PUBLIC NOTIFICATION

Approval Sought: Material Change of Use

Proposed Development: Transport Depot

Where: Lot 30 Monier Road, Parkhurst

Lot Description: Lot 30 on SP251639

Application Reference: D/21-2025

Make a submission from:

19 April 2025 to 14 May 2025

You may make a submission to Rockhampton Regional Council

PO BOX 1860, Rockhampton QLD 4700
Email: enquiries@rrc.qld.gov.au
Phone: 07 4932 9000 or 1300 22 55 77

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GIDEON
TOWN PLANNING

PLANNING REPORT

MATERIAL CHANGE OF USE FOR TRANSPORT DEPOT

Lot 30 SP 251639

30 MONIER ROAD PARKHURST QLD 4702

QUBE BULK PTY LTD

25 February 2025

DOCUMENT CONTROL SHEET

Report Details	
Document Title:	Planning Report
Author:	J Wallenhoffer
Client:	Qube Bulk Pty Ltd
Reference:	GTP 2457

Document Status			
Revision No	**Date**	**Author**	**Reviewer**
Original	26/11/2024	JW	GHG
Final	05/02/2025	JW	GHG

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1.0 INTRODUCTION

This Planning Report has been prepared on behalf of *Qube Bulk Pty Ltd* in support of a Development Application for a Material Change of Use for a Transport Depot located at 30 Monier Road, Parkhurst, on land described as Lot 30 on SP251639.

In accordance with the *Rockhampton Region Planning Scheme 2015* (Planning Scheme) and pursuant to the *Planning Act 2016*, the proposed development constitutes Assessable Development in the Low Impact Industry Zone, requiring a Development Permit for a Material Change of Use (Impact Assessment).

The proposal is to develop a transport depot on the site, primarily for parking heavy vehicles. The development will also include an ancillary workshop for vehicle servicing, offices, and amenities. Two new vehicle access points will be constructed on the north-western side of the site, one for entry and one for exiting the site, allowing vehicles to enter, exit, and manoeuvre through the site in forward gear.

It is considered that the proposal is consistent with the overall outcomes of the Low Impact Industry Zone based on the following:

- the proposed development, being a transport depot, does not pose greater impacts than a low impact industrial use;
- the site is located within an established industrial estate with existing services and transport infrastructure appropriate for the intended use;
- the site is not located within close proximity to a sensitive land use;
- the proposed hours of operation are consistent with the surrounding industrial land uses;
- the development has been designed to have an office and light vehicle car park along the road frontage and the heavy vehicle parking and workshop located to the rear of the site with line marked walkways providing safe pedestrian access within the site; and
- the road frontage of the site will be screened with landscaping, softening the street aesthetic.

This report addresses the relevant Codes and Policies of the Planning Scheme and relevant State planning instruments. Supporting information is provided identifying compliance with the Acceptable Outcomes of the applicable Planning Scheme Codes and demonstrating planning merit for the proposed development.

The proposed development is considered to satisfy the relevant requirements of the regional, State, and local planning instruments. The development accords with the relevant Planning Scheme Codes and maintains the outcomes sought for the Low Impact Industry Zone. It is considered that the proposal has merit and warrants favourable consideration by Council.

2.0 PROJECT OVERVIEW

2.1 Site Details

Property Address:	30 Monier Road, Parkhurst QLD 4702
Property Description:	Lot 30 on SP251639
Encumbrances:	N/A
Registered Owner	Minister for Economic Development Queensland (Refer to Appendix B – Title Search and Appendix C – Landowners Consent).
Total Site Area:	22,650 m^2

2.2 Application Details

Applicant:	**Qube Bulk Pty Ltd** c/- Gideon Town Planning
Approval Type:	Development Permit for Material Change of Use
Description of proposal	Transport Depot
Local Government Area:	Rockhampton Regional Council
Assessment Manager:	Rockhampton Regional Council
Planning Scheme:	Rockhampton Region Planning Scheme 2015
Zoning:	Low Impact Industry Zone
Overlays:	• Acid Sulfate Soils - Above 5m and below 20m AHD • Airport Obstacle - Height Limit 45m • Airport Wildlife Hazard Buffer Area - 8km • Bushfire Hazard Overlay – Buffer, High, Very High • Local Catchment Defined Flood Event (info only) • Property is within Sewer and Water Supply Planning Area • Railway Noise Corridor - Cat 2, 3 and 4 • Road Hierarchy Overlay – Industrial Access
Level of Assessment:	Impact Assessment
Relevant Code:	<u>Zone and Development Codes:</u> • Low Impact Industry Zone Code • Access, Parking and Transport Code • Stormwater Management Code • Waste Management Code • Water and Sewer Code <u>Overlay Codes</u>: • Bushfire Hazard Overlay Code
Referral Agencies:	• within 25 metres of a rail corridor • development is for a purpose stated in schedule 20 and exceeds the threshold for LGA 2
Regional Plan:	Central Queensland Regional Plan 2013

3.0 CHARACTERISTICS OF SITE AND SURROUNDING AREA

3.1 Site Details and Location

The subject site is located at 30 Monier Road, Parkhurst, on land described as Lot 30 on SP251639. It is located approximately 10 km northeast of the Rockhampton CBD. The subject site is located within the Low Impact Industry Zone and surrounded by other Low Impact Industry Zoned lots. The surrounding properties feature a range of different industrial uses.

Figure 1 Site Location Context
Source: Queensland Globe

3.2 Site Characteristics

3.2.1 Area & Configuration

The subject site has an irregular configuration, measuring 22,650m^2, with a road frontage of approximately 156 metres to Monier Road.

3.2.2 Existing Infrastructure and Build Form

The subject site is currently vacant.

3.2.3 Topography and landscaping

The subject site gently slopes to the south and is clear of vegetation.

3.2.4 Vehicle access and car parking

The subject site is vacant and, therefore, has no formalised access.

3.2.5 Urban Services

The site is currently vacant and not connected to any services. However, the site can be serviced by the following urban services:

- Water infrastructure is located within Monier Road (blue on insert plan below).
- No Council stormwater infrastructure is located in close proximity to the proposed development
- Sewerage infrastructure is located east of the site (maroon on insert plan below).
- Electrical infrastructure, not owned or managed by Council, is available along the road frontage of the subject site.
- Telecommunications infrastructure not owned or managed by Council is available along the road frontage of the subject site.

