbacks will be landscaped and are considered an acceptable width given the 45m separation between the property boundary and the road edge. The proposed landscaping scheme for the site will improve the presentation of the site when viewed from the road.
	AO1.2 Worker's Accommodation has: (1) a minimum site area of 5000m ² ; (2) a landscaped setback width of at least 10m along all road frontages.	
Access		
PO2 Access to the development is of a standard and location that does not compromise traffic safety.	AO2.1 Combined entry and exit driveways have a minimum width of 8m.	PO2 Complies – The site's access from Okano Street will remain unchanged by this application. The access is of an adequate standard and width and is well located to service the development.
	AO2.2 Vehicular access points are located away from any boundary shared with an existing use in the Residential Use Class or land in the Town – Residential Precinct as follows: (1) Caravan Park – minimum of 5m; (2) Worker's Accommodation – minimum of 10m.	

	A02.3 All caravan, relocatable home, tent or cabin sites have access via the internal road/driveway system and not directly to a public road.	
Amenity		
PO3 Buildings and facilities are located and designed so as to maintain, and where possible enhance, the amenity of the area as viewed from public places. Air conditioning units and other service equipment and areas e.g. bin storage, clothes lines, pool filters are located such that they do not present an unsightly view to the street or other public place.	A03.1 Development provides a landscape buffer that is a minimum: (1) 3.5m wide along boundaries that adjoin a zone in the Residential zones category and 2m deep along boundaries to any other zone; (2) 6m wide along any road frontage A03.2 Development provides a 1.8m high, acoustic fence on the boundary between the development and residential dwellings. A03.3 Air conditioning units and other mechanical plant are screened and are not visible from the road frontage or other public place. A03.4 Refuse disposal and storage areas are screened by a solid fence with a minimum of 1.8m in height and are not visible from the road frontage. A03.5 Outdoor recreational buildings or facilities e.g. Barbeques, pools, gazebos etc associated with the use are located centrally on the site. A03.6 Development complies with the applicable requirements of the Environmental Protection (Noise) Policy 2008.	PO3 Complies: New development on the site will be well-designed and located with adequate screening by vegetated buffers along the site's road frontages. Of note: <ul style="list-style-type: none"> • Stage 2 will involve landscaped buffers at least 6m wide within the setbacks from each road frontage. • Air conditioning units and mechanical plant will be sensitively positioned on each unit, as required to ensure direct visibility from the road frontage does not occur. • Refuse storage areas indicated by the 'W' on the proposed site plan will be screened by a solid fence at least 1.8m high and will therefore will not be visible from the road frontages. • Outdoor recreation facilities are positioned in accessible locations on the site. • Development will be consistent with the requirements of the Environmental Protection (Noise) Policy 2008.

Caravan Parks		
Site characteristics		
PO4 Caravan Parks are located in those parts of the Shire that are normally frequented by visitors and tourists, or are adjacent to roads normally travelled by tourists to or through the Shire.	A04.1 Caravan Parks are located: (1) in the Town – Tourism Precinct, Town – Commercial Precinct, Town – Highway Precinct or Village Zone; or (2) not more than 500m from the Town – Recreation Precinct.	A04.1 Complies: The site is located in the Tourism Precinct.
Worker's Accommodation		
Site characteristics		
PO5 Worker's Accommodation is: (1) located in close proximity to, or on, the site on which workers are employed; or (2) located in the town closest to the site on which workers are employed; and (3) are not visually obtrusive as viewed from public land or roads, due to the use of landscaping to screen the use.	A05.1 Worker's accommodation is located in the Village Zone or the Town Zone in the first instance, or	PO5 Complies: The site is located in the Town Zone, within close proximity to major project sites that the non-resident workforce is associated with. For example, the gas fields, Queensland Nitrate Plant, and the Cockatoo Coal road/rail upgrade are located just outside of Moura and are most conveniently accessed from this town. The development will present well to the Dawson Highway, based on the small-scale of the built form, which will be softened and screened by landscaped buffers that are at least 6m wide from each frontage.
	A05.2 Worker's accommodation is located a minimum separation distance of 2.0 kilometres from the Village or the Town Zones.	
	A05.3 The development will have a duration limit of 5 years or less.	
	A05.4 Worker's accommodation provides a minimum setback of: (1) 10m from any boundary adjoining an industrial use; or (2) 15m from any boundary adjoining a sensitive land use.	
	A05.5 Non-resident workforce accommodation will be appropriately screened by providing landscaping at a width of 4m from a primary road frontage; 2m from a secondary road frontage; and 2m along all side and rear boundaries.	

Amenity		
PO6 On site facilities including: (1) bus pickup/setdown, parking or turning areas; (2) resident car parking areas; (3) dining halls; and (4) indoor recreation facilities; are located and designed to: (1) take account of a usage in hours outside of a normal 6am-10pm period; and (2) minimise potential noise impacts beyond the property boundaries, particularly where adjoining residential premises.	AO6.1 Resident car parking areas are setback a minimum of 15m from any boundary shared with an existing use in the Residential Use Class or land in the Town – Residential Precinct.	PO6 Complies: Onsite facilities include the range of facilities prescribed by PO6. Noise impacts will be within acceptable limits given the sensitive nature of the land use.
	AO6.2 Dining Halls and indoor recreation rooms are setback at least 20m to any boundary shared with an existing use in the Residential Use Class or land in the Town – Residential Precinct.	

Section 4.4.2 Town Zone Assessment Criteria		
Performance Outcomes	Acceptable Outcomes Note – where an Acceptable outcome is adopted as a requirement for Accepted development it is referenced as , for example AO 1.1 (RAD)	Response
All Uses and Works		
Environmental Considerations		
PO1 Land uses and works are sited and designed so as not to have adverse impacts on the natural environmental values of the land including: (1) natural fauna and flora habitats; (2) water quality, watercourse integrity and ground	AO1.1 (RAD) All uses and works are setback a minimum of 50m from any watercourse, as measured to the top of bank	AO1.1 Not Applicable: The site does not contain a mapped watercourse. AO1.2 Not Applicable: The site is connected to the reticulated sewerage system. This connection will be maintained and upgraded (if required) for stage 2 of development.

<p>water resources, (3) soil and land resources; and (4) natural landscape features which: (a) contribute to the diversity of recreation settings; and (b) provide linkages between open space areas or corridors for path networks</p>	<p>AO1.2(RAD) Where the site and any newly created lots are not connected to the reticulated sewerage system, onsite disposal methods meet: (1) the Department of Housing and Public Works – Queensland Plumbing and Waste water code 2013 or any subsequent update of that Code; and (2) AS1547:2012 On-site Domestic Wastewater Management.</p> <p>Editor’s note: Land is kept free of declared weeds and noxious plant infestations, as detailed in the Banana Shire Council Pest Management Plan as amended.</p>	
<p>Amenity</p>		
<p>PO2 Land uses and works have no adverse impacts on the amenity of adjoining premises or surrounding area through the building design, orientation, and site management addressing : (1) the operation of machinery or electrical equipment; (2) the potential emission of light, noise, vibration, odour, fumes, smoke, vapour, steam, soot, ash, grit, oil, dust, waste water, waste products, or electrical interference.</p>	<p>AO2.1 (RAD) Development complies with the applicable requirements of: (1) the Environmental Protection (Air) Policy 2008 (2) the Environmental Protection (Noise) Policy 2008; (3) the Environmental Protection (Water) Policy 2009</p>	<p>AO2.1 Complies: The development will be operated in a manner consistent with the environmental protection policies for air, noise and water.</p>

Separation Distances		
<p>PO3</p> <p>Land uses and works are located, and include mitigation measures that:</p> <p>(1) protect the amenity of the area;</p> <p>(2) protect the capacity for existing and approved uses to continue to operate;</p> <p>(3) protect the opportunities for existing and approved uses to expand in appropriately allocated /zoned land;</p> <p>(4) for agricultural uses, are outlined in the State Planning Policy Guideline -Part E Section 3 – Separation areas between agricultural and non--agricultural land use.;</p> <p>(5) for the keeping of cattle, are outlined in Section 4 of the DPI Reference Manual for the Establishment and Operation of Beef Cattle Feedlots in Queensland, 2000;</p> <p>(6) for the keeping of poultry, are outlined in the Guidelines for Poultry Farming in Queensland;</p> <p>(7) for the keeping of pigs, are outlined in the Separation Guidelines for Queensland Piggeries (2001);</p> <p>(8) for development in proximity to watercourses and waterbodies, are outlined in the SEQWATER Development Assessment Guidelines, prepared as a collaboration of State Government Departments; and</p> <p>(9) ensure the integrity of the Stock Routes and Bicentennial National Trail as shown on Planning Scheme Map 1 Note- To achieve compliance with PO3 account is to be taken of the following factors:</p> <p>(1) the nature of the proposed land use;</p> <p>(2) the existing and future amenity of the area;</p> <p>(3) the existing and future development in the area;</p>	<p>AO3.1(RAD)</p> <p>Except for houses, home host accommodation and home based businesses on lots with an area of 5ha or less; all other uses in the Residential Use Class are to achieve the separation distances between uses in the Residential Use Class and other uses, (both existing and approved uses), in accordance with PART 4: Division 1(Rural Zone): Schedule A – ‘Separation Distances Between Uses in the Residential Use Class and Other Uses’.</p>	<p>AO3.1 Complies: The separation distances specified in Division 1: Schedule A can be achieved.</p> <p>AO3.2 Not Applicable: Development complies with AO3.1.</p>
	<p>AO3.2 (RAD)</p> <p>Unless separation distances are otherwise provided in accordance with AO3.1, the following is provided:</p> <p>Town – Commercial Precinct</p> <p>(1) Uses in the Residential Use Class on sites adjoining the Town – Industrial Precinct are setback a minimum of 5m to any boundary shared with that adjoining land.</p> <p>(2) Uses in the Commercial and Industrial Use Class and Community Purpose – other uses have:</p> <p>(a) minimum setbacks of 2m to any use in the Residential Use Class which exists on adjoining land;</p> <p>(b) a solid fence with a minimum height of 1.8m on the shared boundary with an adjoining use in the Residential Use Class, which screens any buildings, parking and access areas; and</p>	

<p>(4) the location of any existing vegetation which would buffer the proposed use; and (5) predominant wind directions; and (6) the topography of the site.</p>	<p>(c) refuse bin enclosures or refuse storage areas setback at least 3m from the shared boundary with an adjoining use in the Residential Use Class.</p> <p>Town – Residential Precinct Uses that are not in the Residential Use Class have minimum boundary setback of 6 m, or half the height of such building whichever is the greater, to any boundary of the site.</p> <p>Town – Tourism Precinct Uses in the Residential Use Class have boundary setbacks, in accordance with the Building Code of Australia. Any other Precincts in the Town Zone</p> <p>(1) Uses in the Residential Use Class are setback a minimum of 3m to any boundary shared with any Non-Residential Use which exists on adjoining land. (2) Uses that are not in the Residential Use Class on sites adjoining the Town-Residential Precinct are setback a minimum of 3m to any boundary shared with that adjoining land. (3) Uses that are not in the Residential Use Class are setback a minimum of 5m to any boundary shared with land in the Town-Residential Precinct or Open Space Zone.</p>	
Non Residential uses in the Town – Residential Precinct		
<p>PO4 Development is of a low key scale and nature that complements the residential amenity and character of the immediate area, without compromising the reasonable expectations of residents.</p>	<p>AO4.1 Food Premises, Community purposes uses for Educational establishments, Commercial premises including Health centres, and Accommodation Buildings occur only: (1) in a building or land that was previously lawfully used for a use that is not in the Residential Use Class; (2) on land adjoining the Commercial or Community precincts ; (3) on land having frontage to a main or principal road.</p>	<p>Not Applicable: The site is located in the Town – Tourism Precinct.</p>

