

# **MCU Leafgold Weir Road, Dimbulah**

## **Material Change of Use for Proposed Extraction of Fine Sand by PNQ on Lot 108 SP188692 and Lot 6 RP910469, Leafgold Weir Road, Dimbulah**

R78632/9369-11  
MCU Leafgold Weir Road,  
Dimbulah  
Final  
30 August 2019

## REPORT

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Owen Caddick-King



30 August 2019

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# 1 INTRODUCTION

RPS Australia East Pty Ltd has been engaged by Pioneer North Queensland Pty Ltd (the 'applicant') to seek a Material Change of Use (MCU) Development Approval to facilitate the proposed extraction of fine sand from land described as Lot 108 on SP188692 and Lot 6 on RP910469 located at Leafgold Weir Road, Dimbulah. The subject land has an overall area of 88.98 hectares and the area where sand extraction is proposed relates to part of each lot, an area of approximately 24.1ha, generally adjoining the eastern frontage of Leafgold Weir Road, as per RPS Drawing No.PR143442-2 Issue A (refer to **Annexure A**).

The proposed sand extraction is prescribed as an Environmentally Relevant Activity (ERA) in accordance with Schedule 2 of the *Environmental Protection Regulation 2008*. Given that the proposed sand extraction operation is intended to extract and process not more than 100,000 tonne of material per year, the ERA's proposed for the site are as follows:

- ERA 16 2(a) Extracting more than 5,000t but less than 100,000t of material per year; and
- ERA 16 3(a) Screening more than 5,000t but less than 100,000t of material per year.

Given the scale of the proposed extraction activity, the proposed activity does not constitute a Concurrence ERA. A concurrent application for an Environmental Authority has been submitted to the Department of Environment and Science (DES) for the proposed sand extraction and screening operations and potential environmental impacts will be managed in accordance with the Environmental Authority, once issued by DES and the Environmental Management Plan (EMP) that is in the process of being reviewed and approved by DES as part of the Environmental Authority approval process.

The proposal is appropriately located the rural area with direct access to a State Controlled Road and is compliant with Council's Planning Scheme requirements.

To facilitate Council's assessment of the proposal, the completed DA Form 1 and owners consent is provided for reference in **Annexure B** and this report provides further details in respect of the proposal and addresses assessment requirements relevant to the proposal.

## 2 THE SITE

The subject land is described as Lot 108 on SP188692 and Lot 6 on RP910469 which fronts Leafgold Weir Road and the Burke Developmental Road approximately 5.5km west of Dimbulah. The subject land has an overall area of 88.98 hectares and the area where sand extraction is proposed relates to part of each lot, an area of approximately 24.1ha, generally adjoining the eastern frontage of Leafgold Weir Road, as per RPS Drawing No.PR143442-2 Issue A(refer to **Annexure A**).

The site is located in the Planning Scheme's Rural Zone and is generally surrounded by cropping activities. Sensitive receptors (residences) on adjoining land are relatively distant from the area proposed for sand extraction. The closest residence on adjoining land is located approximately 110m north of the extraction area on the opposite side of the Burke Developmental Road, other residences located on adjoining land are located 250+ metres from the area proposed for sand extraction.

The area proposed for sand extraction gently slopes to the north and a Green Waterway which is also identified as an Unmapped Water Feature (pursuant to Water Act) passes through the proposed extraction area generally in a northerly direction from the intersection of Leafgold Weir Road and Burke Developmental Road. A determination will be sought from the Department of Natural Resources, Mines and Energy (DNRM&E) whether the Unmapped Water Feature is or is not a watercourse pursuant to the Water Act post the MCU Development Application process.

### 3 THE PROPOSAL

The proposal relates to the extraction and screening of fine sand from the subject land. The proposed sand extraction operation is intended to extract not more than 100,000 tonne of material per year. No buildings/improvements are proposed as part of the sand extraction proposal.

The area where sand extraction is proposed relates to an area of approximately 24.1ha generally adjoining the eastern frontage of Leafgold Weir Road, as per RPS Drawing No.PR143442-2 Issue A (refer to **Annexure A**). An existing farm access from Leafgold Weir Road is to be used as the haul access. The sand extraction operation is to be established on the northern portion of the subject land and over a period of 2-3 years, move into the southern portion of the site.

The sand extraction operation and associated haul access is to maintain a minimum separation distance of 10 metres from the area mapped as Regulated Vegetation.

Dependant on the outcome of the determination to be sought from DNRM&E, whether the Unmapped Water Feature is or is not a watercourse pursuant to the Water Act, the Unmapped Water Feature may or may not be excluded from the sand extraction operations. If the Unmapped Water Feature is deemed to be a watercourse, sand extraction shall maintain a minimum separation distance of 10 metres from the centreline of the watercourse. If the Unmapped Water Feature is deemed not to be a watercourse, sand extraction operations within the location of the Green Waterway will be undertaken in accordance with the applicable Accepted Development Code.

The sand extraction operation will include the removal and storage of topsoil in earthen bunds, extraction of the sand resource, and screening of the material into stockpiles prior to haulage off-site via Leafgold Weir Road and the Burke developmental Road. Sand extraction will commence in the lower parts of the site where a sediment retention pond is to be established and progress upslope. Where possible, the sand extraction void is to be established as a farm water supply dam and the topsoil shall be re-spread on areas outside of the water supply dam area to promote rehabilitation.

The sand extraction proposal, intended to extract not more than 100,000 tonne of material per year, does not constitute a Concurrence ERA. An application has been made to the Department of Environment and Science (DES) for a Site Specific Environmental Authority over the subject land, for the following:

- ERA 16 2(a) extracting, other than by dredging, in a year, 5,000t to 100,000t of material; and
- ERA 16 3(a) screening, in a year, 5,000t to 100,000t of material.

Potential environmental impacts associated with the proposed extraction and screening activity shall be managed in accordance with the conditions of an Environmental Authority to be issued by DES and the Environmental Management Plan that is to be reviewed and approved by DES as part of the Environmental Authority approval process.

To facilitate the commencement of sand extraction operations, the extraction and processing of up to 5,000 tonne of material per year may be established on the site, prior to the issue of the Environmental Authority. The initial extraction pit/s are anticipated to form the sediment retention ponds in the larger scale sand extraction operation.

## 4 LEGISLATIVE REQUIREMENTS

### 4.1 Assessment Manager

In accordance with Schedule 8 of the Planning Regulation 2017, the assessment manager for this application is Mareeba Shire Council.

### 4.2 Categories of Assessment

The table below summarises the categorising instruments and categories of assessment applicable to this application.

Aspect of development	Categorising instrument	Category of assessment
Development Permit for Material Change of Use	<i>Mareeba Shire Planning Scheme – Alignment Amendment 2017</i>	Impact

### 4.3 Referral Agencies

A review of Schedule 10 of the *Planning Regulation 2017* indicates that referral is triggered by the proposed development, the following referrals apply:

#### Schedule 10:

Part	Division	Table	Referral trigger (Item 1)	Referral agency
Part 9 – Infrastructure related referrals	Division 4 – State transport infrastructure	Table 1 – Aspect of development stated in Schedule 20	Development application for an aspect of development stated in schedule 20 that is assessable development under a local categorising instrument	The Chief Executive (SARA)
Part 9 – Infrastructure related referrals	Division 4 – State transport infrastructure	Table 4 – MCU near a State transport corridor	Premises fronts a State Controlled Road	The Chief Executive (SARA)

## 5 STATUTORY PLANNING ASSESSMENT

### 5.1 State and Regional Assessment Benchmarks

#### 5.1.1 Regional Plan

In accordance with Section 30(2)(a)(i) of the *Planning Regulation 2017*, a review of the proposal against the assessment benchmarks stated in the Far North Queensland Regional Plan 2009-2031 is required. However, in respect of this matter, it is noted that Section 2.2 of the Planning Scheme indicates that, *“The Minister has identified that the planning scheme, specifically the strategic framework, appropriately advances the Far North Queensland Regional Plan 2009-2031, as it applies in the planning scheme area.”* Therefore, compliance with the relevant provisions of the Planning Scheme will adequately address the assessment benchmarks stated in the Regional Plan.