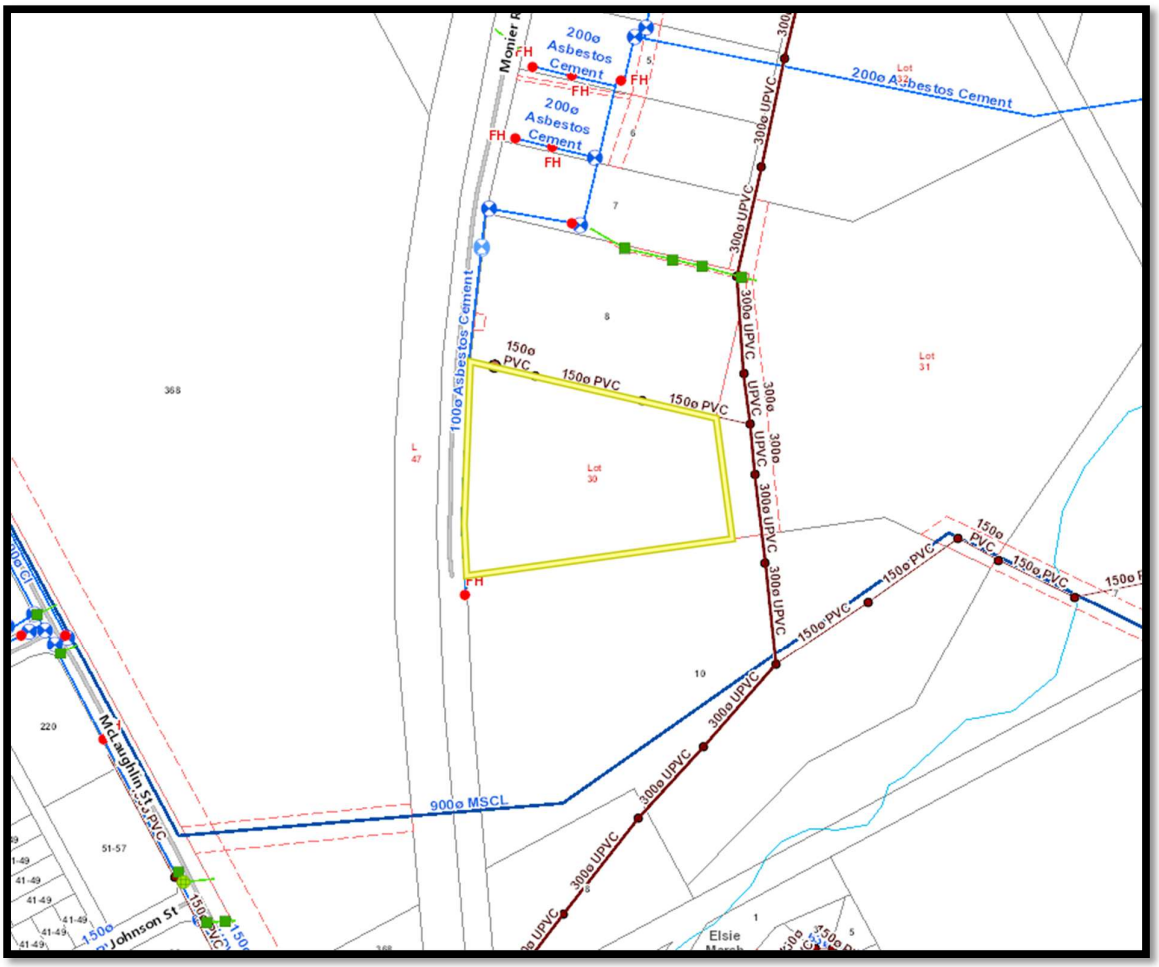

Figure 2 Council Infrastructure Map
Source: RRC Interactive Mapping

3.2.6 Easements

The subject site does not contain any easements.

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4.0 DEVELOPMENT PROPOSAL

4.1 Proposal Description

The proposal is to establish a transport depot on the site. While the site area is 22,650 m^2, only 10,450 m^2 will be utilised for the development. The remaining portion of the site will stay vacant.

An office with a gross floor area (GFA) of 72.6 m^2 will be located on the road frontage of the site and includes an open-plan office, a separate office and a meeting room. An outdoor concrete walkway connects the office to an amenities block (36.3 m^2 GFA) containing three toilets and a lunchroom. Five (5) car parking spaces (light vehicle) for visitors will be located at the office and connected to the office entry with a concrete walkway. Approximately 19 staff, including administration staff, will work at the site.

A separate workshop, ancillary to the primary transport depot use, will be located in the middle of the development area to service the heavy vehicles. Heavy vehicles will enter the workshop from the truck go line (heavy vehicle parking area) over a decomposed granite manoeuvring area onto a concrete hardstand pad.

The open-plan workshop, featuring a service pit, will be housed in a modular building with a sealed floor and a total gross floor area of 453.8 m^2. The roof of the workshop area will consist of a dome shelter with an approximate height of 6.2 metres, designed and installed according to the supplier's specifications.

On the northern side, the workshop will connect to three flat-roofed modular buildings each with a gross floor area of 35 m^2. The walls will be insulated panels in surf mist or similar with sliding sash windows. One building will contain five (5) toilet cubicles, one being a Univeral Accessible Toilet, and three hand basins. Another building will serve as a lunchroom (CRIB room), while the third will feature two open-plan offices.

On the eastern side of the workshop will be a shipping container in deep ocean or similar that runs the full length (36.60 metres) with a height of approximately 2.89 metres and a gross floor area of 89.4 m^2 of the workshop building and is internally accessed from the workshop via three doors. The shipping container will contain three storerooms for materials used by the workshop, with all chemicals stored in compliance with relevant standards.

A self bunded fuel cell is located on the northeast side of the site. Vehicles will park on a 15m x 6m 150mm thick concrete hardstand pad while refuelling, preventing any potential spills from going to the ground.

A bitumen-sealed turning area is located on the site's eastern side, allowing vehicles to enter the truck-go line parking area. Located adjacent to the truck go line is a bunded washbay for cleaning vehicles. A 'Fox' first flush diverter system and Oil Water Separator (OWS) will be installed in the washbay. All runoff while washing the trucks and for a short period thereafter will be diverted to the OWS. The first flush during rain events will also divert to the OWS, after which the rainwater will divert to stormwater.