Built Form, Layout and Streetscape		
<p>PO5</p> <p>Development is sited, designed and constructed to provide a functional, attractive built form that is complimentary to:</p> <p>(1) the location, scale, height and bulk of buildings on adjoining premises and in the surrounding area;</p> <p>(2) the type of building materials used in the construction of buildings on adjoining premises and in the surrounding area;</p> <p>(3) the location of car parking on sites in the vicinity; and</p> <p>(4) the location of any vegetation or street trees in a coherent streetscape.</p>	<p>Town – Commercial Precinct AO5.1(RAD)</p> <p>Buildings have a total site cover not exceeding 80%.</p> <p>Town – Industrial Precinct AO5.2</p> <p>Development on railway land in Moura, (previously described as Lot 181 FN 107), for any purpose other than railway purposes:</p> <p>(1) makes provision of an open space buffer between the proposed use and the Town Commercial Precinct, and which forms linkages between existing Town-Recreation Precincts; and</p> <p>(2) provides for industrial uses, or large scale commercial uses such as showrooms and vehicle showrooms, or a mix or such uses.</p>	<p>PO5 Complies: Refer to sections 5 and 7.2 (Table G and H) of the planning report which describes the development in terms of its high functionality and aesthetic appearance, which is complementary to the surrounding area.</p>
Building Setbacks		
<p>PO6</p> <p>The setback of buildings and structures is compatible with the character of the area and does not adversely affect the amenity of the area through the development addressing::</p> <p>(1) the existing or proposed future development in the area;</p> <p>(2) the distance between any constructed road and the proposed building;</p> <p>(3) the distance between any existing buildings on other sites and the proposed building;</p> <p>(4) the location of any existing vegetation which would buffer the proposed building;</p> <p>(5) any constraints to development</p>	<p>AO6.1(RAD)</p> <p>Buildings and other structures have boundary setbacks as follows: Town – Commercial Precinct Setbacks of between 0m and 6m to any road frontage, provided that for Uses in the Commercial Use Class the road frontage setback is within 2m of the road frontage setback of any commercial buildings on adjoining land</p> <p>AO6.2 (RAD) In all other Precincts, buildings are to be setback a minimum of 6m from the road frontage.</p> <p>AO6.3 (RAD) Rear and side setbacks are to align with the Queensland Development Code and Building</p>	<p>AO6.1 Not Applicable: Site is in the Tourism Precinct.</p> <p>AO6.2 Complies: Building setbacks are at least 6m from the site's road frontages.</p> <p>AO6.3 Complies: rear and side setbacks can achieve QDC and BCA setback requirements.</p>

	Code of Australia (QDC/BCA).	
Building Height		
PO9 The height of buildings and structures is compatible with the character of the area and does not adversely affect the amenity of the area through the development addressing: ; (1) the existing or proposed future development in the area (2) the efficient and safe operation of any airstrips or airfields; (3) the particular characteristics of the proposed building; (4) the distance of proposed buildings from roads and other public places from which the building could be viewed; (5) the topography, shape and location of the site; (6) the location of any existing vegetation which would buffer the proposed building	AO9.1(RAD) Buildings and other structures have maximum building heights as follows: (1) Town – Commercial Precinct – 12m (2) Town – Residential Precinct – 8.5m (3) Town – Residential Accommodation Precinct – 8.5m (4) Town – Industrial Precinct - 12m (5) Town – Highway Precinct – 8.5m (6) Town – Tourism Precinct – 8.5m (7) Town – Community Precinct – 8.5m (8) Town – Recreation Precinct – 8.5m (9) Town – Rural Residential Precinct – 8.5m.	AO9.1 Complies: Development will not exceed a building height of 8.5m.

Section 5.2.2 Economic Resources Overlay Assessment Criteria		
Performance Outcomes	Acceptable Outcomes Note – where an Acceptable outcome is adopted as a requirement for Accepted development it is referenced as , for example AO 5.1 (RAD)	Response
All Uses and Works on land in the Agricultural Land Class Overlay		
All Development on land shown as Class A, B or C1 land in the Agricultural Land Class Overlay		
PO1 Land uses and newly created lots are located and designed so as sustain the productivity, viability or use of identified Agricultural Land for agricultural purposes. Note: Demonstration of compliance with the PO can be addressed through: (1) providing separation distances or buffering methods to overcome potential impacts on existing adjacent rural uses; (2) demonstrating that there is an overriding planning need for the development in terms of public benefit and no other site are suitable and available for the purpose; or (3) demonstration that the agricultural quality of the subject land is inconsistent with the Agricultural Land Classification (ALC) Class A and Class B or Class C1 land in accordance with the State Planning Policy mapping	No acceptable outcomes are specified. Editor's Note – Agricultural Land Classification Areas and Important Agricultural Areas are as shown on the State Planning Policy interactive mapping.	PO1 Complies: Refer to sections 6.3 and 7.2 (Table G) of the planning report, which demonstrates the site is unviable for rural use, despite being mapped as ALC under the Planning Scheme and SPP.
All Development on land shown as Class C2 or C3 land in the Agricultural Land Class Overlay		
PO2 Land uses and newly created lots are located and designed so as sustain the productivity or viability of agricultural activities on Class C2 and C3 grazing land.	AO2.1 No additional lots are created on land classified as Agricultural Land Classification (Class C2 or Class C3) Areas or Important Agricultural Areas. Or AO2.2 Development on land classified as Agricultural Land Classification (Class C2 or Class C3) Areas or Important Agricultural Areas is for Agriculture or Intensive Agriculture or is compatible with the productivity of this land for agricultural purposes.	Not applicable – The site is shown as Class C1 pasture land.

	Note – Agricultural Land Classification Areas and Important Agricultural Areas are as shown on the State Planning Policy interactive mapping.	
All Uses and Works on land in the Mining Resources Overlay		
PO3 Development in the vicinity of Mining Resources or designated Key Resource Areas does not impact on the utilisation of mineral resources and haul routes or access routes to the mineral resources as it: <ul style="list-style-type: none"> (1) does not affect the safe and efficient operation of the mining related activities; (2) is sited, designed or of a nature that ensures that the use is not sensitive to the potential impacts of mining related activities such as noise and dust emissions; and (3) makes provision for adequate buffers between the mineral resources and new development. 	AO3.1 Houses, Home Host Accommodation, Home Based Businesses (all Classes), and any Community purposes – government or Community purposes – other on lots which share a boundary with land identified as a mining tenement, are located at least 100m from the mining tenement. A further separation distance of 1000m is recommended where blasting will be used for extraction, and 200m where mechanical means e.g. ripping, will be used.	PO3 Complies: The development will not compromise the use of mineral resources and the availability/efficiency of the State transport network as haul routes.
All Uses and Works on land in the Extractive Industries Overlay		
PO4 Development in the vicinity of Extractive Industries or designated Key Resource Areas does not impact on the utilisation of extractive resources and haul routes or access routes to the extractive resources as it: <ul style="list-style-type: none"> (1) does not affect the safe and efficient operation of extractive industries; (2) is sited, designed or of a nature that ensures that the use is not sensitive to the potential impacts of extractive industries such as noise and dust emissions; and (3) makes provision for buffers between the extractive industries and new development. 	AO4.1 Houses, Home Host Accommodation, Home Based Businesses (all Classes), and any Community purposes – government or Community purposes – other, on lots which share a boundary with land identified as an extractive industry, are located at least 100m from the mining resource. A further separation distance of 1000m is recommended where blasting will be used for extraction, and 200m where mechanical means e.g. ripping, will be used.	Not Applicable: The site is not affected by the Extractive Industries Overlay.

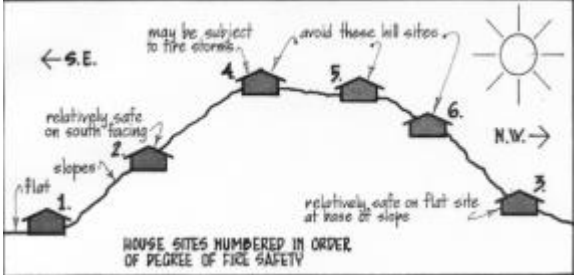
All uses and Works on land in the Aircraft Affected Land Overlay		
All uses and Works on Aircraft Affected Land (Overlay Map ECRES 4A)		
<p>PO5 Development does not cause an obstruction or other potential hazard to aircraft movement associated with the airport by way of:</p> <p>(1) the physical intrusion of buildings or other structures in to the airport's operation area;</p> <p>(2) attracting birds and/or bats to the area which could cause or contribute to bird-strike hazard;</p> <p>(3) providing very bright lighting or lighting similar to aerodrome lighting, which could cause distraction or confusion to aircraft;</p> <p>(4) interfering with navigation or communication facilities;</p> <p>(5) emissions that may affect pilot visibility or aircraft operations;</p> <p>(6) transient intrusions into the airport's operational airspace. Note: Site planning and design addresses the State Planning Policy—state interest guideline Strategic airports and aviation facilities</p>	<p>AO5.1(RAD) All uses and works do not protrude above the specified levels as indicated on the map contained in Overlay Map ECRES</p>	Not Applicable: The site is not shown on the Airport Affected Land Overlay.
	<p>AO5.2 (RAD) Riding schools, racetracks, fair grounds, outdoor theatres and drive-in restaurants are located at least 3km from the airport runway (as shown on ECRES – 4C).</p>	
	<p>AO5.3 (RAD) Commercial fishing processing, bird sanctuaries and fauna reserves, aquaculture, turf farming, piggeries, fruit farming and food processing plants are located at least 3km from the airport runway(as shown on ECRES – 4C).</p>	
	<p>AO5.4 (RAD) Rubbish tips and waste facilities are not located within the Aircraft Affected Area as depicted on Overlay Maps ECRES 4 A.</p>	
	<p>AO5.5(RAD) Uses or works do not emit a gaseous plume at a velocity exceeding 4.3m per second or smoke or dust or ash or steam.</p>	
	<p>AO5.6(RAD) Any street lighting and outdoor lighting is provided in a manner that complies with the Civil Aviation Regulation 1998.</p>	
	<p>AO5.7(RAD) Any cranes or other equipment used during construction phases of development, do not protrude above the specified levels as indicated on the map contained in Part5 Division 3: Schedule A - Thangool Airport Obstruction Chart.</p>	