#### 5.1.2 State Planning Policy

As outlined in Part 2 of the Mareeba Shire Council Planning Scheme – Alignment Amendment 2017, all aspects of the April 2016 State Planning Policy (SPP) relevant to the Mareeba Shire Council have been integrated into Council’s current Planning Scheme. The current SPP, dated July 2017, is not known to include any amendments likely to be of relevance to the sand extraction proposal. Therefore, compliance with the relevant provisions of the Planning Scheme is understood to adequately address the assessment benchmarks stated in the SPP.

#### 5.1.3 State Development Assessment Provisions

Referral to the State Assessment and Referral Agency (SARA) is required in response to the volume of sand to be extracted and that the land is located immediately adjacent to a state controlled road, Burke Developmental Road.

An assessment against the applicable State Codes is provided for reference in **Annexure C**. As indicated in the Code assessment, haul traffic generated by the proposal is only expected add limited haul access movements to the intersection of Leafgold Weir Road and Burke Developmental Road which is already of a standard to accommodate a much higher rate of sugar cane haul traffic during the harvesting season and in terms of impact on the state controlled network, the subject proposal will re-place PNQ haul traffic accessing Mareeba-Dimbulah Road from North Walsh Road. In addition, the subject land slopes away from the site which will limit the potential for off-site impact on the state controlled road.

Regulated Vegetation Mapping relates to the land however, the proposed sand extraction operation does not propose any buildings or structures that would require the provision of a fire hazard/safety buffer and the sand extraction operations (including haul access) are to be separated from the mapped area of Regulated Vegetation by a minimum separation distance of 10 metres. Therefore, referral and assessment is not required in respect of native vegetation clearing matters.

### 5.2 Local Authority Assessment Benchmarks

This application is to be assessed against the current Mareeba Shire Planning Scheme – Alignment Amendment 2017. The assessment benchmarks applicable under the Planning Scheme are addressed below.

#### 5.2.1 Zone

The Planning Scheme includes the subject land within the Rural Zone where the proposed operation of a sand extraction and screening facility, is Impact Assessable Development where it is not the expansion of an existing facility. The intent of the Rural Zone is to provide opportunities for non-rural uses that are compatible with agricultural production, including extractive industries, provided environmental impacts and land-use conflicts are minimised.

### 5.2.2 Codes

The Planning Scheme Codes applicable to the proposal are identified below:

- Rural Zone Code;
- Agricultural Land Overlay Code;
- Environmental Significance – Waterways Overlay Code;
- Extractive Resources Overlay Code;
- Industrial Activities Code;
- Landscaping Code;
- Parking and Access Code;
- Works Services and Infrastructure Code.

A review of the applicable Codes has been completed and the following commentary is provided in respect of the proposal's compliance each Code:

#### **Rural Zone Code**

Most of the Rural Zone Code provisions relate to building development and are not applicable to the extractive industry proposal. The Code provisions that are applicable seek to ensure that development does not detract from the local amenity and that development ameliorates any negative impacts arising from the development and in respect of those provisions, it is noted that;

- 1) The extraction activities and rehabilitation will be staged which will limit visual amenity impacts;
- 2) Extractive industry activities are common within the general locality and as such comprise part of the rural landscape; and
- 3) Any adverse impacts related to the extractive industry activity will be addressed in accordance with the Environmental Authority and the site's Environmental Management Plan.

#### **Agricultural Land Overlay Code**

The Code provisions applicable to the proposal seek to ensure that development does not conflict with existing agricultural production and does not alienate land from agricultural production. In respect of these matters, it is noted that the sand extraction proposal is compatible with the existing agricultural uses in the locality and the longer term intent is to return the land to agricultural production or alternately establish the extraction void (or part thereof) as a water supply dam for agricultural activities.

#### **Regional Infrastructure Corridors and Substations Overlay Code**

In respect of this Code, it is noted that the Burke Developmental Road is mapped as a Stock Route and in regard to the applicable Code provisions, it is noted that the sand extraction proposal would be compatible with the use of the stock route and no additional access is proposed into the stock route and existing fencing of the stock route is adequate to prevent stock access.

#### **Industrial Activities Code**

With regard to the Industrial Activities Code, the following commentary is provided in respect of the Code's provisions;

- 1) The site is of a suitable size to appropriately accommodate all aspects of the sand extraction proposal;
- 2) The rural property is fenced in a manner that is considered suitable to provide for public safety, particularly given the reasonably remote location;

- 3) The closest residence on adjoining land is located approximately 110m north of the extraction area on the opposite side of the Burke Developmental Road which is the opposite direction of prevailing breezes. Other residences located on adjoining land are located 250+ metres from the area proposed for sand extraction. The location of sensitive receptors is expected to allow for the adequate management of potential nuisance impacts in accordance with the conditions of an Environmental Authority to be issued by the Department of Environment (DES) and Science and the Environmental Management Plan that is to be reviewed and approved by DES as part of the Environmental Authority approval process.

Given the reasonably remote location, a separation of 200m from the property boundaries is not considered warranted. Processing and stockpiling activities can be located more than 200m from Leafgold Weir Road and the Burke Developmental Road and the site's northern boundary however it is considered that sand extraction could be undertaken up to 10m from external property boundaries; and

- 4) Management of potential environmental impacts and rehabilitation of the land will be undertaken in accordance with the Environmental Management Plan (EMP) and associated Environmental Authority which is in the process of being sought from DES.

### **Landscaping Code**

While this Code is identified as an applicable Code, it is suggested that they are not particularly relevant to the extractive industry proposal that is located within a reasonably remote location in the Rural Zone.

### **Parking and Access Code**

If required, the proposed haul access to Leafgold Weir Road will be upgraded to meet the vehicle crossover requirements in accordance with FNQROC Regional Development Manual.

### **Works Services and Infrastructure Code**

With respect to the Works Services and Infrastructure Code, the following commentary details compliance with the applicable code provisions:

- 1) Excavated areas associated with the sand extraction operation will be progressively rehabilitated in accordance with the EMP;
- 2) The EMP provides detailed provisions for the management of water quality discharge from the site through an erosion and sediment control plan, inclusive of monitoring and maintenance requirements; and
- 3) The EMP provides detailed provisions for the mitigation of potential air quality impacts associated with the proposed extraction and screening operations, inclusive of monitoring requirements.

## 6 CONCLUSION

This town planning report supports a development application made on behalf of Pioneer North Queensland Pty Ltd to Mareeba Shire Council for a Material Change of Use for operation of an extractive industry, the extraction and processing of not more than 100,000 tonne of fine sand from land described as Lot 108 on SP188692 and Lot 6 on RP910469 located at Leafgold Weir Road, Dimbulah.

The proposal seeks Development Approval to facilitate the operation of sand extraction and screening activities from an area of approximately 24.1ha as per RPS Drawing No.PR143442-2 Issue A (refer to **Annexure A**).

The report has demonstrated the proposal's consistency with the intent and code requirements of Council's Planning Scheme, details that the subject site is appropriately located within a rural location and has provided appropriate justification for aspects of the proposed development in relation to the Planning Scheme.

In summary, we submit that the proposed development is unlikely to have any significant impacts upon infrastructure, environment or community that cannot be adequately addressed through the imposition of reasonable and relevant conditions. We therefor commend the development for Council's approval.