A new chain wire fence, with three rows of barbed wire, will be installed along the entire length of the site's road frontage and the whole length of the shared boundary with adjoining Lot 31 on SP251639 (rear boundary). The existing chain wire fences on the northern and southern boundaries of the site will remain in situ.

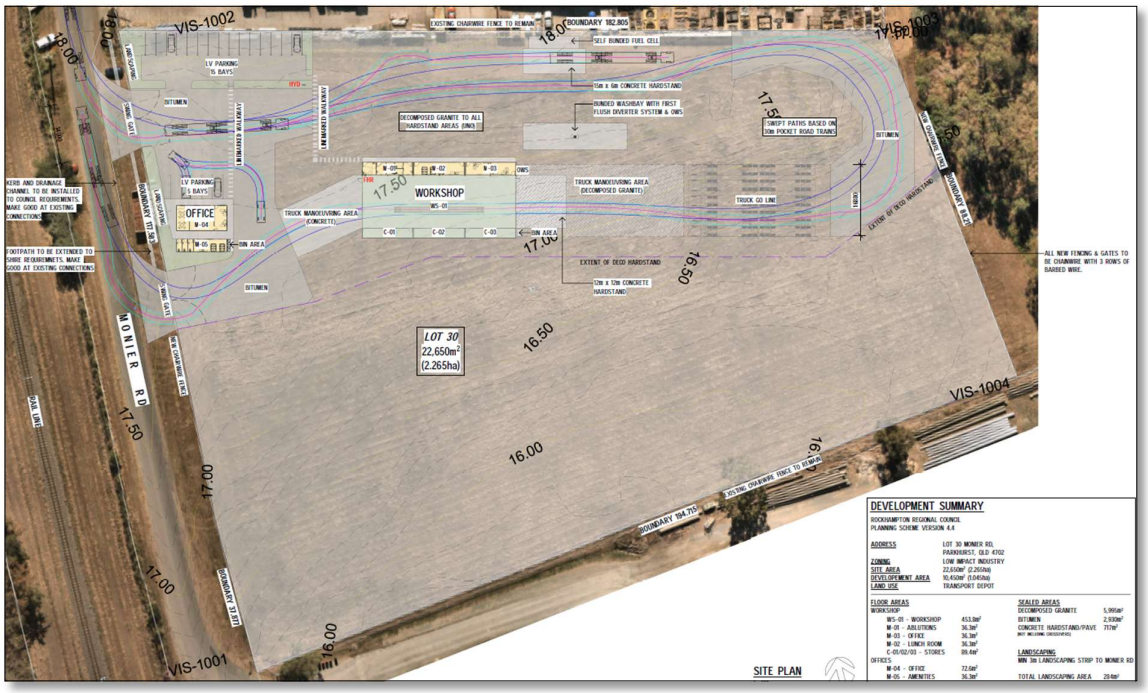


Figure 3 Proposal Plans
Source: Auspan

4.1.1 Hours of operations

The site will operate from 4.30 am until 5.00 pm Monday to Friday, with occasional Saturday operations when required by customers. The fleet operates 24/5 with shift changes at 5.00 am and 5.00 pm. The workshop operations will commence at 5.00 am, and the administration staff will work from 7.30 am until 4.00 pm.

4.1.2 Access and car parking

Vehicles will enter the site via a lefthand turn from Monier Road through an entry-only access driveway. Vehicles will enter, manoeuvre and exit the site in forward gear. A bitumen turning area is proposed on the eastern side of the site.

Vehicles will exit the workshop over a concrete pad for manoeuvring and onto a bitumen-sealed area to leave the site via an exit-only access driveway with a right-hand turn onto Monier Road.

In addition to establishing the two new access driveways, Monier Road will be upgraded with kerb and channel, drainage infrastructure and a pathway similar to the adjoining development to the north. These works will extend along the road frontage only for the portion of the site being developed. The works will be extended when the remainder of the site is developed (future development).

A concrete-sealed car park on the northern side will provide 15 parking spaces for light vehicles. The perimeter of the car park will be fully landscaped. Two line marked walkways provide safe pedestrian access from the carpark to an office on the road frontage and the workshop. A further five (5) parking spaces for light vehicles will be located adjoining the office on the road frontage connected with a concrete walkway. The entry area servicing the light vehicle car parks and the front office building will be bitumen-sealed.

The application is supported by a Traffic Impact Assessment, refer to *Appendix H – Traffic Impact Assessment*.

4.1.3 Waste Management

Waste receptacles, appropriate for the type of refuse, will be provided in all of the various work areas and collected by JJ Richards (Subcontractor). Refer to *Appendix D – Proposal Plans* for proposed locations of waste bins. No council waste services will be required.

4.1.4 Landscaping

Landscaping with a minimum width of 3 metres will be established along the Monier Road frontage for the portion of the site being developed. Landscaping will also be established around the perimeter of the light vehicle car park on the northern side and around the amenities block adjoining the office located on the road frontage. A total area of 284m^2 will be landscaped.

In keeping with the landscaping to the north, the plantings will be appropriately sized and shaped to provide screening from the road, helping soften the development's appearance from the street. Please refer to *Appendix D – Proposal Plans*. The landscape design will be straightforward, reflecting the surrounding area and the site's location within an established industrial estate.

5.0 REVIEW OF LEGISLATIVE REQUIREMENTS

5.1 Assessment Overview

5.1.1 Matters to be assessed

In accordance with the *Rockhampton Region Planning Scheme 2015* and in particular, in accordance with *Table 5.4.5.1 Table of Assessment for Material Change of Use in the Low Impact Industry Zone*, the proposed development application for a Transport Depot is subject to **Impact Assessment.**

According to Section 45(5) of the Planning Act:

"(5) An impact assessment is an assessment that—

a) must be carried out—
- *i. against the assessment benchmarks in a categorising instrument for the development; and*
- *ii. having regard to any matters prescribed by regulation for this subparagraph; and*

b) may be carried out against, or having regard to, any other relevant matter, other than a person's personal circumstances, financial or otherwise."

Assessment benchmarks are described in Section 30 of the Planning Regulation 2017 ("Planning Regulation"):

(1) For section 45(5)(a)(i) of the Act, the impact assessment must be carried out against the assessment benchmarks for the development stated in schedules 9 and 10.