<p>PO6 Development:</p> <p>(1) Does not intensify uses in the areas surrounding the airport which are likely to increase risks to public safety;</p> <p>(2) Is located and designed having regard to the State Planning Policy—state interest guideline Strategic airports and aviation facilities;</p> <p>(3) Is located and designed having regard to Australian Standard AS 2021-2015 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction .</p>	<p>AO6.1 Land located in the East/West axis of the Aircraft Affected Land (i.e. 1km from either end of the airport runway), is not developed for the purposes of:</p> <p>(1) New uses or the intensification of existing uses in the Residential,` Commercial Use Classes, or Community purposes - other; or</p> <p>(2) Producing or bulk storage of hazardous or flammable goods; or</p> <p>(3) Reconfiguring a Lot which results in the creation of an additional number of lots.</p>	
<p>All uses and Works on land in the vicinity of Aviation Facilities (Overlay Map ECRES 4B)</p>		
<p>PO7 All uses and works are located and designed to protect the function of the aviation facilities at Thangool Airport (Air services Aust Ref No 574) and Specimen Hill (Air services Aust Ref No 581) from physical obstructions, electrical or electro-magnetic emissions and structures containing a reflective surface.</p>	<p>AO7.1 Works or uses are not located within the sensitive area of the Thangool Airport NDB/DME site (as depicted on Overlay Map ECRES 4B) that:</p> <p>(1) involve any building, structures or other works within 60 metres of the site or</p> <p>(2) involve any metallic building or structures between 60 and 150 metres of the site or</p> <p>(3) involve any building, structures or other works between 60 and 150 metres of the site which exceed 0.5 metres in height or</p> <p>(4) involve any building, structures or other works between 150 and 500 metres of the site which exceed 1.3 metres in height or</p> <p>(5) involve any building, structures or other works between 500 and 1000 metres of the site which exceed 4 metres in height; or</p> <p>(6) involve any building, structures or other works between 1000 and 1500 metres of the site which exceeds 8.5 metres in height.</p> <p>AND</p>	<p>Not Applicable: The site is not shown on the Airport Affected Land Overlay.</p>

	A07.2 Works or uses are not located within the sensitive area of the Specimen Hill radar monitor site (as depicted on Overlay Map ECRES 4B) that involve any building, structures or other works above 671 metres AHD.	
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Section 5.4.2 Natural Disaster Overlay Assessment Criteria		
Performance Outcomes	Acceptable Outcomes Note – where an Acceptable outcome is adopted as a requirement for Accepted development it is referenced as , for example AO 1.1 (RAD)	Response
All Bushfire Prone Land		
PO1 Development does not put the safety and lives of people, and property “at-risk” through exposure to severe or unacceptable levels of from bushfire.	AO1.1 (RAD) A site-specific bushfire hazard assessment demonstrates that the development will not be; (1) in an area of High or Medium bushfire hazard severity; or (2) within 100 linear metres of an area that has a High bushfire hazard severity; or (3) within 50 linear metres of an area that has a Medium bushfire hazard severity. OR	PO1 Complies: The site is shown as low bushfire hazard severity, which is an acceptable hazard level for the scale of development proposed.

	<p>AO1.2 (RAD) A site-specific bushfire hazard assessment demonstrates that the development is:</p> <ul style="list-style-type: none"> (1) in an area of High or Medium bushfire hazard severity; or (2) within 100 linear metres of an area that has a High bushfire hazard severity; or (3) within 50 linear metres of an area that has a Medium bushfire hazard severity. and that the development will not ; (1) result in an increase in the number of people living, working or congregating at the site or in the area; (2) involve any new building work other than a minor extension (≤ 20 m² Gross Floor Area) to an existing building when no previous extension has been made in the previous 2 years, and (3) increase the number of lots within an area of High or Medium bushfire hazard severity. 	
<p>PO2 Buildings are sited or able to be sited:</p> <ul style="list-style-type: none"> (1) in areas where the environmental impacts will be minimal; and (2) on land which is the least prone to bushfire risk having regard to aspect, elevation, slope and vegetation type. 	<p>AO2.1 Buildings and structures are sited:</p> <ul style="list-style-type: none"> (1) in a location with the lowest level of hazard; and (2) not on the tops of ridgelines and not on north west to west facing vegetated slopes NOTE: Proponents should duly consider the following diagram in the design and siting of residential buildings. <p>AO2.2 Buildings and structures:</p> <ul style="list-style-type: none"> (1) have as a minimum setback from the closest hazardous vegetation, that is the greater of the following: <ul style="list-style-type: none"> (a) times the predominant mature canopy tree height of the hazardous vegetation; or (b) 10m; (2) have a minimum setback of 10 metres from any 	<p>PO2 Complies: The low level of bushfire hazard risk is acceptable for development across the site.</p>

	<p>retained vegetation strips or small areas of vegetation; (3) are sited so that less susceptible elements of the development are sited closest to the bushfire hazard.</p> 	
<p>PO3 An accessible water supply with sufficient capacity, flow and pressure is provided for bushfire fighting purposes.</p>	<p>AO3.1(RAD) The development is provided with a reticulated water supply that has sufficient flow and pressure characteristics for bushfire fighting purposes at all times, specifically the minimum pressure and flow is 10 litres a second at 200kPa; OR AO 3.2 (RAD) Development has for: (1) each existing or proposed building with a gross floor area of 50m² or greater; or (2) each allotment proposed to be created; an on-site water storage (to be easily accessible having regard to pedestrian and vehicular requirements) of not less than 5000 litres where the water storage is any one or more of the following; (1) an in-ground swimming pool; or (2) a concrete tank with fire brigade tank fittings, or (3) a dam fed by a permanent water source.</p>	<p>PO3 Complies: The site is within a reticulated water supply area. Therefore there is adequate water supply for fire fighting purposes.</p>

<p>PO4</p> <p>Public safety and the environment are not affected by the detrimental impacts of bushfire on hazardous materials in bulk stored or manufactured on the site. NOTE: In making any assessment against this Performance outcome, an application must include a comprehensive Bushfire Management Plan prepared in accordance with Planning Scheme Policy No. 12 – Assessment of Bushfire Hazard and Preparation of Bushfire Management Plans, submitted to and approved by the Council prior to or in conjunction with the development application.</p>	<p>AO4.1</p> <p>Development involving the storage, handling or manufacture of any hazardous materials (in commercial quantities or bulk volumes) is not located within a Bushfire hazard area.</p>	<p>PO4 Not Applicable: The development does not involve the storage of hazardous materials.</p>
<p>PO5</p> <p>If the proposal is for community infrastructure, it is able to function effectively during and immediately after bushfire events.</p>	<p>AO5.1</p> <p>Community infrastructure is not located on land identified as having a High or Medium bushfire hazard severity in a site-specific bushfire hazard assessment.</p> <p>OR</p> <p>AO5.2</p> <p>Community infrastructure will not involve any new building work to an existing building other than minor building work.</p> <p>NOTE: Any proposal in this instance is expected to include and demonstrate compliance with a comprehensive Bushfire Management Plan prepared in accordance with State Planning Policy and Guideline.</p>	<p>PO5 Not Applicable: The development is not for community infrastructure.</p>
<p>Applicable only to development that will result in multiple buildings or allotments</p>		
<p>PO6</p> <p>Firebreaks are provided for or within development to ensure that :</p> <p>(1) safe and effective access is provided for firefighting and other emergency vehicles;</p> <p>(2) setbacks are maximised between assets and hazardous vegetation to mitigate the hazard risks ;</p>	<p>AO6.1</p> <p>The development is provided with a side (or perimeter) road that:</p> <p>(1) is located between the boundary of the lots and the hazard; and</p> <p>(2) has a minimum cleared width of 20 metres; and</p> <p>(3) has a constructed road width and weather</p>	<p>PO6 Complies: Safe and effective access with adequate setbacks are provided for emergency vehicles in the unlikely event of an emergency.</p>

(3) security of tenure is achieved and maintained..	<p>standard that complies with the Reconfiguring a Lot Code regardless of whether it is new road reserve or an existing road reserve.</p> <p>OR</p> <p>AO6.2</p> <p>The development incorporates fire maintenance trails located as close as possible to the boundaries of each allotment and the adjoining bushland, and the fire maintenance trails;</p> <p>(1) have a minimum cleared width of 6 metres; and</p> <p>(2) have a minimum formed width of 4 metres and maximum gradient of 1 in 6 (16%); and</p> <p>(3) are installed with sediment and erosion control devices; and</p> <p>(4) have vehicular access at each end; and</p> <p>(5) provide areas for vehicles to pass or turn around at least every 400 metres; and</p> <p>(6) are either located on public land or within an access easement granted in favour of the Council, fire brigades and other emergency services and where applicable, relevant state government departments (e.g. Environment Protection Agency when adjoining a National Park); and</p> <p>(7) use existing trails wherever possible to reduce environmental impacts.</p> <p>NOTE: Fire maintenance trails will only be accepted if it is not practicable to provide the firebreak in the form of a perimeter road due to topographic or vegetation constraints, or because access to the proposed lots can be provided from an existing road and it would be unreasonable to require the construction of a new road</p>	
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<p>PO7</p> <p>Where development involves reconfiguring a lot and opening a new road, the road layout, location and design provides:</p> <p>(1) easy, effective and safe movement away from any encroaching bushfire fire threat for the evacuation of residents and/or emergency vehicles; and</p> <p>(2) an alternative safe access routes should access in one location be blocked from a bushfire threat ; and</p> <p>(3) for the safe and operational use of fire-fighting vehicles.</p>	<p>AO7.1(RAD)</p> <p>The road layout uses through roads only and does not include cul-de-sac and “dead end” roads, except where a perimeter road extending around the development area isolates the development from the hazard, or, an alternative emergency vehicle access linking the cul-de-sac to other through roads is provided.</p> <p>OR</p> <p>AO7.2(RAD)</p> <p>Where the use of a single entry road is unavoidable because of topographical constraints, a properly established and maintained fire trail is incorporated into the layout to allow for safe emergency access in an alternative location, and if possible, direction to the road; and .</p> <p>AO7.3(RAD)</p> <p>Road gradients are not more than 12.5%.</p>	<p>PO7 Not applicable: ROL and new roads are not proposed as part of this application.</p>
<p>PO8</p> <p>Allotments created as a result of development for reconfiguration a lot are designed to;</p> <p>(1) mitigate bushfire hazard;</p> <p>(2) provide safe sites for Houses or other intended uses of the allotment; and</p> <p>(3) prevent the fragmentation of land with a high bushfire hazard severity.</p>	<p>AO8.1</p> <p>Allotments are located in parts of the site with the lowest bushfire hazard severity in accordance with the principles of Protecting your home against bushfire attack, Department of Local Government and Planning (DLGP) 2000.</p> <p>AO8.2</p> <p>The size and shape of allotments facilitates emergency access to buildings and fire-fighting appliances by avoiding long narrow allotments with long access driveways to buildings or future building sites.</p> <p>AO8.3</p> <p>New allotments (or parts of new allotments) are not created: (1) in areas that have a high bushfire hazard severity; or (2) within 100 linear metres of an area</p>	<p>PO8 Not applicable: ROL is not proposed as part of this application.</p>

	that has a high bushfire hazard severity. NOTE: Land with a high bushfire hazard severity preferably is not to be fragmented into new allotments	
Areas of High Bushfire Hazard Severity (as determined by a Bushfire Hazard Assessment) or within 100m of such an area		
Applicable to all development		
PO9 Buildings are constructed to provide protection in the event of a bushfire to reduce the risk of ignition by embers until the fire front passes.	AO9.1 Buildings are constructed in accordance with Building Act and Building Regulation and AS3959-2009 Construction of Buildings in Bushfire Prone Areas. OR AO9.2 No buildings are proposed.	Not Applicable: The site is shown as low bushfire hazard severity.
PO10 Fences must be designed and constructed of materials that will avoid fuelling a bushfire and creating increased level of hazard.	AO10 Masonry, stone wall or wire fencing is used instead of timber fencing.	Not Applicable: The site is shown as low bushfire hazard severity.
PO11 Development that materially intensifies the use of High bushfire hazard areas incorporates effective siting, design and management measures to minimise bushfire hazard.	AO11 The development does not increase the number of people living, working or congregating in a High bushfire hazard area.	Not Applicable: The site is shown as low bushfire hazard severity.
All Uses and Works on land in the Landslip Prone Land Overlay		
All Landslip Prone Land		
PO12 Development does not put the safety and lives of people, and property seriously “at-risk” from landslip, wherever practicable to determine land with steep slopes. Note; Proponents can demonstrate compliance with PO12 through a site-specific analysis prepared in accordance with Division 4: Schedule C – Preparation of a Slope Analysis accompanies development applications for: (1) filling and excavating for more than 2000m3 of	AO12.1(RAD) Development: (1) does not result in any new building work other than an addition to an existing building; (2) does not require the removal of vegetation; and (3) does not alter ground levels or stormwater conditions.	Not Applicable: The site is not affected by Landslip Prone Land Overlay.