## **Annexure A**

Proposal Plan - RPS Drawing No PR143442-2 Issue A



## **Annexure B**

Completed DA Form 1 and Owners Consent

# DA Form 1 – Development application details

**Approved form (version 1.1 effective 22 JUNE 2018) 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 (i.e. material change of use, operational work or reconfiguring a lot)**, 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) <i>(individual or company full name)</i>	Pioneer North Queensland Pty Ltd c/- RPS Australia East Pty Ltd
Contact name <i>(only applicable for companies)</i>	Owen Caddick-King, RPS Australia East Pty Ltd
Postal address <i>(P.O. Box or street address)</i>	PO Box 1949
Suburb	Cairns
State	Queensland
Postcode	4870
Country	Australia
Contact number	(07) 4276 1027
Email address <i>(non-mandatory)</i>	Owen.caddick-king@rpsgroup.com.au
Mobile number <i>(non-mandatory)</i>	
Fax number <i>(non-mandatory)</i>	
Applicant's reference number(s) <i>(if applicable)</i>	9369-11

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
			Leafgold Weir Road	Dimbulah
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
	4880	108	SP188692	Mareeba Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
			Leafgold Weir Road	Dimbulah
	Postcode	Lot No.	Plan Type and Number (e.g. RP, SP)	Local Government Area(s)
		6	RP910469	Mareeba Shire Council

#### 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

☐ In or adjacent to a water body or watercourse or in or above an aquifer

Name of water body, watercourse or aquifer:

☐ On strategic port land under the *Transport Infrastructure Act 1994*

Lot on plan description of strategic port land:

Name of port authority for the lot:

☐ In a tidal area

Name of local government for the tidal area (if applicable):

Name of port authority for tidal area (if applicable):

☐ On airport land under the *Airport Assets (Restructuring and Disposal) Act 2008*

Name of airport:

☐ Listed on the Environmental Management Register (EMR) under the *Environmental Protection Act 1994*

EMR site identification:	
<input type="checkbox"/> Listed on the Contaminated Land Register (CLR) under the <i>Environmental Protection Act 1994</i>	
CLR site identification:	

<b>5) Are there any existing easements over the premises?</b> <i>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 <a href="#">DA Forms Guide</a>.</i>
<input type="checkbox"/> Yes – All easement locations, types and dimensions are included in plans submitted with this development application <input checked="" type="checkbox"/> No

## PART 3 – DEVELOPMENT DETAILS

### Section 1 – Aspects of development

<b>6.1) Provide details about the first development aspect</b>
<b>a) What is the type of development? (tick only one box)</b> <input checked="" type="checkbox"/> Material change of use <input type="checkbox"/> Reconfiguring a lot <input type="checkbox"/> Operational work <input type="checkbox"/> Building work
<b>b) What is the approval type? (tick only one box)</b> <input checked="" type="checkbox"/> Development permit <input type="checkbox"/> Preliminary approval <input type="checkbox"/> Preliminary approval that includes a variation approval
<b>c) What is the level of assessment?</b> <input type="checkbox"/> Code assessment <input checked="" type="checkbox"/> Impact assessment (requires public notification)
<b>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):</b> Material change of use for an Extractive Industry including the extraction and processing of sand at a scale of not greater than 100,000t of material per year.
<b>e) Relevant plans</b> <i>Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see <a href="#">DA Forms guide: Relevant plans</a>.</i> <input checked="" type="checkbox"/> Relevant plans of the proposed development are attached to the development application
<b>6.2) Provide details about the second development aspect</b>
<b>a) What is the type of development? (tick only one box)</b> <input type="checkbox"/> Material change of use <input type="checkbox"/> Reconfiguring a lot <input type="checkbox"/> Operational work <input type="checkbox"/> Building work
<b>b) What is the approval type? (tick only one box)</b> <input type="checkbox"/> Development permit <input type="checkbox"/> Preliminary approval <input type="checkbox"/> Preliminary approval that includes a variation approval
<b>c) What is the level of assessment?</b> <input type="checkbox"/> Code assessment <input type="checkbox"/> Impact assessment (requires public notification)
<b>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):</b>  
<b>e) Relevant plans</b> <i>Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see <a href="#">DA Forms Guide: Relevant plans</a>.</i> <input type="checkbox"/> Relevant plans of the proposed development are attached to the development application
<b>6.3) Additional aspects of development</b>
<input type="checkbox"/> 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 <sup>2</sup> ) (if applicable)
Proposed Extractive Industry including the extraction and processing of sand at a scale of not greater than 100,000t of material per year	Extractive Industry		

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

<input type="checkbox"/> Yes		
<input checked="" type="checkbox"/> 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?

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#### 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?

<input type="checkbox"/> Yes – provide additional details below	
<input type="checkbox"/> 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 <sup>2</sup> )	Lot on plan description	Area (m <sup>2</sup> )

12.2) What is the reason for the boundary realignment?

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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="width: 500px; height: 20px;"></table>		

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

<input type="checkbox"/> Yes – specify number of new lots:	
<input type="checkbox"/> No	

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

\$
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## PART 4 – ASSESSMENT MANAGER DETAILS

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

Mareeba Shire Council

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

<input type="checkbox"/> Yes – a copy of the decision notice is attached to this development application
<input type="checkbox"/> Local government is taken to have agreed to the superseded planning scheme request – relevant documents attached
<input checked="" type="checkbox"/> 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 – near a state-controlled road intersection
- ☐ On Brisbane core port land near a State transport corridor or future State transport corridor
- ☐ On Brisbane core port land – ERA
- ☐ On Brisbane core port land – tidal works or work in a coastal management district
- ☐ On Brisbane core port land – hazardous chemical facility
- ☐ On Brisbane core port land – taking or interfering with water
- ☐ On Brisbane core port land – referable dams
- ☐ On Brisbane core port land - fisheries
- ☐ Land within Port of Brisbane's port limits
- ☐ SEQ development area
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – tourist activity or sport and recreation activity
- ☐ 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 – urban activity
- ☐ SEQ regional landscape and rural production area or SEQ rural living area – combined use
- ☐ Tidal works or works in a coastal management district
- ☐ Reconfiguring a lot in a coastal management district or for a canal
- ☐ Erosion prone area 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 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 <b>chief executive of the distribution entity or transmission entity:</b> <input type="checkbox"/> Electricity infrastructure
Matters requiring referral to: <ul style="list-style-type: none"> <li>• The <b>Chief executive of the holder of the licence</b>, if not an individual</li> <li>• The <b>holder of the licence</b>, if the holder of the licence is an individual</li> </ul> <input type="checkbox"/> Oil and gas infrastructure
Matters requiring referral to the <b>Brisbane City Council:</b> <input type="checkbox"/> Brisbane core port land
Matters requiring referral to the <b>Minister under the <i>Transport Infrastructure Act 1994</i>:</b> <input type="checkbox"/> Brisbane core port land (inconsistent with Brisbane port LUP for transport reasons) <input type="checkbox"/> Strategic port land
Matters requiring referral to the <b>relevant port operator:</b> <input type="checkbox"/> Land within Port of Brisbane's port limits (below high-water mark)
Matters requiring referral to the <b>Chief Executive of the relevant port authority:</b> <input type="checkbox"/> Land within limits of another port (below high-water mark)
Matters requiring referral to the <b>Gold Coast Waterways Authority:</b> <input type="checkbox"/> Tidal works, or work in a coastal management district in Gold Coast waters
Matters requiring referral to the <b>Queensland Fire and Emergency Service:</b> <input type="checkbox"/> Tidal works marina ( <i>more than six vessel berths</i> )

<b>18) Has any referral agency provided a referral response for this development application?</b>		
<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

<b>19) Information request under Part 3 of the DA Rules</b>
<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 <b>Note:</b> By not agreeing to accept an information request I, the applicant, acknowledge: <ul style="list-style-type: none"> <li>• 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</li> <li>• Part 3 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.</li> </ul> Further advice about information requests is contained in the <a href="#">DA Forms Guide</a> .

## PART 7 – FURTHER DETAILS

20) Are there any associated development applications or current approvals? (e.g. a preliminary approval)			
<input type="checkbox"/> Yes – provide details below or include details in a schedule to this development application <input checked="" type="checkbox"/> No			
List of approval/development application references	Reference number	Date	Assessment manager
<input type="checkbox"/> Approval <input type="checkbox"/> Development application			
<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)		
<input type="checkbox"/> Yes – a copy of the receipted QLeave form is attached to this development application <input type="checkbox"/> 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 <input checked="" type="checkbox"/> Not applicable (e.g. building and construction work is less than \$150,000 excluding GST)		
Amount paid	Date paid (dd/mm/yy)	QLeave levy number
\$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?
<input type="checkbox"/> Yes – show cause or enforcement notice is attached <input checked="" type="checkbox"/> No

23) Further legislative requirements	
<b><u>Environmentally relevant activities</u></b>	
23.1) Is this development application also taken to be an application for an environmental authority for an <b>Environmentally Relevant Activity (ERA)</b> under section 115 of the <i>Environmental Protection Act 1994</i> ?	
<input type="checkbox"/> Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below <input checked="" type="checkbox"/> No <i>Note: Application for an environmental authority can be found by searching “ESR/2015/1791” as a search term at <a href="http://www.qld.gov.au">www.qld.gov.au</a>. An ERA requires an environmental authority to operate. See <a href="http://www.business.qld.gov.au">www.business.qld.gov.au</a> for further information.</i>	
Proposed ERA number:	Proposed ERA threshold:
Proposed ERA name:	
<input type="checkbox"/> Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.	