(2) Also, if the prescribed assessment manager is the local government, the impact assessment must be carried out against the following assessment benchmarks—

a) the assessment benchmarks stated in—
- *i. the regional plan for a region, to the extent the regional plan is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
- *ii. the State Planning Policy, part E, to the extent part E is not identified in the planning scheme as being appropriately integrated in the planning scheme; and*
- *iii. a temporary State planning policy applying to the premises;*

b) (b) if the development is not in a local government area—any local planning instrument for a local government area that may be materially affected by the development;

c) (c) if the local government is an infrastructure provider—the local government's LGIP

(3) However, an assessment manager may, in assessing development requiring impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development."

The following sections include an assessment of the proposal against the relevant components of the *Rockhampton Region Planning Scheme 2015* and the relevant State Government planning instruments and legislative requirements.

5.2 Rockhampton Region Planning Scheme 2015

5.2.1 Planning Scheme Definitions

Under the Rockhampton Region Planning Scheme 2015, the proposal has been defined as a Transport Depot.

Transport Depot: Means the use of premises for—
a) storing vehicles, or machinery, that are used for a commercial or public purpose; or
b) cleaning, repairing or servicing vehicles or machinery, if the use is ancillary to the use in paragraph (a).

The proposed operations as described in *Section 4 – Proposed Development* is consistent with the definition of a Transport Depot.

5.2.2 Planning Scheme Zone

The subject site is located within the Low Impact Industry Zone under the Rockhampton Region Planning Scheme 2015.

5.2.3 Level of Assessment

As previously discussed, the proposed Transport Depot, in accordance with Table 5.4.5.1 Table of Assessment for Material Change of Use in the Low Impact Industry Zone within the Rockhampton Region Planning Scheme 2015, is Impact Assessable.

5.2.4 Planning Scheme Overlays and Codes

The site is affected by the following Planning Scheme Overlays.

Table 1 Planning Scheme Overlays and Codes

Overlays	Relevant Code	Comment
Acid Sulphate Soils	Acid Sulphate Soils Overlay Code	The proposal includes general construction activity and will be further addressed as part of Operational Works where required. Therefore the overlay is not further addressed as part of the development application.
Airport Obstacle; Airport Wildlife Buffer Area	Airport Environs Overlay Code	All buildings will remain under the 45m height limit. Therefore this overlay is not further addressed as part of the application.
Bushfire Hazard (Buffer, High Hazard, Very High Hazard)	Bushfire Hazard Overlay Code	While the site is mapped on the Council's Bushfire Hazard Overlay mapping, the site is entirely clear of vegetation, and therefore, the Bushifre Hazard Overlay is redundant and not further addressed as part of the development application.
Local Catchment Defined Flood Event	N/A	It is noted that the subject site is within the Local Catchment Defined Flood Event. Refer to Appendix I – Stormwater Management Plan that includes an assessment of the overland flow.
Railway Noise Corridor – Category 2-4	N/A	It is noted that the subject site is within the Railway Noise Corridor Overlay.
Road Hierarchy	N/A	It is noted that Monier Road is an industrial access, as per the planning scheme.

Sewer Planning Area	N/A	It is noted that the subject site is within the Sewer Planning Area.
Water Supply Planning Area	N/A	It is noted that the subject site is within the Water Supply Planning Area.

The proposed development for a Transport Depot is considered to be consistent with the outcomes sought for the Planning Scheme Overlay provisions as they apply to the subject site.

5.2.5 Other Planning Scheme Codes

The following other Planning Scheme Codes have been identified as being relevant to the assessment of proposed development:

Table 2 Other Planning Scheme Codes

Code	Comment
Low Impact Industry Zone Code	The proposed development is consistent with the purpose of the Low Impact Industry Zone Code. An assessment of the proposed development against the code is included in *Appendix E – Code Assessment*.
Access, Parking and Transport Code	The proposed development is consistent with the purpose of the Access, Parking and Transport Code. An assessment of the proposed development against the code is included in *Appendix E – Code Assessment*.
Stormwater Management Code	The proposed development is consistent with the purpose of the Stormwater Management Code. An assessment of the proposed development against the code is included in *Appendix E – Code Assessment*.
Waste Management Code	The proposed development is consistent with the purpose of the Waste Management Code. An assessment of the proposed development against the code is included in *Appendix E – Code Assessment*.
Water and Sewer Code	The proposed development is consistent with the purpose of the Water and Sewer Code. An assessment of the proposed development against the code is included in *Appendix E – Code Assessment*.

5.2.5.1 Low Impact Industry Zone Code

(1) The purpose of the low impact industry zone code is to:

(a) ensure that adequate, serviced and accessible land for low impact industry is provided and developed in accordance with acceptable environmental standards and with minimal impacts on nearby sensitive land use(s); and

(b) provide for low impact industry zoned land in a number of locations in order to service local communities throughout the planning scheme area including Gracemere (Gracemere industrial area), and Rockhampton (south Rockhampton, Park Avenue industrial area and Parkhurst industrial area).

(2) The purpose of the zone will be achieved through the following overall outcomes:

(a) the zone primarily accommodates a range of smaller scale industrial uses such as low impact industry and warehouse uses which have low levels of potential impacts on the surrounding areas;

(b) medium impact industry uses may be appropriate where the nature of the operations do not create greater impacts than a low impact industry;

(c) existing industrial uses which are not low impact industry in nature continue to operate and expand in accordance with industry changes and demands, provided that any material changes in the intensity or scale of these uses does not worsen impacts and maintain appropriate separation distances. Should these industries cease to operate, new uses develop in accordance with the purpose for the zone;

(d) the following uses are not located in the zone:
- *(i) high impact industries;*
- *(ii) special industries; and*
- *(iii) uses which are more appropriately located in centres including shops, stand-alone offices, shopping centres, showrooms and retail hardware outlets;*

(e) sensitive land use(s) will not occur within the zone;

(f) a limited range of non-industrial uses that are ancillary to and support industrial uses and people employed in the area are located in the zone. The scale of these uses does not compromise the role and function of existing or future planned centres and includes:

- *(i) caretaker's accommodation or ancillary administration offices associated with industrial uses;*
- *(ii) retail associated with, but ancillary to industrial uses carried out on the same site;*
- *(iii) small-scale food and drink outlets servicing the day-to-day needs of the industrial zone;*
- *(iv) non-resident workforce accommodation only when associated with an industrial use on the same site and located on an urban sub-arterial road or higher order road;*
- *(v) service station;*
- *(vi) uses which would be incompatible in a centres zone as a result of the size or nature of the goods sold or the fitting services provided (for example heavy plant and machinery parts, wholesale trade supplies to trade customers, outdoor sales, agricultural supplies store, garden centre and bulk landscape supplies); and*
- *(vii) uses that share similar characteristics and external impacts with a low impact industry use such as hours of operation or the nature of the use (for example indoor sport and recreation facilities);*