material; (2) reconfiguring a Lot involving the creation of an additional number of lots; or (3) Material Change of Use for uses which are Impact assessable in the relevant Zone/Precinct/Area (as determined by the relevant Tables of Assessment); and demonstrates that the site area of the development contains slopes less than 15% (approximately 1:6.67).		
PO13 Community infrastructure is able to function safely and effectively during and immediately after landslide hazard event. Note ;Proponents can demonstrate compliance with PO13 through a site-specific analysis prepared in accordance with Division 4: Schedule C – Preparation of a Slope Analysis accompanies the development application, and demonstrates that the site area of the development contains slopes less than 15% (approximately 1:6.67).	AO13.1(RAD) Development: (1) does not result in any new building work other than an addition to an existing building; (2) does not require the removal of vegetation; and (3) does not alter ground levels or stormwater conditions.	Not Applicable: The site is not affected by Landslip Prone Land Overlay.
Areas of Steep Slopes (as determined by a Slope Analysis)		
PO14 Development does not compromise the safety of people or property from landslide, including lands above and below the subject land. Note; Proponents can demonstrate compliance with PO14 through a site-specific geotechnical analysis by a registered professional engineer to address any potential stability problems and describes solutions that may be implemented to ensure: (1) The long-term stability of the site; (2) The long-term stability of the proposed development; and Access to the site will not be restricted during a landslide event.	<div> AO14.1 Development is not to be undertaken on any part of a lot where the slope is equal to or greater than 15%, OR </div> <div> AO14.2 On that part of a lot where the slope is equal to or greater than 15%, the proposed development the proposed development is appropriate for the sloping nature of the site and the risk of landslide adversely affecting the subject lot, adjoining properties and the proposed development is at a low level, and is certified by an RPEQ. </div>	Not Applicable: The site is not affected by Landslip Prone Land Overlay.

Section 6.7.1 Development Standards Code Assessment Criteria		
Performance Outcomes	Acceptable Outcomes Note – where an Acceptable outcome is adopted as a requirement for Accepted development it is referenced as , for example AO 2.1 (RAD)	Response
Roads		
PO1 The road network of the Shire provides: (1) convenient and safe access to all allotments for pedestrians, vehicles and cyclists; (2) safe, logical and hierarchical transport linkages; (3) appropriate access for buses, emergency and service vehicles; (4) a convenient way for public utilities; (5) an opportunity for street landscaping; and (6) an opportunity for on street car parking.	AO1.1 All roads which have frontage to the development site, are of a width and are of a standard (with or without sealing and, kerb and channelling) as detailed in Part6Division 7: Schedule A – Development Standards According to Zoning.	PO1 Complies: The development will not compromise the safety and efficiency of the road network.
	AO1.2 Where the road standard stated in AO1.1 above does not exist for the development site, the road is upgraded to the required standards identified in the CMDG.	
	AO1.3 Where the development is on land the subject of the Valley view Infrastructure Agreement, the terms of that agreement relating to the provision or roads, are met.	
Car Parking and Access		
Vehicular Access and Driveway Crossovers		
PO2 Vehicular access arrangements: (1) are appropriate for: (a) the capacity of the parking area, (b) the volume, frequency and type of vehicle usage; and (c) the function and configuration of the access road; (2) minimise any potentially adverse impacts on: (a) the safety and efficiency of the road; (b) the integrity of any infrastructure within the road reserve; and	AO2.1 (RAD) For a House, Home Host Accommodation or Home Based Business uses, the driveway crossover is not: (1) a secondary property access; (2) covering, crossing or located within 1m of any street trees; fire hydrants; water meters; manholes; or stormwater gully pits; (3) entering the carriageway at the location of an existing traffic island, speed control device, car parking bay, pedestrian crossing, bus stop or structure within the roadway; (4) requiring the filling or excavation of more than	PO2 Complies: Vehicle access and parking arrangements are suitable for the scale and nature of the development and will not adversely affect the road network.

(c) the safety of access to adjacent properties; and (3) are designed and located such that there are no significant adverse impacts on the amenity of premises in the vicinity.	20m3 of material in the existing footpath/verge or the cut/fill of 200mm from existing footpath level; and (5) located with unsafe sight visibility.	
	AO2.2 (RAD) The geometric design of vehicular crossings across the verge is to conform to IPWEAQ Standard Drawing No. RS-049, RS-050, RS-051 and RS-056. Note: Where particularly restrictive physical constraints exist and the above standard arrangements are not attainable, details of proposed non-standard vehicular crossings are to be certified by an RPEQ. Designs are to consider the Disability Discrimination Act 1992, AS 2890.1, QUDM, safety in design and engineering best practice.	
Parking and Loading Provision		
PO3 Vehicle parking and loading facilities are provided to meet the demand likely to be generated by the development taking into account any or all of the following: (1) The nature and intensity of the proposed use; (2) The parking demand generated by the existing use of the premises; (3) The feasibility of physically providing parking on-site;	AO3.1 (RAD) Vehicle parking and loading facilities are provided in accordance with Part6Division 7: Schedule B – Parking Provision.	AO3.1 Complies: New vehicle parking and loading facilities can be provided in accordance with the prescribed standard. AO3.2 Complies: New car parking can be provided in accordance with the prescribed standard. PO3 (AO3.3) Complies: There is no specified rate for an undefined use. 80 new car parks, including two spaces for any person with disability, as well as a delivery/refuse collection bay, is proposed and is adequate to support the

<p>(4) The nature and intensity of existing and likely future development on adjoining premises;</p> <p>(5) The availability of public parking in the vicinity;</p> <p>(6) The hours of operation of the proposed use and the opportunity for sharing of parking spaces by multiple uses;</p> <p>(7) The impact of the parking on the amenity of nearby residents;</p> <p>(8) Existing and likely future traffic conditions and amenity of the area; (9) the recommendations of any Traffic and Parking Impact Report prepared for the proposed development.</p> <p>Note; Proponents can prepare a report in accordance with Division 7: Schedule C – Traffic and Parking Impact Report Requirements to demonstrate compliance, where : (1) the specified parking and/or loading is proposed to be less than that specified in Division 7: Schedule B – Parking Provision for the particular uses or uses and no contribution-in-lieu is proposed; or (2) the use or uses proposed do not have a specified parking rate in Division 7: Schedule B – Parking Provision</p>	<p>AO3.2 Car parking areas have dimensions, manoeuvring areas and standard in accordance with Division 7: Schedule A – Development Standards According to Zoning.</p> <p>AO3.3 Where on-site car parking provision in accordance with Division 7: Schedule B – Parking Provision cannot be complied with for development in the Town or Village Zones, the equivalent contribution-in-lieu is paid in accordance with Planning Policy No 4: Car Parking Contributions.</p>	<p>new extent of development as part of Stage 2.</p>
Transport Network		
<p>PO4</p> <p>Provision is made to minimise any potentially adverse impacts on the safety, efficiency or effectiveness of the pedestrian, cycle and road network. Where the development generates the need for more than 50 permanent parking spaces; the development is undertaken and managed in accordance with a prepared Traffic and Parking Impact Report covering the relevant matters detailed in Division 7: Schedule C – Traffic and Parking Impact Report Requirements</p>	<p>AO4.1 (RAD)</p> <p>The location and hierarchy of all new roads, road intersections and pathways/cycleways is to be in accordance with the CMDG.</p>	<p>AO4.1 Not Applicable: The application does not involve new roads, road intersections and pathways/cycleways.</p>

Car Park Design		
<p>PO5 Parking spaces and loading bays are:</p> <ul style="list-style-type: none"> (1) usable by the occupants of, and visitors to, the site; (2) conveniently and safely accessible from all buildings on the site; (3) located and visibility identified to encourage the use of off-street parking; (4) located and designed to complement and enhance the amenity and character of the area. 	<p>AO5.1(RAD) All development provides:</p> <ul style="list-style-type: none"> (1) parking spaces that are freely available for use by the development's occupants and visitors during the business hours of the use; (2) visitor or customer parking spaces that are located in the most accessible position to the main entrance of the buildings on the site; (3) at least 20% of the required car parking spaces are at the front of the site so that they are clearly visible from the street (unless otherwise required by other use specific Codes); (4) where car parking is provided at the rear of the site, clear signage is provided to indicate the location of parking areas; (5) pedestrian pathways or clearances through the car parking area that allow unimpeded access to the buildings on the site; (6) parking and pathways at a gradient no greater than 1:20 being suitable for vehicle access, and pedestrian access including access for persons with disabilities; (7) landscaped buffers with a minimum width of 1m between the parking area and any boundary to the site; and (8) parking areas that are designed to incorporate and retain existing street trees and any significant shade trees (being trees with a girth 500mm or greater which exist on the site). 	<p>PO5 Complies: New parking spaces and loading bays as part of Stage 2 are well-designed, functional and accessible by all users of the premises.</p> <p>AO5.2 Complies: New parking for the development is located on the same site upon which the development is carried out.</p>
	<p>AO5.2 (RAD) Parking associated with the development is located on the same site upon which the development is carried out.</p> <p>OR</p>	

	AO5.3 Uses in the Commercial Use Class, can locate parking on another site which is not more than 100m from the development site.	
PO6 The effects of dust, noise, glare or other potentially adverse impacts on the amenity, safety and aesthetics of the land in the vicinity are minimised.	AO6.1(RAD) The car parking area is imperviously sealed to the standard in accordance with Part6 Division 7: Schedule A – ‘Development Standards According to Zoning’.	PO6 Complies: The new car park will be imperviously sealed as per the standard prescribed by AO6.1. Due to the nature of the sensitive land use proposed for the site, there will not be any unacceptable amenity impacts in terms of the effects of noise, dust and glare.
	AO6.2(RAD) A solid fence with a minimum height of 1.8m is constructed between the parking area and any adjoining residential use or other noise sensitive use, provided that where the site is filled, the maximum height of the fence from natural ground level is 2.1m.	
	AO6.3(RAD) Where the parking area is open to the public at night, and for all parking areas in the Town Commercial Precinct, lighting is provided to ensure public safety, and is provided in accordance with Australian Standard AS 1158.3.1- Road Lighting – Pedestrian Area (Category P) Lighting – Performance and Installation Design Requirements.	
Service Vehicle Provisions		
PO7 Facilities for loading, unloading, manoeuvring and access for service vehicles are: (1) accommodated on-site; (2) of a design that allows safe and efficient access to and from the site; and	AO7.1(RAD) The design and provision of access driveways, manoeuvring areas, refuse collection areas and loading facilities for service vehicles is in accordance with Australian Standard AS 2890.2 – 1989- Off Street Parking – Commercial Vehicle Facilities.	AO7.1 Complies: Service vehicle parking facilities will be designed and constructed in accordance with the prescribed standard. AO7.2 Complies: Service vehicles are able to enter and exit the site in a forward gear.