<b><u>Hazardous chemical facilities</u></b>
23.2) Is this development application for a <b>hazardous chemical facility</b> ?
<input type="checkbox"/> Yes – Form 69: Notification of a facility exceeding 10% of schedule 15 threshold is attached to this development application <input checked="" type="checkbox"/> No <i>Note: See <a href="http://www.business.qld.gov.au">www.business.qld.gov.au</a> for further information about hazardous chemical notifications.</i>

<b><u>Clearing native vegetation</u></b>
23.3) Does this development application involve <b>clearing native vegetation</b> that requires written confirmation that the chief executive of the <i>Vegetation Management Act 1999</i> is satisfied the clearing is for a relevant purpose under

section 22A of the *Vegetation Management Act 1999*?

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

☒ No

**Note:** 1. Where a development application for operational work or material change of use requires a s22A determination and this is not included, the development application is prohibited development.

2. See <https://www.qld.gov.au/environment/land/vegetation/applying> for further information on how to obtain a s22A determination.

**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](http://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.des.qld.gov.au](http://www.des.qld.gov.au) for further information.

**Water resources**

23.6) Does this development application involve **taking or interfering with underground water through an artesian or subartesian bore, taking or interfering with water in a watercourse, lake or spring, or taking overland flow water under the Water Act 2000**?

☐ Yes – the relevant template is completed and attached to this development application and I acknowledge that a relevant authorisation or licence under the *Water Act 2000* may be required prior to commencing development

☒ No

**Note:** Contact the Department of Natural Resources, Mines and Energy at [www.dnrme.qld.gov.au](http://www.dnrme.qld.gov.au) for further information.

DA templates are available from <https://planning.dsdmip.qld.gov.au/>. If the development application involves:

- Taking or interfering with underground water through an artesian or subartesian bore: complete DA Form 1 Template 1
- Taking or interfering with water in a watercourse, lake or spring: complete DA Form 1 Template 2
- Taking overland flow water: complete DA Form 1 Template 3.

**Waterway barrier works**

23.7) Does this application involve **waterway barrier works**?

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

☒ No

DA templates are available from <https://planning.dsdmip.qld.gov.au/>. For a development application involving waterway barrier works, complete DA Form 1 Template 4.

**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](http://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

<input checked="" type="checkbox"/> No <b>Note:</b> Contact the Department of Natural Resources, Mines and Energy at <a href="http://www.dnrme.qld.gov.au">www.dnrme.qld.gov.au</a> and <a href="http://www.business.qld.gov.au">www.business.qld.gov.au</a> for further information.			
<b>Quarry materials from land under tidal waters</b>			
23.10) Does this development application involve the <b>removal of quarry materials from land under tidal water</b> under the <i>Coastal Protection and Management Act 1995</i> ?			
<input type="checkbox"/> Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development <input checked="" type="checkbox"/> No <b>Note:</b> Contact the Department of Environment and Science at <a href="http://www.des.qld.gov.au">www.des.qld.gov.au</a> for further information.			
<b>Referable dams</b>			
23.11) Does this development application involve a <b>referable dam</b> required to be failure impact assessed under section 343 of the <i>Water Supply (Safety and Reliability) Act 2008</i> (the Water Supply Act)?			
<input type="checkbox"/> Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the Water Supply Act is attached to this development application <input checked="" type="checkbox"/> No <b>Note:</b> See guidance materials at <a href="http://www.dnrme.qld.gov.au">www.dnrme.qld.gov.au</a> for further information.			
<b>Tidal work or development within a coastal management district</b>			
23.12) Does this development application involve <b>tidal work or development in a coastal management district</b> ?			
<input type="checkbox"/> Yes – the following is included with this development application: <div style="margin-left: 20px;"> <input type="checkbox"/> Evidence the proposal meets the code for assessable development that is prescribed tidal work (<i>only required if application involves prescribed tidal work</i>)  <input type="checkbox"/> A certificate of title         </div> <input checked="" type="checkbox"/> No <b>Note:</b> See guidance materials at <a href="http://www.des.qld.gov.au">www.des.qld.gov.au</a> for further information.			
<b>Queensland and local heritage places</b>			
23.13) Does this development application propose development on or adjoining a place entered in the <b>Queensland heritage register</b> or on a place entered in a local government's <b>Local Heritage Register</b> ?			
<input type="checkbox"/> Yes – details of the heritage place are provided in the table below <input checked="" type="checkbox"/> No <b>Note:</b> See guidance materials at <a href="http://www.des.qld.gov.au">www.des.qld.gov.au</a> for information requirements regarding development of Queensland heritage places.			
Name of the heritage place:		Place ID:	
<b>Brothels</b>			
23.14) Does this development application involve a <b>material change of use for a brothel</b> ?			
<input type="checkbox"/> Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the <i>Prostitution Regulation 2014</i> <input checked="" type="checkbox"/> No			
<b>Decision under section 62 of the Transport Infrastructure Act 1994</b>			
23.15) Does this development application involve new or changed access to a state-controlled road?			
<input type="checkbox"/> Yes - this application will be taken to be an application for a decision under section 62 of the <i>Transport Infrastructure Act 1994</i> (subject to the conditions in section 75 of the <i>Transport Infrastructure Act 1994</i> being satisfied) <input checked="" type="checkbox"/> 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 <i>Note: See the Planning Regulation 2017 for referral requirements</i>	<input checked="" type="checkbox"/> Yes
If building work is associated with the proposed development, Parts 4 to 6 of <i>DA Form 2 – Building work details</i> have been completed and attached to this development application	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable
Supporting information addressing any applicable assessment benchmarks is with development application <i>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 <a href="#">DA Forms Guide: Planning Report Template</a>.</i>	<input checked="" type="checkbox"/> Yes
Relevant plans of the development are attached to this development application <i>Note: Relevant plans are required to be submitted for all aspects of this development application. For further information, see <a href="#">DA Forms Guide: Relevant plans</a>.</i>	<input checked="" type="checkbox"/> Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued ( <i>see 21</i> )	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> Not applicable

25) Applicant declaration
<input checked="" type="checkbox"/> By making this development application, I declare that all information in this development application is true and correct <input checked="" type="checkbox"/> 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 <i>Electronic Transactions Act 2001</i> <i>Note: It is unlawful to intentionally provide false or misleading information.</i>
<p><b>Privacy –</b> 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 <i>Planning Act 2016</i>, <i>Planning Regulation 2017</i> and the <i>DA Rules</i> except where:</p> <ul style="list-style-type: none"> <li>such disclosure is in accordance with the provisions about public access to documents contained in the <i>Planning Act 2016</i> and the <i>Planning Regulation 2017</i>, and the access rules made under the <i>Planning Act 2016</i> and <i>Planning Regulation 2017</i>; or</li> <li>required by other legislation (including the <i>Right to Information Act 2009</i>); or</li> <li>otherwise required by law.</li> </ul> <p>This information may be stored in relevant databases. The information collected will be retained as required by the <i>Public Records Act 2002</i>.</p>

## 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	
<i>Note: For completion by assessment manager if applicable</i>	
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	

**Individual owner's consent for making a development application under the *Planning Act 2016***

I, FRANCO TOSONI,  
SHERRIE MAREE TOSONI,  
SANDRO WALTER TOSONI AND  
LISA TOSONI AS TRUSTEES OF THE TOSTONI SUPERANNUATION FUND (LOT 108)  
AND  
FRANCO TOSONI AND SANDRO WALTER TOSONI (LOT 6)

as owners of the premises identified as follows:

Lot 108 on SP1886922 (Lot 108) and Lot 6 on RP910469 (Lot 6), Leafgold Weir Road, Dimbulah


consent to the making of a development application under the *Planning Act 2016* by:

Pioneer North Queensland Pty Ltd

on the premises described above for:

A Material Change of Use for an Extractive Industry over part of the site

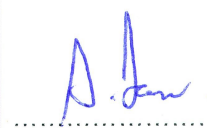
FRANCO TOSONI as trustee and in his own capacity (Lot 108 and Lot 6)

.....Date 27/8/19

SHERRIE MAREE TOSONI as trustee (Lot 108)

.....Date 27/8/19

SANDRO WALTER TOSONI as trustee and in his own capacity (Lot 108 and Lot 6)