(g) the viability of existing and future low impact industry uses is not affected by the intrusion of incompatible uses;

(h) development is located, designed and managed to maintain safety to people, and to avoid significant adverse effects on the natural environment;

(i) development minimises adverse impacts on nearby non-industrial zoned land and sensitive land use(s) through building design, hours of operation, screening and landscaping;

(j) the functional needs of the development prevail over the built form and landscaping, except for ancillary office and sales areas being sited and orientated towards the primary street frontage and where adjoining visually sensitive areas including residential areas, and major road corridors;

(k) new industrial developments are located and integrated with existing and future planned industrial areas;

(l) development maximises the use of existing transport infrastructure and has safe and practical access to all modes of transport infrastructure and facilities, including airports and seaports;

(m) development is designed to incorporate sustainable practices including maximising opportunities for energy efficiency, water conservation, public and active transport use; and

(n) development is sited and designed to respond to natural landscape features and environmental constraints;

(o) development is connected to all infrastructure services available in the area; and

(p) the establishment of one (1) precinct within the zone where particular requirements are identified:

(i) South Rockhampton precinct.

The site is located in the Parkhurst Industrial Estate, away from residential areas, with existing infrastructure to support the development and minimise impacts on sensitive land uses. The proposed transport depot is compatible with the surrounding industrial areas, with operations expected to have minimal impact, no greater than a low impact industry.

The development is appropriately located in an established industrial estate designed for safe access and manoeuvring of heavy vehicles. The site is serviced by transport infrastructure appropriate for the intended use. The site is not mapped with biodiversity overlays, is clear of vegetation and does not pose significant adverse effects on the natural environment.

The site layout has been designed to accommodate heavy vehicle parking and a workshop at the rear of the site. An office and car park are proposed for the site's road frontage. Appropriate landscaping, with a minimum width of 3 metres, along the Monier Road frontage for the portion of the development and surrounding the light vehicle car park and office will soften the street aesthetic. Line-marked walkways connect the light vehicle car parking areas to the office on the road frontage and the workshop, maintaining safety for people. The proposed hours of operation are Monday to Friday, 4.30 am to 5.00 pm, with occasional Saturdays subject to customers' requirements. The proposed operating hours are consistent with the surrounding industrial uses.

5.2.6 Strategic Framework

The strategic framework themes and their strategic outcomes, as identified within Part 3 of the Rockhampton Region Planning Scheme 2015, are applicable.

5.2.6.1 Settlement Pattern

Table 3 Settle Pattern

Element	*Comment*
Natural conservation, open space and natural corridor or link	The development proposal does not relate to or impact this element.
Township	The development proposal does not relate to or impact this element.
Rural residential	The development proposal does not relate to or impact this element.
Rural	The development proposal does not relate to or impact this element.
Industrial	The proposed development is located within the Parkhurst Industrial Estate and will be fully serviced to an urban standard.
Urban and new urban	The development proposal does not relate to or impact this element.
Future urban	The development proposal does not relate to or impact this element.
Urban Infill and intensification	The development proposal does not relate to or impact this element.
Centres	The proposal will not compromise the role and function of designated centres.
Specialised centres	The development proposal does not relate to or impact this element.
Specific Use	The development proposal does not relate to or impact this element.

5.2.6.2 Natural Environment and Hazards

Table 4 Natural Environment and Hazards

Element	Comment
Areas of environmental significance	The development proposal does not relate to or impact this element.
Natural hazards and climate change	The proposed development is mapped within a Defined Flood Event area. Refer to Appendix I – Stormwater Management Plan that includes an assessment of the overland flow.
Coastal environment	The development proposal does not relate to or impact this element.
Water resources, catchment	The development proposal does not relate to or impact this element.

management and healthy waters	
Landscape and scenic amenity	The development proposal does not relate to or impact this element.
Air-noise and hazardous materials	The development proposal does not relate to or impact this element.
Waste	The development proposal does not relate to or impact this element.

5.2.6.3 Community Identity and Diversity

Table 5 Community Identity and Diversity

Element	Comment
Housing diversity, safe communities and equitable access	The development proposal does not relate to or impact this element.
Community identity	The development does not relate or impact this element.
Heritage and character	The development proposal does not relate or impact this element.
Sport and recreation and open space	The development proposal does not relate to or impact this element.
Social, arts and cultural infrastructure	The development proposal does not relate to or impact this element.

5.2.6.4 Access and Mobility

Table 6 Access and Mobility

Element	Comment
Public and active transport	The development proposal does not relate or impact this element.
Road network	The proposed development site is located on Monier Road within the Parkhurst Industrial Estate. The site has direct access to a road network and routes designed for heavy vehicle use. The development proposal does not impact this element.
Rail network	Refer to *Appendix I – Stormwater Management Plan* that includes an assessment of overland flow and appropriate discharge of stormwater run off so as to not impact the road or rail network. Refer *to Appendix H – Traffic Impact Assessment* demonstrating no adverse impact ot he existing rail network. The proposed development does not impact this element.
Freight network and key logistics hub	The proposed development is located within the Parkhurst Industrial Estate. The development proposal does not impact this element.
Air transport	The development proposal does not relate to or impact this element.
Sea transport	The development proposal does not relate to or impact this element.

5.2.6.5 Infrastructure and Services

Table 7 Infrastructure and Services

Element	Comment
Inter-regional networks	The development proposal does not impact this element.
Local area networks	The proposal will be connected to: a) a reliable supply of potable water; b) a reliable sewerage network; c) effective stormwater drainage and treatment; d) an effective and safe transport network; e) a reliable and safe electricity network; and f) communication networks (including the National Broadband Network).

5.2.6.6 Natural Resources and Economic Development

Table 8 Natural Resources and Economic Development

Element	Comment
Protection of key assets	The proposed development is located within the Parkhurst Industrial Estate and compatible with the continued growth and primary function of the estate. The development proposal does not impact this element.