(3) of a design that does not unduly impede vehicular and pedestrian movement within the site.	AO7.2(RAD) Service vehicles are able to enter and exit the site in a forward gear.	
Water Supply		
PO8 A reticulated water supply system is provided to the Towns of Biloela and Moura, and the Villages of Banana, Baralaba, Thangool and Theodore that is of sufficient capacity to meet the demands imposed upon it by both consumers and emergency purposes. Where the development is on land the subject of the Valleyview Infrastructure Agreement, the terms of that agreement relating to the provision of water supply, are met.	AO8.1(RAD) Water reticulation is available to the development site, in all circumstances stated in Part6 Division 7: Schedule A – Development Standards According to Zoning. OR AO8.2 Where water reticulation is not connected to the development site, and therefore is not of a standard stated in AO8.1, the infrastructure is extended and/or upgraded to provide the necessary connections and a monetary contribution-in-lieu is paid in accordance with Council's Infrastructure changes resolution.	AO8.1 Complies: The site's reticulated water connection will be maintained for the development and upgraded, if necessary, subject to Council's approval.
PO9 Development outside the Towns of Biloela and Moura, and the Villages of Banana, Baralaba, Thangool and Theodore, have a demonstrated water supply sufficient for the proposed use including emergency purposes.	AO9.1(RAD) A dwelling located outside the Towns of Biloela and Moura, and the Villages of Banana, Baralaba, Goovigen, Thangool, Theodore and Wowan, is to have a water supply storage tank (with minimum 47 000 litre capacity) for domestic use.	AO9.1 Not applicable: The site is located in the Town Zone of Moura.
Sewer System/Effluent Disposal		
PO10 A reticulated sewerage system is provided to the Towns of Biloela and Moura, and the Village of Theodore that is of sufficient capacity to meet the demands imposed upon it by both consumers and emergency purposes. Where the development is	AO10.1(RAD) Sewer reticulation is available to the development site, in all circumstances stated in Part6Division 7: Schedule A – Development Standards According to Zoning. OR	AO10.1 Complies: The site's reticulated sewer connection will be maintained for the development and upgraded, if necessary, subject to Council's approval.

on land the subject of the Valleyview Infrastructure Agreement, the terms of that agreement relating to the provision of water sewerage, are met.	AO10.2 Where sewer reticulation is not connect to the development site, and therefore is not of a standard stated in AO10.1, the infrastructure is upgraded to provide the necessary connections and a monetary contribution-in-lieu is paid in accordance with Council's Infrastructure changes resolution.	
PO11 Development outside the Towns of Biloela and Moura, and the Village of Theodore, have a demonstrated on-site effluent disposal system, which is fit for purpose for the development without significant negative impacts upon ground water quality.	AO11.1(RAD) Development outside the Towns of Biloela and Moura, and the Village of Theodore which are incapable of being connected to the reticulated sewerage system, are of sufficient size and contain land suitable for on-site treatment and disposal methods that meet: (1) the Department of Housing and Public Works – Queensland Plumbing and Waste water code 2013 or any subsequent update of that Code; and (2) AS1547:2012 On-site Domestic Wastewater Management	AO11.1 Not applicable: The site is located in the town of Moura.
Stormwater Drainage		
PO12 Stormwater drainage is designed and constructed to provide adequate capacity for existing and anticipated development at predicted design flows and velocity.	AO12.1 Stormwater drainage, including inter-allotment drainage is in accordance with the CMDG.	AO12.1 Complies: Stormwater drainage will be in accordance with the CMDG.
PO13 On-site and off-site erosion and sedimentation is minimised, whether drainage is via formed drainage systems or runoff from the site	AO13.1(RAD) Erosion and Sediment control measures are designed and constructed in accordance with the CMDG.	AO13.1 Complies: Erosion and Sediment control measures will be designed and constructed in accordance with the CMDG.
Power		
PO14 Provision for the supply of power is made for all new uses and habitable buildings.	AO14.1(RAD) All new uses and habitable buildings, and additional lots created, are provided with connection to the electricity supply in accordance with the CMDG.	PO14 Complies: Electricity supply will be provided to the development in accordance with the CMDG.

	AO14.2(RAD) The reprovision of underground electricity services is provided for new buildings and additional lots created in the Town and Village Zones in accordance with the CMDG	
Footpaths and Cycleways		
PO15 Footpaths and cycleways are designed to: (1) accommodate existing and anticipated traffic types and volumes; (2) provide a safe, stable surface for intended users; (3) be conveniently ,safely and cost effectively maintained; and (4) be of a width and longitudinal gradient to provide kerb ramps and sight distances able to cater for the level of use by pedestrians, cyclists and other user groups.	AO15.1(RAD) Footpaths and cycleways are provided for the full length of all road frontages to the development site, in all circumstances and to construction specifications stated in Part 6 Division 7: Schedule A – Development Standards According to Zoning. P15.2 For development in Biloela, which adjoins land or road reserve shown as “Proposed Bikeways and Pathways” Section 5.0 of Biloela Linkages Project – Taking a Closer Look at Bikeways and Pathways in Biloela, a footpath/ cycleway is provided in a manner and location which makes it possible to connect to, either immediately or at a future date, with other planned pathways. Note; The configuration of lots, and in particular the location of any land dedicated as park, accommodates the provision of footpaths/cycleways as referred to in AO15.2 .	PO15 Complies: Footpaths and cycleways external to the site are adequate to support the development.
Street Trees		
PO16 Street trees which exist in the Town Zone and Village Zone, are retained, except where a street tree(s): (1) poses a threat to the safety of pedestrians; (2) is of a size that unreasonably restricts the development expectations of land in the relevant Zone; or (3) is a noxious weed.	AO16.1 All existing street trees, in the Town Zone and Village Zone with the following features are retained: (1) a trunk girth greater than 500mm(measured 1m from the ground); or (2) are over 2m in height; or (3) where providing a shade canopy greater than 3m in diameter when measured at midday on December 22.	AO16.1 Complies: Any existing street trees will be retained by the development.

Landscaping		
<p>PO17</p> <p>Development is landscaped in a manner which:</p> <p>(1) enhances the appearance of the development internally as well as positively contributing to the streetscape;</p> <p>(2) screens the view of unsightly buildings, structures, open space storage areas from public places, residences and other sensitive development;</p> <p>(3) integrates existing vegetation and other natural features of the site into the development;</p> <p>(4) contributes to a comfortable living environment by providing shade to reduce glare and heat absorption and re-radiation from buildings, car parking areas, and other hard surfaces;</p> <p>(5) ensures private outdoor recreation spaces, which are also useable;</p> <p>(6) provides for shade and the softening of hard landscaped or paved areas, particularly car parking areas;</p> <p>(7) does not adversely affect vehicular sightlines and road safety; and</p> <p>(8) does not create unsafe pedestrian environments due to inappropriate screening of public places.</p> <p>(9) does not adversely impact (generating a potential safety hazard) on utility works with all utility lines being protected from encroachment by vegetation ;</p> <p>(10) provides for access to public utility infrastructure for maintenance and repair.</p>	<p>AO17.2(RAD)</p> <p>Landscaping to be designed and constructed in accordance with the CMDG.</p>	<p>AO17.2 Complies: A detailed site landscaping plan can be conditioned for the proposed landscaping of the premises in accordance with the CMDG.</p>
Retaining Walls and Fences		
<p>PO18</p> <p>Retaining walls and fences do not affect traffic or pedestrian safety, and are not overbearing or</p>	<p>AO18.1(RAD)</p> <p>The combined height of any retaining wall and fence does not exceed 2.0m.</p>	<p>PO18 Not applicable: The proposal does not involve any retaining walls or fences.</p>

unsightly in general appearance.	AO18.2(RAD) For any corner lot bounded by 2 or more road frontages which form an intersection, fence height is limited to a maximum of 1m for any fence along any road frontage boundary within 6m of the point of intersection, to ensure vehicle sight lines are not obscured	
Street Lighting and Street Signs (applicable only to development applications for Reconfiguration of a Lot)		
PO19 Street lighting and street signs are designed and constructed to: (1) comply with Australian best practice standards, methodology and design; (2) provide adequate street lighting commensurate with the surrounding uses and public safety needs; and provide adequate identification of street names.	AO19.1 All street lighting shall be in accordance with the CMDG. AO19.2 Street signs are provided for all new roads in accordance with the CMDG. AO19.3 Street names will be allocated from Council's Street List. Note: Alternative names maybe proposed for Council's consideration.	PO19 Not applicable: The proposal does not involve any street lighting or street signs.
Telecommunications		
PO20 Provision for telecommunications network services is made for all new users and habitable buildings and to the contemporary standards of the service provider.	No acceptable outcomes are specified.	PO20 Complies: Telecommunications will be provided to the development, as required.



420 Flinders Street, Townsville QLD 4810
PO Box 1090, Townsville QLD 4810

ergon.com.au

14 September

Chief Executive Officer
Banana Shire
PO Box 412
BILOELA QLD 4715

Attention: Rentia Robertson

cc Panchek Pty Ltd
C/- Reel Planning CQ

[REDACTED]
[REDACTED]

[REDACTED]

Dear Rentia,

Development Application – Material Change of Use for an Undefined Use (Integrated Caravan Park and Accommodation Village) located at 95 Dawson Highway, Moura described as Lot 10 on SP210594.

Council Ref: MCU002-17/18

Our Ref: HBD 359601

We refer to the above reference Development Application which has been referred to Ergon Energy in accordance with the *Planning Act 2016*.

In accordance with Schedule 10, Part 9, Division 2 of the *Planning Regulation 2017*, the application has been assessed against the purposes of the *Electricity Act 1994* and *Electrical Safety Act 2002*. The below response is provided in accordance with section 56(1) of the *Planning Act 2016*.

Should the Assessment Manager decide to approve the proposed Material Change of Use for an Undefined Use being an Integrated Caravan Park and Accommodation Village, as an Advice Agency for the Application, Ergon Energy requires that the Assessment Manager impose the following conditions:

1. This application is approved in accordance with the below referenced plans. Any alterations to these plans before the development application is decided are to be resubmitted to Energex for comment:

Approved Plans				
Title		Plan Number	Issue	Date
Proposed Plan	Site	SP-002	2	29/08/17

2. All conditions relevant to Easement A on SP260566 must be maintained.
3. No works, services, structures or vegetation are to encroach within the boundaries of Easement A on SP260566.

Should you require any further information on the above matter, please contact the undersigned on (07) 3664 5766.

Yours faithfully



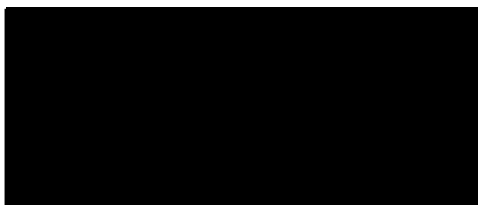
Tom Sexton
Town Planner

Your Reference:

Our Reference: CW: RR: mw: 17-10 (FID84525, MCU002-17/18, 12547-10000-000, ID1358590)

Contact: [REDACTED]

13 October 2017



Dear Rachel

Information Request

(Given under section 12 of the Development Application Rules)

Application Number: MCU002-17/18
Description: Undefined Use (Integrated Caravan Park and Accommodation Village)
Level of Assessment: Impact Assessable
Site Address: 95 DAWSON HIGHWAY MOURA
Lot & Plan Details: Lot 10 on SP210594

Council has received your above mentioned development application and advise that further information is required to properly assess the application.