.....Date 27/8/19

LISA TOSONI as trustee (Lot 108)

.....Date 27/8/19

## Annexure C

### State 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		
<b>PO1</b> 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.	<b>AO1.1</b> Buildings, structures, infrastructure, services and utilities are not located in a state-controlled road. AND	<b>Complies with AO</b>
	<b>AO1.2</b> Buildings, structures, infrastructure, services and utilities can be maintained without requiring access to a state-controlled road.	<b>Complies with AO</b>
<b>PO2</b> The design and construction of buildings and structures does not create a safety hazard by distracting users of a state-controlled road.	<b>AO2.1</b> Facades of buildings and structures facing a state-controlled road are made of non-reflective materials. OR	<b>Not Applicable</b> No buildings or structures are proposed.
	<b>AO2.2</b> Facades of buildings and structures do not reflect point light sources into the face of oncoming traffic on a state-controlled road. AND	<b>Not Applicable</b> No buildings or structures are proposed.
	<b>AO2.3</b> 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	<b>Not Applicable</b> No buildings or structures are proposed.
	<b>AO2.4</b> Advertising devices visible from a state-controlled road are located and designed in accordance with the Roadside Advertising Guide, 2 <sup>nd</sup> Edition, Department of Transport and Main Roads, 2017.	<b>Not Applicable</b> No advertising devices are proposed.

Performance outcomes	Acceptable outcomes	Response
<b>PO3</b> Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto a state-controlled road.	<b>A03.1</b> Road, pedestrian and bikeway bridges over a state-controlled road include throw protection screens in accordance with section 4.9.3 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2018.	<b>Not Applicable</b>
Filling, excavation and retaining structures		
<b>PO4</b> Filling and excavation does not interfere with, or result in damage to, infrastructure or services in a state-controlled road.  Note: Information on the location of services and public utility plants in a <b>state-controlled road</b> can be obtained from the Dial Before You Dig service.  Where development will impact on an existing or future service or public utility plant in a <b>state-controlled road</b> 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.  Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	<b>Complies with PO4</b>  Sand extraction will not interfere with or damage infrastructure services in the state controlled road.
<b>PO5</b> Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a state-controlled road.  Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design Manual 2 <sup>nd</sup> Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.  Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.	No acceptable outcome is prescribed.	<b>Complies with PO5</b>  Sand extraction will not undermine or cause subsidence of the state controlled road.
<b>PO6</b> Filling, excavation, building foundations and retaining structures do not cause ground water disturbance in a state-controlled road.	No acceptable outcome is prescribed.	<b>Complies with PO6</b>

#### State Development Assessment Provisions – version 2.5

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

Performance outcomes	Acceptable outcomes	Response
<p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with the Road Planning and Design manual 2<sup>nd</sup> Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>		<p>Sand extraction will be shallow (1-2m) and will not cause ground water disturbance in the state controlled road.</p>
<p><b>PO7</b> Excavation, boring, piling, blasting or fill compaction during construction of a development does not result in ground movement or vibration impacts that would cause damage or nuisance to a state-controlled road, road transport infrastructure or road works.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended an RPEQ certified geotechnical assessment, prepared in accordance with Road Planning and Design Manual 2<sup>nd</sup> Edition: Volume 3, Department of Transport and Main Roads, 2016, is provided.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	<p>No acceptable outcome is prescribed.</p>	<p><b>Complies with PO7</b></p> <p>Sand extraction will not cause disturbance in the state controlled road.</p>
<p><b>PO8</b> 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.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, and the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a pavement impact assessment.</p>	<p><b>A08.1</b> Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.</p>	<p><b>Complies with PO8</b></p> <p>Extracted sand will be hauled along the Burke Developmental Road and Mareeba-Dimbulah Road which is also used by sugar cane haul vehicles. Given the weight and type the haul vehicle will be similar to a sugar cane haul vehicle, the haul vehicle use is not expected to cause excessive damage or wear to the state controlled road.</p> <p>In addition, PNQ only require the extraction of fine sand from the subject site or an approved sand extraction site off North Walsh Road at the one time. Therefore, haul traffic movements from the subject land will replace PNQ's haul traffic movements</p>

Performance outcomes	Acceptable outcomes	Response
		entering Mareeba-Dimbulah Road from North Walsh Road. Therefore, apart for the additional length of state controlled road used for haul access, PNQs sand extraction operations will not result in an increase PNQs haul traffic using the state controlled road network.
<p><b>PO9</b> Filling and excavation associated with the construction of vehicular access to a development does not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	<p><b>Complies with PO9</b></p> <p>Vehicle access construction will not compromise the existing operation or capacity of existing drainage infrastructure for a state controlled road.</p>
<p><b>PO10</b> Fill material used on a development site does not result in contamination of a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO10.1</b> Fill material is free of contaminants including acid sulfate content.</p> <p>Note: Soils and rocks should be tested in accordance with AS 1289.0 – Methods of testing soils for engineering purposes and AS 4133.0-2005 – Methods of testing rocks for engineering purposes.</p> <p>AND</p>	<p><b>Complies with AO</b></p> <p>No fill or filling of land is proposed.</p>
	<p><b>AO10.2</b> Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.</p>	<p><b>Complies with AO</b></p> <p>No fill or filling of land is proposed.</p>
<p><b>PO11</b> Filling and excavation does not cause wind-blown dust nuisance in a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for</p>	<p><b>AO11.1</b> Compaction of fill is carried out in accordance with the requirements of AS 1289.0 2000 – Methods of testing soils for engineering purposes.</p> <p>AND</p>	<p><b>Complies with AO</b></p> <p>No fill or filling of land is proposed.</p>

Performance outcomes	Acceptable outcomes	Response
further guidance on how to comply with this performance outcome.	<b>AO11.2</b> Dust suppression measures are used during filling and excavation activities such as wind breaks or barriers and dampening of ground surfaces.	<b>Complies with AO</b> In accordance with the Environmental Management Plan relating to the sand extraction operation, potential nuisance dust will be avoided.
Stormwater and drainage		
<b>PO12</b> Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	<b>Complies with PO12</b> The areas proposed for sand extraction are located downslope of the site.
<b>PO13</b> Run-off from the development site is not unlawfully discharged to a state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	<b>AO13.1</b> Development does not create any new points of discharge to a state-controlled road. AND	<b>Complies with AO</b> The areas proposed for sand extraction are located downslope of the site.
	<b>AO13.2</b> Stormwater run-off is discharged to a lawful point of discharge. Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge. AND	<b>Complies with AO</b> The areas proposed for sand extraction are located downslope of the site and stormwater discharge will be dis-charged to a lawful point of dis-charge.
	<b>AO13.3</b> Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.	<b>Complies with AO</b> The areas proposed for sand extraction are located downslope of the site.
<b>PO14</b> Run-off from the development site during construction does not cause siltation of stormwater infrastructure affecting a state-controlled road. Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	<b>AO14.1</b> Run-off from the development site during construction is not discharged to stormwater infrastructure for a state-controlled road.	<b>Complies with AO</b> The areas proposed for sand extraction are located downslope of the site.
Vehicular access to a state-controlled road		

Performance outcomes	Acceptable outcomes	Response
<p><b>PO15</b> 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.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO15.1</b> Development does not require new or changed access to a limited access road.</p> <p>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.</p> <p>OR</p>	<b>Not Applicable</b>
	<p><b>AO15.2</b> A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road.</p> <p>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.</p> <p>AND</p>	<b>Not Applicable</b>
	<p><b>AO15.3</b> 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>	<b>Not Applicable</b>
<p><b>PO16</b> 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</p>	<p><b>AO16.1</b> Vehicular access is provided from a local road.</p>	<b>Complies with AO16.1</b>
	<p>OR all of the following acceptable outcomes apply:</p> <p><b>AO16.2</b> Vehicular access for the development is consistent with the function and design of the state-controlled road.</p> <p>AND</p>	<b>Not Applicable</b>