Industrial development	The proposed development is located within the Parkhurst Industrial Estate. The development proposal does not impact this element.
Rural land	The development proposal does not expand onto land with rural productive capacity.
Extractive and mineral resources	The development proposal does not relate to or impact this element.
Forestry	The development proposal does not relate to or impact this element.
Marine resources	The development proposal does not relate to or impact this element.
Tourism	The development proposal does not relate to or impact this element.

The proposed development does not conflict with the Strategic Framework of the *Rockhampton Region Planning Scheme 2015*.

5.2.7 Planning Scheme Policies

Any applicable Planning Scheme Policies will be addressed as considered necessary to the assessment of the proposed development.

5.3 State Government Planning Framework

5.3.1 Central Queensland Regional Plan 2013

The subject site is identified as being within the Priority Living Area (PLA) of the Central Queensland Regional Plan 2013 (CQRP). The PLA safeguards areas required for the growth of towns in the regions while providing for resource activities to locate within these areas where it meets communities' expectations as determined by the relevant local government.

5.3.2 State Planning Policy 2016

The State Planning Policy was released on 3 July 2017. It is a State planning instrument made under Chapter 2, Part 2, Section 10 of the *Planning Act 2016*.

As prescribed in Section 26(2)(a)(ii) of the Planning Regulation, the State Planning Policy represents an assessment benchmark, and the assessment manager must have regard to State Planning Policies if it is not identified as being appropriately reflected in the planning scheme.

The State Planning Policy is identified as being reflected in the Rockhampton Regional Planning Scheme, which is the relevant planning scheme in this instance. Since the commencement of the Planning Scheme, the July 2017 version of the SPP has taken effect. It is considered that the amendments in the July 2017 version of the State Planning Policy are not substantial and do not affect the State interests reflected in the Planning Scheme. Therefore, the State Planning Policy is not directly applicable to the development of the site.

5.3.3 State Planning Regulatory Provisions

No State Planning Regulatory Provision will be compromised as a result of the proposed development.

6.0 REFERRALS

The Planning Regulation 2017 identifies triggers and thresholds for development requiring referral to the State and other agencies.

6.1 Transport Infrastructure

Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1:
Development application for an aspect of development stated in schedule 20 that is assessable development under a local categorising instrument or section 21, if—

(a) **the development is for a purpose stated in schedule 20, column 1 for the aspect; and**

(b) the development meets or exceeds the threshold—

(i) for development in local government area 1—stated in schedule 20, column 2 for the purpose; or

(ii) **for development in local government area 2—stated in schedule 20, column 3 for the purpose; and**

(c) for development in local government area 1—the development is not for an accommodation activity or an office at premises wholly or partly in the excluded area

However, if the development is for a combination of purposes stated in the same item of schedule 20, the threshold is for the combination of purposes and not for each individual purpose.

***Schedule 10, Part 9, Division 4, Subdivision 2, Table* 4, Item 1**:

- State transport corridors and future State transport corridors
  - Table 4 – Material Change of Use of premises near a State transport corridor or that is a future State transport corridor:
    - Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises—
      - **a) are within 25m of a State transport corridor; or**
      - b) are a future State transport corridor; or
      - c) are—
        - i. adjacent to a road that intersects with a State-controlled road; and
        - ii. within 100m of the intersection

The application will be referred to the State Assessment and Referral Agency. An assessment of the proposed development against *State Code 2: Development in a railway environment* is included in *Appendix F, and an assessment against State Code 6: Protection of State Transport Networks* is included in *Appendix G.*

7.0 CONCLUSION

This Planning Report has been prepared on behalf of *Qube Bulk Pty Ltd* in support of a Development Application for a Material Change of Use for a Transport Depot located at 30 Monier Road, Parkhurst on land described as Lot 30 on SP251639.

It is considered that the proposal is consistent with the overall outcomes of the Low Impact Industry Zone based on the following:

- the proposed development, being a transport depot, does not pose greater impacts than a low impact industrial use;
- the site is located within an established industrial estate with existing services and transport infrastructure appropriate for the intended use;
- the site is not located within close proximity to a sensitive land use;
- the proposed hours of operation are consistent with the surrounding industrial land uses;
- the development has been designed to have an office and light vehicle car park along the road frontage and the heavy vehicle parking and workshop located to the rear of the site with line marked walkways providing safe pedestrian access within the site; and
- the road frontage of the site will be screened with landscaping, softening the street aesthetic.

The proposed development is considered to satisfy the relevant requirements of the regional, State, and local planning instruments. The development accords with the relevant Planning Scheme Codes and maintains the outcomes sought for the Low Impact Industry Zone. It is considered that the proposal has merit and warrants favourable consideration by Council.

APPENDIX A

DA FORM 1

APPENDIX B

TITLE SEARCH

APPENDIX C

LANDOWNERS CONSENT

APPENDIX D

PROPOSAL PLANS

APPENDIX E

CODE ASSESSMENT RRPS 2015

APPENDIX F

STATE CODE 2: DEVELOPMENT IN A RAILWAY CORRIDOR

APPENDIX G

STATE CODE 6: PROTECTION OF STATE TRANSPORT NETWORKS

APPENDIX H

TRAFFIC IMPACT ASSESSMENT

APPENDIX I

STORMWATER MANAGEMENT PLAN

DA Form 1 – Development application details

Approved form (version 1.6 effective 2 August 2024) 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 only 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) (*individual or company full name*)	Qube Bulk Pty Ltd
Contact name *(only applicable for companies)*	C/-Gideon Town Planning
Postal address *(P.O. Box or street address)*	PO Box 450
Suburb	Rockhampton
State	QLD
Postcode	4700
Country	Australia
Contact number	07 4806 6959
Email address *(non-mandatory)*	info@gideontownplanning.com.au
Mobile number *(non-mandatory)*	
Fax number *(non-mandatory)*	
Applicant's reference number(s) *(if applicable)*	GTP2457

1.1) Home-based business

☐ Personal details to remain private in accordance with section 264(6) of *Planning Act 2016*

2) Owner's consent

2.1) Is written consent of the owner required for this development application?