1. Water and Sewer

The applicant is to provide an assessment of the existing capacity of the water supply and sewerage connections and its ability/capacity to accommodate and service the proposed development for 80 additional units.

Responding to the Information Request

The applicant must give the Assessment Manager (in this instance Banana Shire Council) and either:

1. All of the information
2. Part of the information request
3. A notice that none of the information will be provided

Your response to this information request must be provided by the 15 January 2018 and should be in writing, forwarded to:

Banana Shire Council
Development Services Section
PO Box 412
BILOELA QLD 4715

Assessment of your application will be based on the information provided, it is recommended that you provide all of the information request in accordance with section 13 of the Development Assessment Rules.

If you do not provide a response before the above due date (or a further agreed period), it will be taken as if you have decided not to respond to the information request and Council will continue with the assessment of your application without the information requested.

Should you require further assistance in relation to this matter, please do not hesitate to contact Council's Development Services section on (07) 4992 9500, quoting you application number of MCU002-17/18.

Yours Sincerely



MANAGER ENVIRONMENT & PLANNING

Prepared By: <i>mwhite</i>	Date: <i>13-10-17</i>
Checked By: <i>RRobert</i>	Date: <i>13-10-17</i>



Department of Infrastructure,
Local Government and Planning

Our reference: 1710-1953 SRA
Your reference: MCU002-17/18

10 November 2017

The Chief Executive Officer
Banana Shire Council
PO Box 412
Biloela Qld 4715
enquiries@banana.qld.gov.au

Attention: [REDACTED]

Dear Sir/Madam,

Referral agency response—with conditions

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

The development application described below was properly referred to the Department of Infrastructure, Local Government and Planning on 11 October 2017.

Applicant details

Applicant name: Panchek Pty Ltd

Applicant contact details: [REDACTED]

Location details

Street address: 95-113 Dawson Highway, Moura

Real property description: 10SP210594

Local government area: Banana Shire Council

Application details

Development permit: Material change of use for an Undefined Use (Integrated Caravan Park and Accommodation Village)

Referral triggers

The development application was referred to the department under the following provisions of the

Planning Regulation 2017:

- 10.9.4.1.1.1 Infrastructure - state transport infrastructure
- 10.9.4.2.4.1 State transport corridors and future State transport corridors

Conditions

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

Reasons for decision to impose conditions

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

Advice to the assessment manager

Under section 56(3) of the Act, the department offers advice about the application to the assessment manager—see Attachment 3.

Approved plans and specifications

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

Drawing/report title	Prepared by	Date	Reference no.	Version/issue
Aspect of development: Material Change of Use				
Proposed Site Plan	Design + Architecture	29 August 2017	SP-002	2

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

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

Yours sincerely



Manager Planning

cc Panchek Pty Ltd [REDACTED]

enc Attachment 1—Conditions to be imposed
Attachment 2—Reasons for decision to impose conditions
Attachment 3—Advice to the assessment manager
Approved plans and specifications

Attachment 1—Conditions to be imposed

No.	Conditions	Condition timing
Material change of use (expansion of existing caravan park)		
State-controlled road and State transport networks —The chief executive administering the <i>Planning Act 2016</i> nominates the Director-General of Department of Transport and Main Roads to be the enforcement authority for the development to which this development approval relates for the administration and enforcement of any matter relating to the following condition(s):		
1.	<p>The development must be carried out generally in accordance with the following plan:</p> <ul style="list-style-type: none"> Proposed Site Plan prepared by Design + Architecture dated 29 August 2017, reference SP-002, revision 2. 	Prior to the commencement of use and to be maintained at all times.
2.	Direct access is not permitted between the Dawson Highway (a state-controlled road) and the subject site.	At all times.
3.	Fencing sufficient to prevent unauthorised access by people, vehicles and projectiles must be provided along the site boundary with the state-controlled road.	Prior to the commencement of use and to be maintained at all times.
4.	<p>Noise attenuation measures to achieve the following noise criteria must be provided:</p> <ul style="list-style-type: none"> All facades meet the following external noise criteria#: <ul style="list-style-type: none"> ≤ 60 dB(A) L10 (18 hour) facade corrected (measured L90 (8 hour) free field between 10 pm and 6 am ≤40 dB(A)) ≤ 63 dB(A) L10 (18 hour) facade corrected (measured L90 (8 hour) free field between 10 pm and 6 am >40 dB(A)). Every private open space meets the following external noise criteria#: <ul style="list-style-type: none"> ≤57 dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6 am and 12 midnight ≤45 dB(A)) ≤60 dB(A) L10 (18 hour) free field (measured L90 (18 hour) free field between 6 am and 12 midnight >45 dB(A)). Every passive recreation area meets the following external noise criteria#: <ul style="list-style-type: none"> 63 dB(A) L10 (12 hour) free field (between 6 am and 6 pm). Every habitable room meets the following internal noise criteria#: <ul style="list-style-type: none"> ≤ 35 dB(A) Leq (1 hour) (maximum hour over 24 hours). 	Prior to the commencement of use and to be maintained at all times.

Attachment 2—Reasons for decision to impose conditions

The reasons for this decision are to ensure:

- the development is carried out generally in accordance with the plans of development submitted with the application;
- access to the state-controlled road from the site does not compromise the safety and efficiency of the state-controlled road direct access to the state-controlled road is prohibited were not required;
- that there is no unauthorised access onto the transport corridor and to protect impacts on the transport corridor; and
- minimised noise intrusions on a development from a state-controlled transport corridor.

Attachment 3—Advice to the assessment manager

General advice	
1.	<p>The subject site may be adversely impacted on by environmental emissions generated by the State-controlled road, Dawson Highway. The proposed development is within a transport noise corridor.</p> <p>Mandatory Part (MP) 4.4 of the Queensland Development Code (QDC) commenced on 1 September 2010 and applies to building work for the construction or renovation of a residential building in a designated transport noise corridor. MP4.4 seeks to ensure that the habitable rooms of Class 1, 2, 3 and 4 buildings located in a transport noise corridor are designed and constructed to reduce transport noise. Transport noise corridor means land designated under Chapter 8B of the <i>Building Act 1975</i> as a transport noise corridor.</p> <p>Information about transport noise corridors is available at State and Local Government offices. A free online search tool can be used to find out whether a property is located in a designated transport noise corridor. This tool is available at the Department of Infrastructure, Local Government and Planning website (http://www.dilgp.qld.gov.au/about-planning/spp-mapping-online-system.html) and allows searches on a registered lot number and/or property address to determine whether and how the QDC applies to the land.</p>



REEL PLANNING CQ
URBAN AND RURAL STRATEGIES

22 November 2017

Chief Executive Officer
Banana Shire Council
PO Box 412
BILOELA QLD 4715

Via Email: enquiries@banana.qld.gov.au

To whom it may concern,

RESPONSE TO INFORMATION REQUEST & NOTICE OF MINOR CHANGE – DEVELOPMENT APPLICATION MCU002-17/18

On behalf of the applicant, Panchek Pty Ltd, a response is provided herein to the item listed on Council's information request, dated 13 October 2017, for the abovementioned development application for material change of use for an Undefined Use (Integrated Caravan Park and Accommodation Village) at 95 Dawson Highway, Moura.

This response is provided in accordance with Part 3, section 13.2(a) of the development assessment rules, as prescribed by section 68(1) of the *Planning Act 2016* (the Act). With this response, Part 3 – Information Request is complete and we will now proceed with the actions under Part 4 - Public Notification.

This correspondence also includes a notice of minor change to the abovementioned development application under section 52(1) and (3) of the Act. As a minor change, the development assessment process is not affected and public notification will proceed as above.

The minor change is not made in response to the information request or further advice provided by Council. Initiated by the applicant, the minor change relates to the replacement and re-arrangement of several units on the proposed site plan. For ease of reference, two new site plans are enclosed of existing and proposed development, as well as a separate legend, replacing the two site plans submitted as part of the original development application.

Should you have any queries regarding the information request response or the notice of minor change,

Yours sincerely,

Senior Planner
Reel Planning Pty Ltd
Encl.

RESPONSE TO INFORMATION REQUEST

1. Water and Sewer

The applicant is to provide an assessment of the existing capacity of the water supply and sewerage connections and its ability/capacity to accommodate and service the proposed development for 80 additional units.

Response

Section 5.3 in the planning report (page 17) submitted with the development application suitably addresses item 1 of the information request. For reference, this section is provided again below:

5.3 SERVICES, STORMWATER AND WASTE MANAGEMENT

The following arrangements will ensure the site is adequately serviced to support the development:

- The site's single reticulated water and sewer connection will be retained. It is requested that a condition be imposed for Stage 2 that requires an assessment of the existing connection capacity. Any upgrade that may be required will be submitted to Council for approval before the commencement of construction.

The request to condition the water/sewer connection capacity assessment is made following our involvement with the request for a negotiated decision notice (NDN) for the Applicant's most recent development approval MCU007-16/17 over the subject site. The NDN approves the expansion of the Moura Caravan Park by 80 units with proposed ancillary buildings for kitchen/dining and recreation. Council conditioned that the capacity of existing water/sewer connections to cater for this new development is assessed prior to the commencement of the use. This was an original condition and not subject to negotiation as part of the NDN.

The application before Council (MCU002-17/18) proposes an identical scale and intensity of development (i.e. expansion of 80 additional units with ancillary buildings for kitchen/dining and recreation). It is therefore reasonably expected that the connection capacity assessment can be similarly conditioned to MCU007-16/17, as originally requested by our planning report.

Further, the NDN for MCU007-16/17 was a code assessable application. This application is impact assessable and therefore subject to third party appeal rights. It is considered a premature undertaking to assess the connection capacity given the higher level of risk that this application carries.

NOTICE OF MINOR CHANGE

Attached please find an updated existing site plan, updated proposed site plan and a new legend, which replace the two original site plans submitted with the development application (Table D updated from section 5.0 of planning report):

Table D – Development Plans			
Plan title & Drawing Number	Prepared by	Revision	Date
Existing Site Plan SP-001	Design & Architecture	2	29 August 2017
Site Plan of Existing Development SP-001			17 November 2017
Proposed Site Plan SP-002	Design & Architecture	2	29 August 2017
Proposed Site Plan SP-002			17 November 2017
Legend SP-003	Design & Architecture	2	17 November 2017
Concept Plan – Option 2 DA 0.02*	Lightwave Architectural	P04	19 January 2012
Type 316 – Elevations – Option 2 DA 2.01	Lightwave Architectural	P04	19 January 2012
Type 316 – Floor Plan – Option 2 DA 1.01	Lightwave Architectural	P04	19 January 2012

The minor change relates to the currently developed part of the Moura Caravan Park only, and not the proposed expansion area over the balance of the site.

The proposed site plan has been changed following private building certifier advice that requires the replacement of six existing caravan park units (coloured yellow on SP-001). These units will be replaced as follows:

- Using units E43, E44 and E45. On the original plans, these units were to be moved off-site following replacement by the proposed ancillary recreation building in the southern part of the site. These units will now remain on-site, replacing three of the six units to be removed; and
- Using three new units (coloured pink on SP-002). These new units will be moved on-site to replace the balance of the six units to be removed. The three new units will be sited in the northern part of the existing park.

Please note: This replacement/re-arrangement of units will only occur once the six units have been removed from the site, to ensure that the number of units on SP-002 remains at 96.

Other existing units (M1-M12, E1-E2, E34-E42 and E57) and a BBQ area have also been re-located internally for reasons relating to functionality and amenity.