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

Performance outcomes	Acceptable outcomes	Response
<p>determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of <i>Transport Infrastructure Act 1994</i> issued.</p> <p>Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO16.3</b> 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 <b>state-controlled road</b>. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office.</p> <p>AND</p>	<b>Not Applicable</b>
	<p><b>AO16.4</b> Use of any existing vehicular access to the development is consistent with a decision under section 62 of the <i>Transport Infrastructure Act 1994</i>.</p> <p>Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application.</p> <p>AND</p>	<b>Not Applicable</b>
	<p><b>AO16.5</b> On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.</p>	<b>Not Applicable</b>
<b>Vehicular access to local roads within 100 metres of an intersection with a state-controlled road</b>		
<p><b>PO17</b> The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO17.1</b> Vehicular access is located as far as possible from the state-controlled road intersection.</p> <p>AND</p>	<p><b>Not Applicable</b></p> <p>Haul vehicle access to Leafgold Weir Road is located approx 550m from the state controlled road.</p>
	<p><b>AO17.2</b> Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2<sup>nd</sup> Edition: Volume 3, Department of Transport and Main Roads, 2016.</p> <p>AND</p>	<p><b>Not Applicable</b></p> <p>Haul vehicle access to Leafgold Weir Road is located approx 550m from the state controlled road.</p>

Performance outcomes	Acceptable outcomes	Response
	<b>AO17.3</b> On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.	<b>Not Applicable</b> Haul vehicle access to Leafgold Weir Road is located approx 550m from the state controlled road.
Public passenger transport infrastructure on state-controlled roads		
<b>PO18</b> 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.  Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	<b>AO18.1</b> Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND	<b>Not Applicable</b> Public passenger transport infrastructure is not known to be provided in the locality.
	<b>AO18.2</b> Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	<b>Not Applicable</b> Public passenger transport infrastructure is not known to be provided in the locality.
	<b>AO18.3</b> 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	<b>Not Applicable</b> Public passenger transport infrastructure is not known to be provided in the locality.
	<b>AO18.4</b> The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	<b>Not Applicable</b> Public passenger transport infrastructure is not known to be provided in the locality.
Planned upgrades		

Performance outcomes	Acceptable outcomes	Response
<b>PO19</b> Development does not impede delivery of planned upgrades of state-controlled roads.	<b>AO19.1</b> 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 <a href="#">DA mapping system</a> . OR	<b>Not Applicable</b> Planned upgrades are not known to be intended for the locality.
	<b>AO19.2</b> 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.	<b>Not Applicable</b> Planned upgrades are not known to be intended for the locality.
	OR all of the following acceptable outcomes apply:  <b>AO19.3</b> 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	<b>Not Applicable</b> Planned upgrades are not known to be intended for the locality.
	<b>AO19.4</b> Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. AND	<b>Not Applicable</b> Planned upgrades are not known to be intended for the locality.
	<b>AO19.5</b> Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	<b>Not Applicable</b> Planned upgrades are not known to be intended for the locality.
	<b>AO19.6</b> Land is able to be reinstated to the pre-development condition at the completion of the use.	<b>Not Applicable</b>

Performance outcomes	Acceptable outcomes	Response
		Planned upgrades are not known to be intended for the locality.
Network impacts		
<p><b>PO20</b> 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. Please refer to the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	<p><b>Complies with PO20</b></p> <p>The estimated maximum haul vehicle movements are 5 to 8 truck movements per day with an average load size of 31 ton in a truck and dog configuration. Therefore, the maximum haul vehicle movements to the site and from the site are estimated at 1 empty and 1 full haul vehicle per 1¼ hour.</p> <p>The 31 ton truck and dog configuration is similar in scale, weight and configuration to sugar cane haul vehicles that currently use Leafgold Weir Road and the Burke Developmental Road at a significantly greater rate during the crushing season.</p> <p>Therefore, it is anticipated that the capacity and configuration of Leafgold Weir Road and Burke Developmental Road intersection is adequate to accommodate the haul traffic proposed.</p> <p>In addition, PNQ only require the extraction of fine sand from the subject site or an approved sand extraction site off North Walsh Road at the one time. Therefore, haul traffic movements from the subject land will replace PNQ's haul traffic movements entering Mareeba-Dimbulah Road from North Walsh Road. Therefore, apart for the additional length of state controlled road used for haul access, PNQs sand extraction operations will not result in an increase PNQs haul traffic using the state controlled road network.</p>

Performance outcomes	Acceptable outcomes	Response
<b>PO21</b> Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	<b>AO21.1</b> The layout and design of the development directs traffic generated by the development to the <b>local road network</b> .	<b>Complies with PO21</b>
<b>PO22</b> Upgrade works on, or associated with, a state-controlled road are built in accordance with Queensland road design standards.	<b>AO22.1</b> Upgrade works required as a result of the development are designed and constructed in accordance with the <i>Road Planning and Design Manual</i> , 2 <sup>nd</sup> edition, Department of Transport and Main Roads, 2016.  Note: Road works in a state-controlled road require approval under section 33 of the <i>Transport Infrastructure Act 1994</i> before the works commence.	<b>Complies with PO22</b>  The 31 ton truck and dog configuration is similar in scale, weight and configuration to sugar cane haul vehicles that currently use Leafgold Weir Road and the Burke Developmental Road at a significantly greater rate during the crushing season.  Therefore, it is anticipated that the capacity and configuration of Leafgold Weir Road and Burke Developmental Road intersection is adequate to accommodate the haul traffic proposed.  However, where reasonably required, upgrading works will be built in accordance with DTMR's applicable requirements.

Table 1.2.2: Environmental emissions

Statutory note: Where a **state-controlled road** is co-located in the same transport corridor as a railway, the development should instead comply with table 2.2.2: Environmental emissions in State code 2: Development in a railway environment.

Refer to the SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcomes in Table 1.2.2.

Performance outcomes	Acceptable outcomes	
Noise		
Accommodation activities		
<b>PO23</b> 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.	<b>AO23.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed: <ol style="list-style-type: none"> <li>1. to meet the following external noise criteria at all facades of the building envelope:               <ol style="list-style-type: none"> <li>a. <math>\leq 60</math> dB(A) <math>L_{10}</math> (18 hour) façade corrected (measured <math>L_{90}</math> (8 hour) free field between 10pm and 6am <math>\leq 40</math> dB(A))</li> </ol> </li> </ol>	<b>Not Applicable</b>

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

Performance outcomes	Acceptable outcomes	
	<p>b. <math>\leq 63</math> dB(A) <math>L_{10}</math> (18 hour) façade corrected (measured <math>L_{90}</math> (8 hour) free field between 10pm and 6am <math>&gt; 40</math> dB(A))</p> <p>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> <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 SDAP Supporting Information: Environmental emissions in a state-controlled road environment, Department of Transport and Main Roads, 2017.</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>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><b>AO23.2</b> Buildings which include a habitable room are setback the maximum distance possible from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	<b>Not Applicable</b>
	<p><b>AO23.3</b> Buildings are designed and oriented so that habitable rooms are located furthest from a state-controlled road or type 1 multi-modal corridor.</p> <p>AND</p>	<b>Not Applicable</b>

Performance outcomes	Acceptable outcomes	
	<p><b>AO23.4</b> 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"> <li>1. <math>\leq 35</math> dB(A) <math>L_{eq}</math> (1 hour) (maximum hour over 24 hours).</li> </ol> <p>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>To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.</p> <p><b>Habitable rooms of relevant residential buildings</b> located within a <b>transport noise corridor</b> must comply with the Queensland Development Code MP4.4 Buildings in a transport noise corridor, Queensland Government, 2015. <b>Transport noise corridors</b> are mapped on the State Planning Policy interactive mapping system.</p>	<b>Not Applicable</b>
<p><b>PO24</b> 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><b>AO24.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed:</p> <ol style="list-style-type: none"> <li>1. to meet the following external noise criteria in <b>outdoor spaces for passive recreation</b>: <ol style="list-style-type: none"> <li>a. <math>\leq 57</math> dB(A) <math>L_{10}</math> (18 hour) free field (measured <math>L_{90}</math> (18 hour) free field between 6am and 12 midnight <math>\leq 45</math> dB(A))</li> <li>b. <math>\leq 60</math> dB(A) <math>L_{10}</math> (18 hour) free field (measured <math>L_{90}</math> (18 hour) free field between 6am and 12 midnight <math>&gt; 45</math> dB(A))</li> </ol> </li> <li>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.</li> </ol> <p>Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is</p>	<b>Not Applicable</b>