☒ Yes – the written consent of the owner(s) is attached to this development application
☐ 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
		30	Monier Road	Parkhurst
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)
	4702	30	SP251639	Rockhampton Regional Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)

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

***Note**: Place each set of coordinates in a separate row.*

☐ Coordinates of premises by longitude and latitude

Longitude(s)	Latitude(s)	Datum	Local Government Area(s) *(if applicable)*
		☐ WGS84 ☐ GDA94 ☐ Other:	

☐ Coordinates of premises by easting and northing

Easting(s)	Northing(s)	Zone Ref.	Datum	Local Government Area(s) *(if applicable)*
		☐ 54 ☐ 55 ☐ 56	☐ WGS84 ☐ GDA94 ☐ Other:	

3.3) Additional premises

☐ Additional premises are relevant to this development application and the details of these premises have been attached in a schedule to this development 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:	
☐ Listed on the Contaminated Land Register (CLR) under the *Environmental Protection Act 1994*	
CLR site identification:	

5) Are there any existing easements over the premises?

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

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

☒ No

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

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

☒ Material change of use ☐ Reconfiguring a lot ☐ Operational work ☐ Building work

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

☒ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

☐ Code assessment ☒ Impact assessment *(requires public notification)*

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

Transport Depot

e) Relevant plans

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

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

6.2) Provide details about the second development aspect

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

☐ Material change of use ☐ Reconfiguring a lot ☐ Operational work ☐ Building work

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

☐ Development permit ☐ Preliminary approval ☐ Preliminary approval that includes a variation approval

c) What is the level of assessment?

☐ Code assessment ☐ Impact assessment *(requires public notification)*

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

e) Relevant plans

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

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

6.3) Additional aspects of development
☐ Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application
☐ Not required
6.4) Is the application for State facilitated development?
☐ Yes - Has a notice of declaration been given by the Minister?
☒ No

Section 2 – Further development details

7) Does the proposed development application involve any of the following?	
Material change of use	☒ Yes – complete division 1 if assessable against a local planning instrument
Reconfiguring a lot	☐ Yes – complete division 2
Operational work	☐ Yes – complete division 3
Building work	☐ Yes – complete *DA Form 2 – Building work details*

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition *(include each definition in a new row)*	Number of dwelling units *(if applicable)*	Gross floor area (m^2) *(if applicable)*
Parking of heaving vehicles with an office and workshop ancillary to the main use.	Transport Depot		

8.2) Does the proposed use involve the use of existing buildings on the premises?
☐ Yes
☒ No

8.3) Does the proposed development relate to temporary accepted development under the Planning Regulation?	
☐ Yes – provide details below or include details in a schedule to this development application	
☒ No	
Provide a general description of the temporary accepted development	Specify the stated period dates under the Planning Regulation

Division 2 – Reconfiguring a lot

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

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

9.2) What is the nature of the lot reconfiguration? *(tick all applicable boxes)*	
☐ Subdivision *(complete 10)*	☐ Dividing land into parts by agreement *(complete 11)*
☐ Boundary realignment *(complete 12)*	☐ Creating or changing an easement giving access to a lot from a constructed road *(complete 13)*

10) Subdivision				
10.1) For this development, how many lots are being created and what is the intended use of those lots:				
Intended use of lots created	Residential	Commercial	Industrial	Other, please specify:
Number of lots created				

10.2) Will the subdivision be staged?	
☐ Yes – provide additional details below ☐ No	
How many stages will the works include?	
What stage(s) will this development application apply to?	

11) Dividing land into parts by agreement – how many parts are being created and what is the intended use of the parts?				
Intended use of parts created	Residential	Commercial	Industrial	Other, please specify:
Number of parts created				

12) Boundary realignment			
12.1) What are the current and proposed areas for each lot comprising the premises?			
Current lot		Proposed lot	
Lot on plan description	Area (m^2)	Lot on plan description	Area (m^2)
12.2) What is the reason for the boundary realignment?			

13) What are the dimensions and nature of any existing easements being changed and/or any proposed easement? *(attach schedule if there are more than two easements)*				
Existing or proposed?	Width (m)	Length (m)	Purpose of the easement? *(e.g. pedestrian access)*	Identify the land/lot(s) benefitted by the easement

Division 3 – Operational work

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

14.1) What is the nature of the operational work?		
☐ Road work	☐ Stormwater	☐ Water infrastructure
☐ Drainage work	☐ Earthworks	☐ Sewage infrastructure
☐ Landscaping	☐ Signage	☐ Clearing vegetation
☐ Other – please specify:		

14.2) Is the operational work necessary to facilitate the creation of new lots? *(e.g. subdivision)*	
☐ Yes – specify number of new lots:	
☐ No	

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

$

PART 4 – ASSESSMENT MANAGER DETAILS

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

Rockhampton Regional Council

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

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

PART 5 – REFERRAL DETAILS

17) Does this development application include any aspects that have 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 Act 2016***:

- ☐ Clearing native vegetation
- ☐ Contaminated land *(unexploded ordnance)*
- ☐ Environmentally relevant activities (ERA) *(only if the ERA has not been devolved to a local government)*
- ☐ Fisheries – aquaculture
- ☐ Fisheries – declared fish habitat area
- ☐ Fisheries – marine plants
- ☐ Fisheries – waterway barrier works
- ☐ Hazardous chemical facilities
- ☐ Heritage places – Queensland heritage place *(on or near a Queensland heritage place)*
- ☐ Infrastructure-related referrals – designated premises
- ☒ Infrastructure-related referrals – state transport infrastructure
- ☒ Infrastructure-related referrals – State transport corridor and future State transport corridor
- ☐ Infrastructure-related referrals – State-controlled transport tunnels and future state-controlled transport tunnels
- ☐ Infrastructure-related referrals – near a state-controlled road intersection
- ☐ Koala habitat in SEQ region – interfering with koala habitat in koala habitat areas outside koala priority areas
- ☐ Koala habitat in SEQ region – key resource areas
- ☐ Ports – Brisbane core port land – near a State transport corridor or future State transport corridor
- ☐ Ports – Brisbane core port land – environmentally relevant activity (ERA)
- ☐ Ports – Brisbane core port land – tidal works or work in a coastal management district
- ☐ Ports – Brisbane core port land – hazardous chemical facility
- ☐ Ports – Brisbane core port land – taking or interfering with water
- ☐ Ports – Brisbane core port land – referable dams
- ☐ Ports – Brisbane core port land – fisheries
- ☐ Ports – Land within Port of Brisbane's port limits *(below high-water mark)*
- ☐ 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
- ☐ SEQ northern inter-urban break – tourist activity or sport and recreation activity

☐ SEQ northern inter-urban break – community activity
☐ SEQ northern inter-urban break – indoor recreation
☐ SEQ northern inter-urban break – urban activity
☐ SEQ northern inter-urban break – 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 –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 has been devolved to local government)*
☐ Heritage places – Local heritage places