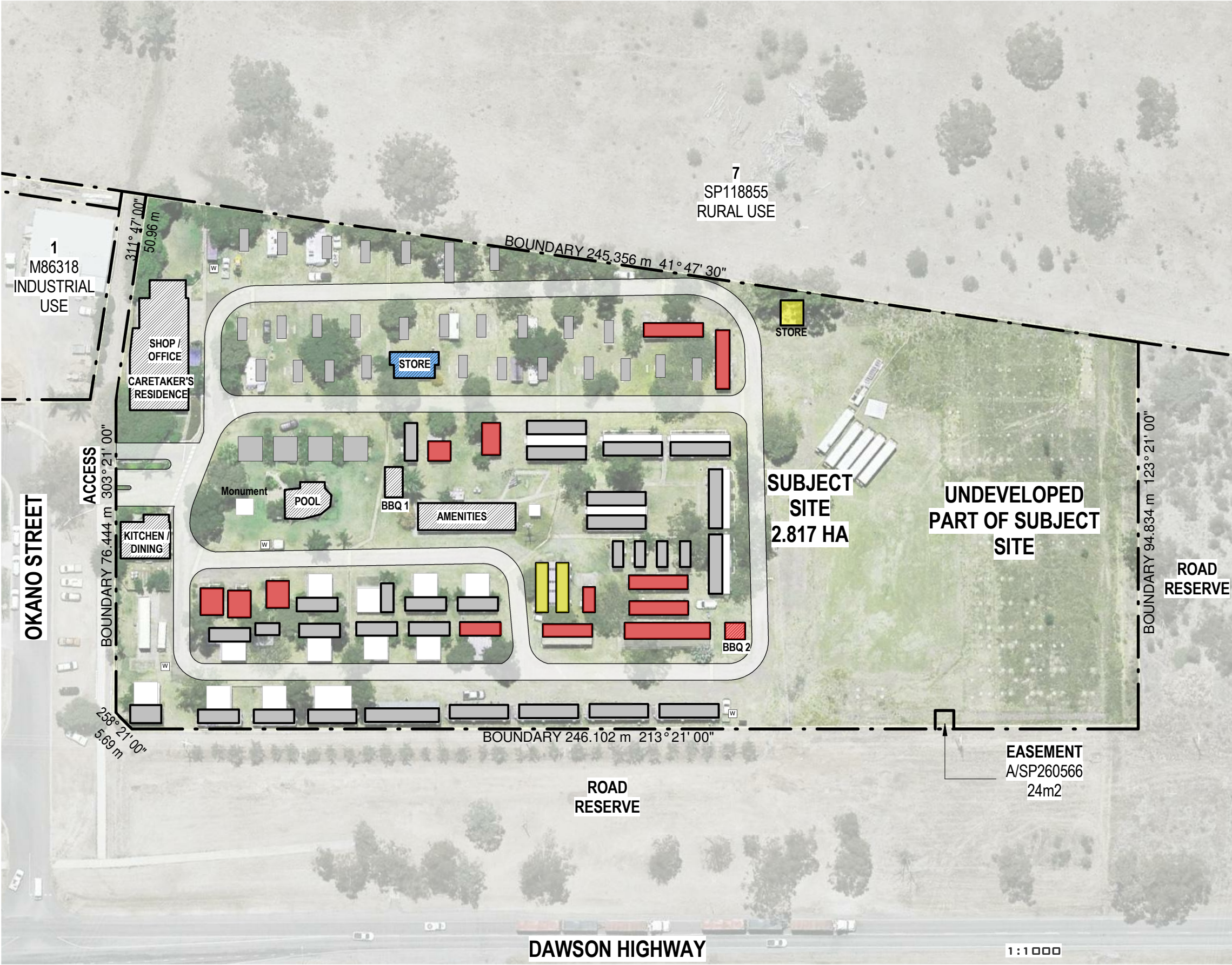
In terms of visual changes to the plans, SP-001 now includes a legend that colour codes the units to be relocated internally, and units to be demolished or removed from the site. The main change to SP-002 shows the final position of units in the existing park area, including those for re-location, as well as the three new units that will replace half of the six units to be moved off-site. To reiterate, the final number of units on SP-002 in the existing park area remains the same at 96 existing units and 32 existing caravan sites. The new plan SP-003 is for the purpose of a legend for interpreting SP-002.

The extent of the change mentioned above is consistent with the definition of a minor change, as demonstrated in the table below.

Assessment of Minor Change definition	
Minor Change as defined under Schedule 2 of the Act	Assessment of change to application as a minor change
minor change means a change that— (a) for a development application—	
(i) does not result in substantially different development	<p>The change relates to the replacement of six units that must be removed from the site based on private building certifier advice. To replace the six units, three new units will be moved on-site and E43-45 will be re-located once replaced by the proposed ancillary recreation building. Other units and the BBQ area will also be re-located internally to improve the amenity and functionality of the site's layout of existing accommodation and communal facilities.</p> <p>Under Schedule 1 of the DA Rules, this change does not constitute substantially different development, as follows:</p> <ol style="list-style-type: none"> The replacement and re-arrangement of units does not result in the introduction of a new use. The proposed use is still for an integrated caravan park and accommodation village (which includes the 96 units in the developed park area). The application does not apply to new land. The change is occurring in the developed park area on Lot 10 SP210594, which is the land the application was originally lodged over. The amended unit layout retains the same small-scale appearance of the units and does not result in dramatic changes to bulk and appearance of built form as the number of units in the developed park area at 96 units is remaining the same. The amended unit layout will continue to operate as intended for accommodation purposes. No integral component of the development will be removed as the number of units in the developed park area at 96 units will remain the same. As the number of units will remain the same, there will be no additional impacts to traffic flows or the transport network. The capacity of units in this area will remain the same and therefore vehicle generation rates will remain the same. The amended unit layout is occurring in the developed park area and will not result in

Assessment of Minor Change definition	
Minor Change as defined under Schedule 2 of the Act	Assessment of change to application as a minor change
	<p>new or exacerbated impacts.</p> <p>h) The change does not relate to an incentive or offset component for the development.</p> <p>i) The number of units is remaining the same in the developed park area and will therefore not impact on infrastructure provisions.</p>
(ii) if the application, including the change, were made when the change is made—would not cause—	
(A) the inclusion of prohibited development in the application; or	The amended unit layout will not result in the inclusion of prohibited development as set out under the Planning Regulation 2017. The use will continue to be for an Integrated Caravan Park and Accommodation Village.
(B) referral to a referral agency if there were no referral agencies for the development application; or	There were referral agencies for the application. The amended unit layout will not result in referral to a new referral agency.
(C) referral to extra referral agencies; or	The amended unit layout will not result in referral to extra referral agencies.
(D) a referral agency to assess the application against, or have regard to, matters prescribed by regulation under section 55 (2), other than matters the referral agency must have assessed the application against, or have had regard to, when the application was made; or	The amended unit layout will not change the extent of matters that the applicable referral agencies must assess or have regard to in assessing the application.
(E) public notification if public notification was not required for the development application	The application is impact assessable and requires public notification. The change will not vary the category of assessment.

In summary, based on the assessment provided in the table above, the proposed change is a minor change as per the DA Rules and the Act. Due to the nature of the changes, a new DA Form and additional application fees are not required. Pursuant to section 25.1 of the DA Rules, it is expected that the assessment manager will proceed with notifying the applicable referral agencies of this minor change, including advice that the development assessment process will continue unaffected.



EXISTING DEVELOPMENT LEGEND	
EXISTING ROAD	<div></div>
EXISTING UNITS	<div></div>
EXISTING CARAVAN SITES	<div></div>
EXISTING COMMON AREAS	<div></div>
EXISTING SKIP BINS	<div>W</div>
UNITS TO BE RELOCATED	<div></div>
UNITS TO BE DEMOLISHED	<div></div>
UNITS TO BE REMOVED FROM SITE	<div></div>

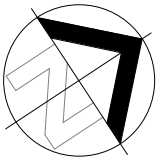
ENTIRE SITE (UNITS + SITES)	
NUMBER OF CARAVAN PARK SITES	32
NUMBER OF UNITS	99

GENERAL NOTE:

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

drawing title:
SITE PLAN OF EXISTING
DEVELOPMENT

drawing no: SP-001



project:
INTEGRATED CARAVAN PARK +
ACCOMMODATION VILLAGE

location:
95 DAWSON HIGHWAY, MOURA,
QUEENSLAND, 4718
LOT 10 SP210594

client:
PANCHEK PTY LTD

REVISION	DESCRIPTION	DATE
1	PRELIMINARY	23-10-17
2	PRELIMINARY	17-11-17

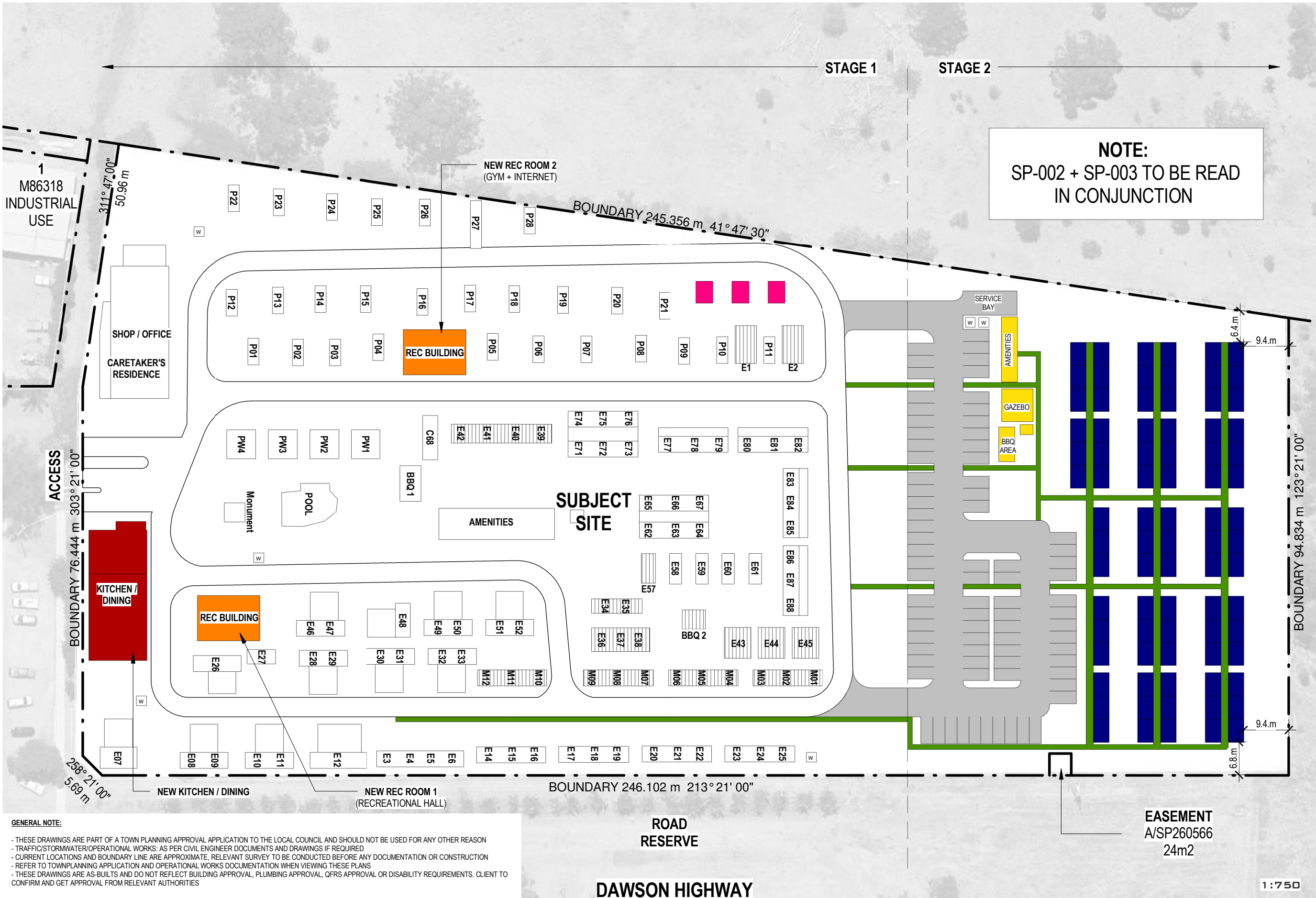
PRELIMINARY SKETCH PLANS:
If the drawings are labelled and issued 'preliminary', below, they are not suitable for Building Application, tender or construction purposes!
The intent of preliminary sketch plans are only for presenting the concept for the specific project to the client as nominated in the title sheet.