Performance outcomes		Acceptable outcomes
	provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017 OR	
	<b>AO24.2</b> 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	<b>Not Applicable</b>
	<b>AO24.3</b> 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).	<b>Not Applicable</b>
Childcare centres and educational establishments		
<b>PO25</b> Development involving a: 1. childcare 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.	<b>AO25.1</b> A noise barrier or earth mound is provided which is designed, sited and constructed:  1. to meet the following external noise criteria at all facades of the building envelope:  a. ≤58 dB(A) L <sub>10</sub> (1 hour) façade corrected (maximum hour during normal opening hours)  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 SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.	<b>Not Applicable</b>

Performance outcomes	Acceptable outcomes	
	If the building envelope is unknown, the deemed-to-comply setback distances for buildings stipulated by the local planning instrument or relevant building regulations should be used.	
	OR all of the following acceptable outcomes apply:  <b>AO25.2</b> 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	<b>Not Applicable</b>
	<b>AO25.3</b> 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	<b>Not Applicable</b>
	<b>AO25.4</b> Buildings are designed and constructed using materials which ensure indoor education areas and indoor play areas meet the following internal noise criteria: 1. $\leq 35$ dB(A) $L_{eq}$ (1 hour) (maximum hour during opening hours).  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.  To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.	<b>Not Applicable</b>

Performance outcomes	Acceptable outcomes	
<b>PO26</b> Development involving a: 1. childcare 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.	<b>AO26.1</b> 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. $\leq 63$ 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 SDAP Supporting Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017. OR	<b>Not Applicable</b>
	<b>AO26.2</b> 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.	<b>Not Applicable</b>
Hospitals		
<b>PO27</b> Development involving a hospital minimises noise intrusion from a state-controlled road or type 1 multi-modal corridor in patient care areas.	<b>AO27.1</b> Hospitals are designed and constructed using materials which ensure patient care areas meet the following internal noise criteria: 1. $\leq 35$ dB(A) $L_{eq}$ (1 hour) (maximum hour during opening hours).  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.  To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified noise assessment report is provided, prepared in accordance with the SDAP Supporting	<b>Not Applicable</b>

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

Performance outcomes		Acceptable outcomes
		Information: Environmental emissions in a state controlled road environment, Department of Transport and Main Roads 2017.
Vibration		
Hospitals		
<b>PO28</b> Development involving a hospital minimises vibration impacts from vehicles using a state-controlled road or type 1 multi-modal corridor in patient care areas.	<b>AO28.1</b> 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 $0.1\text{m/s}^{1.75}$ . AND	<b>Not Applicable</b>
	<b>AO28.2</b> 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 $0.4\text{m/s}^{1.75}$ . Note: To demonstrate compliance with the acceptable outcome, it is recommended that a RPEQ certified vibration assessment report is provided.	<b>Not Applicable</b>
Air and light		
<b>PO29</b> Development involving an accommodation activity minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor spaces for passive recreation.	<b>AO29.1</b> 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.	<b>Not Applicable</b>
<b>PO30</b> Development involving a: <ol style="list-style-type: none"> <li>1. childcare centre; or</li> <li>2. educational establishment</li> </ol> minimises air quality impacts from a state-controlled road or type 1 multi-modal corridor in outdoor education areas and outdoor play areas.	<b>AO30.1</b> 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.	<b>Not Applicable</b>
<b>PO31</b> Development involving an accommodation activity or hospital minimises lighting impacts from a state-controlled road or type 1 multi-modal corridor.	<b>AO31.1</b> 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	<b>Not Applicable</b>

Performance outcomes	Acceptable outcomes	
	<b>AO31.2</b> 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.	<b>Not Applicable</b>

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

Performance outcomes	Acceptable outcomes	
<b>PO32</b> Development does not impede delivery of a future state-controlled road.	<b>AO32.1</b> Development is not located in a future state-controlled road. OR	<b>Not Applicable</b>
	<b>AO32.2</b> Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located in a future state-controlled road.	<b>Not Applicable</b>
	OR all of the following acceptable outcomes apply:  <b>AO32.3</b> 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	<b>Not Applicable</b>
	<b>AO32.4</b> Development does not involve filling and excavation of, or material changes to, a future state-controlled road. AND	<b>Not Applicable</b>
	<b>AO32.5</b> Land is able to be reinstated to the pre-development condition at the completion of the use.	<b>Not Applicable</b>
<b>PO33</b> 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.	<b>AO33.1</b> Development does not require new or changed access between the premises and a future state-controlled road.  AND	<b>Not Applicable</b>

Performance outcomes	Acceptable outcomes	
<p>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.</p>	<b>AO33.2</b> Vehicular access for the development is consistent with the function and design of the future state-controlled road.	<b>Not Applicable</b>
<p><b>PO34</b> Filling, excavation, building foundations and retaining structures do not undermine, or cause subsidence of, a future state-controlled road.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified geotechnical assessment is provided, prepared in accordance with the Road Planning and Design Manual, 2<sup>nd</sup> edition: Volume 3, Department of Transport and Main Roads, 2016.</p> <p>Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome and prepare a geotechnical assessment.</p>	No acceptable outcome is prescribed.	<b>Not Applicable</b>
<p><b>PO35</b> Fill material from a development site does not result in contamination of land for a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Filling, excavation and retaining structures in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO35.1</b> Fill material is free of contaminants including acid sulfate content.</p> <p>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.</p> <p>AND</p>	<b>Not Applicable</b>
	<b>AO35.2</b> Compaction of fill is carried out in accordance with the requirements of AS1289.0 2000 – Methods of testing soils for engineering purposes.	<b>Not Applicable</b>
<p><b>PO36</b> Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	No acceptable outcome is prescribed.	<b>Not Applicable</b>

## State Development Assessment Provisions – version 2.5

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

Performance outcomes	Acceptable outcomes	
<p><b>PO37</b> Run-off from the development site is not unlawfully discharged to a future state-controlled road.</p> <p>Note: Refer to the SDAP Supporting Information: Stormwater and drainage in a state-controlled road environment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.</p>	<p><b>AO37.1</b> Development does not create any new points of discharge to a future state-controlled road.</p> <p>AND</p>	<b>Not Applicable</b>
	<p><b>AO37.2</b> Stormwater run-off is discharged to a lawful point of discharge.</p> <p>Note: Section 3.9 of the Queensland Urban Drainage Manual, Institute of Public Works Engineering Australasia (Queensland Division), Fourth Edition, 2016, provides further information on lawful points of discharge.</p> <p>AND</p>	<b>Not Applicable</b>
	<p><b>AO37.3</b> Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.</p>	<b>Not Applicable</b>

# State code 6: Protection of state transport networks

Table 6.2.2: All development

Performance outcomes	Acceptable outcomes	Response
<b>Network impacts</b>		
<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.</p> <p>Further information on determining whether a road safety audit or road safety assessment is required is provided in section 9 of the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	<p>Complies with PO1</p> <p>The estimated maximum haul vehicle movements are 5 to 8 truck movements per day with an average load size of 31 ton in a truck and dog configuration. Therefore, the maximum haul vehicle movements to the site and from the site are estimated at 1 empty and 1 full haul vehicle per 1¼ hour.</p> <p>The 31 ton truck and dog configuration is similar in scale, weight and configuration to sugar cane haul vehicles that currently use Leafgold Weir Road and the Burke Developmental Road at a significantly greater rate during the crushing season. Therefore, it is anticipated that the capacity and configuration of Leafgold Weir Road and Burke Developmental Road intersection is adequate to accommodate the haul traffic proposed.</p> <p>In addition, PNQ only require the extraction of fine sand from the subject site or an approved sand extraction site off North Walsh Road at the one time. Therefore, haul traffic movements from the subject land will replace PNQ's haul traffic movements entering Mareeba-Dimbulah Road from North Walsh Road. Therefore, apart for the additional length of state controlled road used for haul access, PNQs sand extraction operations will not result in an increase PNQs haul traffic using the state controlled road network.</p>
PO2 Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure.	No acceptable outcome is prescribed.	<p>Complies with PO2</p> <p>As above.</p>