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NEVER SCALE OF DRAWINGS, IF IN DOUBT, ASK!

ISSUED FOR PRELIMINARY		
project no:	scale As indicated	rev
RP-034	date NOV 17 drawn CC	2



STAGE 1	
PROPOSED KITCHEN / DINING	
PROPOSED REC. BUILDINGS (REPLACES 3 UNITS + STORE)	
EXISTING DEVELOPMENT (32 CARAVAN SITES + 96 UNITS + COMMUNAL FACILITIES)	
EXISTING SKIP BINS	
EXISTING UNITS RELOCATED	
NEW UNITS (REPLACE CONDEMNED UNITS)	

STAGE 2	
PROPOSED ROAD	
PROPOSED UNITS	
PROPOSED COMMON AREAS	
PROPOSED PEDESTRIAN PATHS	
NEW SKIP BINS (2)	

STAGE 2	AREA SCHEDULE	sqm
NUMBER OF NEW UNITS	80 (27 BUILDINGS)	
BUILDING HEIGHT OF NEW UNITS	3.15m	
FLOOR AREA OF EACH UNIT	15.84m2	
ROOFED DECK AREA PER UNIT	1.96m2	
NO. NEW CAR PARKS (INCLUDED 2 DISABLED CAR PARKS)	80	
TOTAL OPEN SPACE/ LANDSCAPING (FOR STAGE 2 ONLY)	3860m2 48%	

ENTIRE SITE (UNITS + SITES)	
TOTAL NUMBER OF CARAVAN SITES	32
TOTAL NUMBER OF UNITS	176

NOTE:
SP-002 + SP-003 TO BE READ
IN CONJUNCTION

drawing title:
LEGEND

drawing no: **SP-003**

project: INTEGRATED CARAVAN PARK + ACCOMMODATION VILLAGE		A3 DRAWING NOTED SCALES RELATE TO A3 DRAWINGS		REVISIONS REVISION 2 DESCRIPTION PRELIMINARY DATE 17-11-17		PRELIMINARY SKETCH PLANS: If the drawings are labelled and issued 'preliminary', below, they are not suitable for Building Application, tender or construction purposes! The intent of preliminary sketch plans are only for presenting the concept for the specific project to the client as nominated in the title sheet. COPYRIGHT & LIABILITY: These drawings, concepts and designs are copyrighted and the property of designandarchitecture and not to be used for any other reason without the consent or permission of designandarchitecture PTY.LTD. (ACN 167 978 832) design+architecture accept no responsibility for the accuracy, completeness of electronically transferred documents. NEVER SCALE OF DRAWINGS, IF IN DOUBT, ASK!		ISSUED FOR PRELIMINARY		
location: 95 DAWSON HIGHWAY, MOURA, QUEENSLAND, 4718 LOT 10 SP210594		client: PANCHEK PTY LTD				project no: RP-034		scale 1 : 100 date NOV 17 drawn CC	rev 2	

13 December 2017

Chief Executive Officer
Banana Shire Council
PO Box 412
BILOELA QLD 4715

Dear Sir/Madam

Submission (objection) in respect of the proposed development for a Material Change of Use (Development Permit) for an Undefined Use (Integrated Caravan Park and Accommodation Village) over 95 Dawson Highway, Moura described as lot 10 on SP210594.

Council Reference: MCU002-1718

Pursuant to Section 53 of the *Planning Act 2016* (PA), I hereby lodge a submission to the development application (the proposal) received by Banana Shire Council on the 29th of August 2017 over the above-mentioned property (the site). The development application was lodged by *Reel Planning CQ*.

We are writing to Council as a concerned member of the Banana Shire. We firmly believe that the proposed development at 95 Dawson Highway, Moura should not be supported by Council in its current form given the nature (and vagueness) of the proposed use and the reasonable expectations of the community. The proposal represents an undefined use, however upon review of the material available online the proposal can clearly constitute uses that are defined by the Banana Shire Scheme, and to ensure complete transparency must be amended to align with the scheme.

We are not opposed to the economic development of the Banana Shire when good design outcomes benefitting both the applicant and greater community may be achieved, however this proposal represents an unorthodox approach under the Planning Act, Queensland Planning Provisions and the Scheme.

The purpose of the development application process in concert with correctly defined land uses within planning scheme is to:

- 1: Assess the development against relevant state and local planning instruments to ensure a proposal both demonstrates beneficial value to the surrounding community whilst mitigating potential negative effects; and
- 2: Ensuring incompatible land use scenarios are avoided;

Allowing the application to proceed in its current form could facilitate irreversible detriments to the amenity of the surrounding community with no real opportunities for recourse as the applicant could demonstrate that operations are being undertaken *generally in accordance* with their issued approval. We note that as the relevant use has not been correctly nominated with the submitted DA Form 1 the application technically is not properly made. The application must therefore be reverted to the confirmation stage and be resubmitted in accordance with properly made requirements.

Undefined Use

Part 2 of the Banana Shire Planning Scheme "The Scheme" defines Use and Use Class Definitions. We note that the phrase "undefined use" has no set definition under the Banana Shire Planning Scheme.

In consideration of the current Scheme it is reasonable to apply updated provisions adopted by the State. One of the updates is the **Queensland Planning Provisions (QPP)**. The purpose of the QPP is to provide a clear and consistent framework for planning schemes in Queensland.

We have reviewed the QPP and note that version 4.0 included the following amendment under *Module A – Planning Scheme Components*:

Undefined Use

*Any use not listed in Table ____ is an undefined use. NOTE: **Development comprising a combination of defined uses is not considered to be an undefined use***

*(As seen in: **Rockhampton Planning Scheme, Brisbane City Plan 2014, Townsville City Plan**)*

Common amongst these planning schemes is the position that an integrated application which involves the interconnection of several defined uses does **not** represent an undefined use. We note that the proposed development adequately meets the definitions set out under the Banana Shire Planning Scheme for Worker's Accommodation and a Caravan Park and does not warrant the use of the phrase undefined use. Reviewing the application submitted by Reel Planning, it has been deduced this use has been proposed to allow for a range of visitors (workers / tourists / residents) to occupy all areas of the site in accordance with demand. Thereby allowing the applicant to lease any dwelling on site to any visitor at any time. This level of autonomy, stemming from the approval of an "undefined use" could allow the site to leased entirety to mining crews, create a large-scale worker's accommodation camp without an appropriate approval to do so.

This being the case, we are asking that Council review the proposal and request the following changes to the application:

- Define the proposed uses in accordance with the definitions set out in the Banana Shire Planning Scheme 2005, namely Worker's Accommodation and Caravan Park;
- Restart the Confirmation Period and begin the assessment of the now properly made application again;
- Condition the approval to facilitate appropriate fluidity between uses.

These aspects of the application if not addressed may have irreversible impacts to the amenity levels of the surrounding community. Additionally, the notion of applying for an "undefined use", we feel reflects an ambiguous and improper proposal.

Multiple Uses

The development application process does not prohibit multiple uses being approved associated with a proposal. In this instance the proposed uses are Caravan Park and Worker's Accommodation which are outlined below.

Caravan Park:

"Caravan park" means any combination of the parking of caravans or relocatable homes, camping or the pitching of tents, or the use of cabins with a maximum total use area of 80m² for each cabin, whether for the travelling public or long-term residents. The term includes any **manager's office or residence, shop, amenity buildings and recreational and entertainment facilities which cater exclusively for the occupants of the caravan park.**

Worker's Accommodation:

"Worker's accommodation" means any premises used for the purpose of providing accommodation to workers associated with major developments. It includes ancillary uses such as kitchen, dining hall, amenity buildings, and recreation and parking facilities, which cater exclusively for the residents of the worker's accommodation. The term does not include accommodation building, **caravan park**, community purposes, or multiple dwelling.

Furthermore, when uses are vague the "best fit test" generally applies. The P&E Court has often referenced such tests where there are two or more defined uses proposed.

The starting point for an application is the appropriate use or uses being applied for. In this instance the proposed uses are Caravan Park and Worker's Accommodation. The definitions are not ambiguous and adopt a literal approach that does not produce any absurdity or anomaly. The current application within Council for "Integrated Caravan Park and Accommodation Village", in our opinion such a construction is likely to produce an absurdity or anomaly by artificially treating two defined uses as one undefined use. This is conflict with the Scheme and the QPP.

As outlined in the Planning Report, we are not disputing that a single use may restrict the types of accommodation uses or the range of people to occupy the site. However, a multiple uses application can address that matter with an appropriate application. It is not our position or role on how the application is constructed to facilitate multiple uses however this an appropriate planning process, whilst an undefined use is not.

Inconsistency with the relevant zone

The proposal has been assessed against the Overall Outcomes of both the Town Zone Code and the Tourism Precinct. We note the following extract from the planning report prepared by Reel Planning CQ:

Overall Outcomes

"(A) Land within the precinct is predominantly used for purposes associated with tourism and uses such as caravan parks, indoor entertainment, motels, food premises and hotels which serve the needs of the travelling public"

Response:

*The proposed land use as an "Integrated Caravan Park and Accommodation Village" and the design of the development **can be** predominantly used for purposes associated with tourism **if there is demand**. The undefined use encompasses the existing caravan park, with specific reference to accommodation for the traveling public, which is consistent with the examples provided in (A). The development will continue to serve the needs of the travelling public.*

The occupants of the park will be contingent on the level of demand associated with short term accommodation availabilities within Banana. The purpose of the undefined use application is to ensure that during tourist off seasons, the park can be leased to worker's from nearby major developments. Considerate of the other short-term accommodation opportunities within the surrounding catchment and the anticipated number of tourists who visit Banana the more than likely outcome is that the Integrated Caravan Park and Accommodation Village will be predominantly used as workers accommodation for the bulk of the year. It can be demonstrated that the designation of the proposal as an undefined use will allow scope for the development to predominantly operate a use not directly associated with tourism and thereby contradict the intent of the Tourism Precinct.

Conclusion

Based on the material reviewed associated with the application, it is our opinion the application is not properly made, and insufficient planning grounds can be established to justify an approval for an undefined use over the subject site, particularly one which includes scope to operate what would otherwise be an inconsistent land use.

We have not undertaken a formal review of the proposal development in any great detail as the focus of this submission revolves around the validity of the undefined use proposed. As such we reserve our right to review this during the course of the application or an appeal if required.