Performance outcomes	Acceptable outcomes	Response
<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.</p> <p>Further information on how to prepare a traffic impact assessment and pavement impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>		
<p>PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network.</p> <p>Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided.</p> <p>Further information on how to prepare a traffic impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>	No acceptable outcome is prescribed.	Complies with PO3 As above.
PO4 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO4.1 The layout and design of the development directs traffic generated by the development to the local road network.	Complies with AO4.1
PO5 Upgrade works on, or associated with, a state-controlled road are built in accordance with relevant design standards.	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.	Complies with PO5 The 31 ton truck and dog configuration is similar in scale, weight and configuration to sugar cane haul vehicles that currently use Leafgold Weir Road and the Burke Developmental Road at a significantly greater rate during the crushing season. Therefore, it is anticipated that the capacity and configuration of Leafgold Weir Road and Burke Developmental Road intersection is adequate to accommodate the haul traffic proposed. However, where reasonably required, upgrading works will be built in accordance with DTMR's applicable requirements.
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.	AO6.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	Complies with PO6 Extracted sand will be hauled along the Burke Developmental Road and Mareeba-Dimbulah Road

Performance outcomes	Acceptable outcomes	Response
<p>Note: It is recommended that a transport infrastructure impact assessment and pavement impact assessment are provided.</p> <p>Further information on how to prepare a traffic impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.</p>		<p>which is also used by sugar cane haul vehicles. Given the weight and type the haul vehicle will be similar to a sugar cane haul vehicle, the haul vehicle use is not expected to cause excessive damage or wear to the state controlled road.</p> <p>In addition, PNQ only require the extraction of fine sand from the subject site or an approved sand extraction site off North Walsh Road at the one time. Therefore, haul traffic movements from the subject land will replace PNQ's haul traffic movements entering Mareeba-Dimbulah Road from North Walsh Road. Therefore, apart for the additional length of state controlled road used for haul access, PNQs sand extraction operations will not result in an increase PNQs haul traffic using the state controlled road network.</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 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.</p>	<p><b>AO7.1 Development does not require a new railway crossing.</b></p>	Complies with AO7.1
	<p><b>OR</b></p> <p><b>AO7.2 A new railway crossing is grade separated.</b></p>	Not Applicable
	<p><b>OR all of the following acceptable outcomes apply:</b></p> <p><b>AO7.3 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.</b></p> <p><b>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,</b></p>	Not Applicable

Performance outcomes	Acceptable outcomes	Response
	provides guidance on how to comply with this acceptable outcome  AND	
	AO7.4 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.  Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome.  AND	Not Applicable
	AO7.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.	Not Applicable
PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure.	No acceptable outcome is prescribed.	Not Applicable
PO9 Development does not result in a worsening of operating conditions of a railway	No acceptable outcome is prescribed.	Not Applicable
Stormwater and drainage		
PO10 Development does not result in an actionable nuisance, or worsening of, stormwater, flooding or drainage impacts in a state transport corridor or state transport infrastructure.	No acceptable outcome is prescribed.	Complies with PO10 The sand extraction area slopes away from the site.
PO11 Run-off from the development site is not unlawfully discharged to a state transport corridor or state transport infrastructure.	AO11.1 Development does not create any new points of discharge to a state transport corridor. AND	Complies with AO11.1 The sand extraction area slopes away from the site.
	AO11.2 Stormwater run-off is discharged to a lawful point of discharge.  Note: Section 3.49 of the Queensland Urban Drainage Manual,	Complies with AO11.2

Performance outcomes	Acceptable outcomes	Response
	Institute of Public Works Engineering Australasia (Queensland Division) Fourth Edition, 2016, provides further information on lawful points of discharge. <b>AND</b>	
	<b>AO11.3 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor.</b>	Complies with AO11.3 The sand extraction area slopes away from the site.
PO12 Run-off from the development site does not cause siltation of stormwater infrastructure affecting a state transport corridor or state transport infrastructure.	<b>AO12.1 Run-off from the development site is not discharged to stormwater infrastructure for a state transport corridor.</b>	Complies with AO12.1 The sand extraction area slopes away from the site.
<b>Planned upgrades</b>		
PO13 Development does not impede delivery of planned upgrades of state transport infrastructure.	<b>AO13.1 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.</b>  <b>Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system.</b>  <b>OR</b>	Not Applicable
	<b>AO13.2 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 transport infrastructure.</b>	Not Applicable
	<b>OR all of the following acceptable outcomes apply:</b>  <b>AO13.3 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.</b>  <b>AND</b>	Not Applicable
	<b>AO13.4 Vehicular access for the development is consistent with the function and design of the</b>	Not Applicable

Performance outcomes	Acceptable outcomes	Response
	planned upgrade of state transport infrastructure.	
	AND	
	AO13.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state transport infrastructure.	Not Applicable
	AND	
	AO13.6 Land is able to be reinstated to the predevelopment condition at the completion of the use.	Not Applicable

Table 6.2.3: Public passenger transport infrastructure

Performance outcomes	Acceptable outcomes	Response
<b>Public passenger transport infrastructure</b>		
PO14 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.	AO14.1 Vehicular access and associated road access works are not located within 5 metres of public passenger transport infrastructure.	Not Applicable
	AND	
	AO14.2 Development does not necessitate the relocation of existing public passenger transport infrastructure.	Not Applicable
	AND	
	AO14.3 Development does not obstruct pedestrian or cyclist access to public passenger transport infrastructure or public passenger services.	Not Applicable
	AND	
	AO14.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	Not Applicable
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.	Not Applicable

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 Infrastructure, Department of Transport and Main Roads, 2017.</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> <p>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>		
<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

Performance outcomes	Acceptable outcomes	Response
Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.		
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.  Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.	No acceptable outcome is prescribed.	Not Applicable
PO18 New or modified road networks are designed to enable development to be serviced by public passenger services.  Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.	AO18.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.  AND AO18.2 Roads intended to accommodate buses are designed and constructed in accordance with parts 3, 4-4C and 6 of the Road Planning and Design Manual 2 <sup>nd</sup> edition, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016 and Part 13 of the Manual of Uniform Traffic Control Devices, Department of Transport and Main Roads, 2018.  Note: Parts 3, 4-4C and 6 of the Road Planning and Design Manual, Volume 3: Guide to Road Design, Department of Transport and Main Roads, 2016, must be read in conjunction with the following standards where specified in the Manual:	Not Applicable  Not Applicable

Performance outcomes	Acceptable outcomes	Response
	<p>1. Supplement to Austroads Guide to Road Design (Parts 3,4-4C and 6), Department of Transport and Main Roads, 2014, and</p> <p>2. Austroads Guide to Road Design (Parts 3,4-4C and 6).</p> <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>	Not Applicable
	<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, 2018.</p> <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"> <li>1. Section 2, clause 2.4, Road humps</li> <li>2. Section 2, clause 2.1.2-1, Hump profiles for bus routes.</li> </ol>	Not Applicable
<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,</p>	No acceptable outcome is prescribed.	Not Applicable

Performance outcomes	Acceptable outcomes	Response
<p>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> <p>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>		
<p>PO20 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>AO20.1 The location of on-site pedestrian crossings ensures safe sight distances for pedestrians and public passenger services.</p>	Not Applicable
	<p>AND</p> <p>AO20.2 On-site circulation is designed and constructed so that public passenger services can enter and leave in a forward gear at all times.</p>	Not Applicable
	<p>AND</p> <p>AO20.3 Development does not result in public passenger services movements through car parking aisles.</p>	Not Applicable

Performance outcomes	Acceptable outcomes	Response
<p>PO21 Taxi facilities are provided to accommodate the demand generated by the development.</p> <p>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.</p> <p>Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	No acceptable outcome is prescribed.	Not Applicable
<p>PO22 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	AO22.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.	Not Applicable
	<p>AND</p> <p>AO22.2 Taxi facilities are designed in accordance with:</p> <ol style="list-style-type: none"> <li>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</li> <li>2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices</li> <li>3. AS/NZS 2890.6–2009 Parking facilities – offstreet parking for people with disabilities</li> <li>4. Disability standards for accessible public transport 2002 made under section 31(1) of the Disability Discrimination Act 1992</li> <li>5. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements.</li> </ol>	Not Applicable

Performance outcomes	Acceptable outcomes	Response
<p>PO23 Educational establishments are designed to ensure the safe and efficient operation of public passenger services and pedestrian access.</p> <p>Note: Refer to the SDAP Supporting Information: Public passenger transport infrastructure, Department of Transport and Main Roads, 2017, for further guidance on how to comply with the performance outcome.</p>	<p>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.</p>	<p>Not Applicable</p>