Matters requiring referral to the **Chief Executive of the distribution entity or transmission entity:**
☐ Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:
- The **Chief Executive of the holder of the licence**, if not an individual
- The **holder of the licence**, if the holder of the licence is an individual

☐ Infrastructure-related referrals – Oil and gas infrastructure

Matters requiring referral to the **Brisbane City Council:**
☐ Ports – Brisbane core port land

Matters requiring referral to the **Minister responsible for administering the *Transport Infrastructure Act 1994*:**
☐ Ports – Brisbane core port land *(where inconsistent with the Brisbane port LUP for transport reasons)*
☐ Ports – Strategic port land

Matters requiring referral to the **relevant port operator**, if applicant is not port operator**:**
☐ Ports – Land within Port of Brisbane's port limits *(below high-water mark)*

Matters requiring referral to the **Chief Executive of the relevant port authority:**
☐ Ports – Land within limits of another port *(below high-water mark)*

Matters requiring referral to the **Gold Coast Waterways Authority:**
☐ Tidal works or work in a coastal management district *(in Gold Coast waters)*

Matters requiring referral to the **Queensland Fire and Emergency Service:**
☐ Tidal works or work in a coastal management district *(involving a marina (more than six vessel berths))*

18) Has any referral agency provided a referral response for this development application?

☐ Yes – referral response(s) received and listed below are attached to this development application
☒ 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 this development application, or include details in a schedule to this development application *(if applicable).*

PART 6 – INFORMATION REQUEST

19) Information request under the DA Rules

☒ I agree to receive an information request if determined necessary for this development application

☐ I do not agree to accept an information request for this development application

***Note**: By not agreeing to accept an information request I, the applicant, acknowledge:*

- *that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties*
- *Part 3 under Chapter 1 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules or*
- *Part 2under Chapter 2 of the DA Rules will still apply if the application is for state facilitated development*

Further advice about information requests is contained in the DA Forms Guide.

PART 7 – FURTHER DETAILS

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

☐ Yes – provide details below or include details in a schedule to this development application

☒ No

List of approval/development application references	Reference number	Date	Assessment manager
☐ Approval ☐ Development application			
☐ Approval ☐ Development application			

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

☐ Yes – a copy of the receipted QLeave form is attached to this development application

☐ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid

☒ Not applicable *(e.g. building and construction work is less than $150,000 excluding GST)*

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

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

☐ Yes – show cause or enforcement notice is attached

☒ No

23) Further legislative requirements

Environmentally relevant activities

23.1) Is this development application also taken to be an application for an environmental authority for an **Environmentally Relevant Activity (ERA)** under section 115 of the *Environmental Protection Act 1994*?

☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below

☒ No

***Note**: Application for an environmental authority can be found by searching "ESR/2015/1791" as a search term at www.qld.gov.au. An ERA requires an environmental authority to operate. See www.business.qld.gov.au for further information.*

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

☐ Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.

Hazardous chemical facilities

23.2) Is this development application for a **hazardous chemical facility**?

☐ Yes – *Form 536: Notification of a facility exceeding 10% of schedule 15 threshold* is attached to this development application

☒ No

***Note**: See www.business.qld.gov.au for further information about hazardous chemical notifications.*

Clearing native vegetation

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

☐ Yes – this development application 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 for further information on environmental offsets.*

Koala habitat in SEQ Region

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

☐ Yes – the development application involves premises in the koala habitat area in the koala priority area

☐ Yes – the development application involves premises in the koala habitat area outside the koala priority area

☒ No

***Note**: If a koala habitat area determination has been obtained for this premises and is current over the land, it should be provided as part of this development application. See koala habitat area guidance materials at www.desi.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 Resources at www.resources.qld.gov.au for further information.*

DA templates are available from planning.statedevelopment.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 Form1 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 planning.statedevelopment.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 for further information.*

Quarry materials from a watercourse or lake

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

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

☒ No

***Note**: Contact the Department of Resources at www.resources.qld.gov.au and www.business.qld.gov.au for further information.*

Quarry materials from land under tidal waters

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

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

☒ No

***Note**: Contact the Department of Environment, Science and Innovation at www.desi.qld.gov.au for further information.*

Referable dams

23.11) Does this development application involve a **referable dam** required to be failure impact assessed under section 343 of the *Water Supply (Safety and Reliability) Act 2008* (the Water Supply Act)?

☐ Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the Water Supply Act is attached to this development application

☒ No

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

Tidal work or development within a coastal management district

23.12) Does this development application involve **tidal work or development in a coastal management district**?

☐ Yes – the following is included with this development application:
- ☐ Evidence the proposal meets the code for assessable development that is prescribed tidal work *(only required if application involves prescribed tidal work)*
- ☐ A certificate of title

☒ No

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

Queensland and local heritage places

23.13) Does this development application propose development on or adjoining a place entered in the **Queensland heritage register** or on a place entered in a local government's **Local Heritage Register**?

☐ Yes – details of the heritage place are provided in the table below

☒ No

***Note**: See guidance materials at www.desi.qld.gov.au for information requirements regarding development of Queensland heritage places.*

For a heritage place that has cultural heritage significance as a local heritage place and a Queensland heritage place, provisions are in place under the Planning Act 2016 that limit a local categorising instrument from including an assessment benchmark about the effect or impact of, development on the stated cultural heritage significance of that place. See guidance materials at www.planning.statedevelopment.qldgov.au for information regarding assessment of Queensland heritage places.

Name of the heritage place:		Place ID:	

Decision under section 62 of the *Transport Infrastructure Act 1994*

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

☐ Yes – this application will be taken to be an application for a decision under section 62 of the *Transport Infrastructure Act 1994* (subject to the conditions in section 75 of the *Transport Infrastructure Act 1994* being satisfied)

☒ No

Walkable neighbourhoods assessment benchmarks under Schedule 12A of the Planning Regulation

23.15) Does this development application involve reconfiguring a lot into 2 or more lots in certain residential zones (except rural residential zones), where at least one road is created or extended?

☐ Yes – Schedule 12A is applicable to the development application and the assessment benchmarks contained in schedule 12A have been considered

☒ No

***Note**: See guidance materials at www.planning.statedevelopment.qld.gov.au for further information.*

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 ***Note**: See the Planning Regulation 2017 for referral requirements*	☒ Yes
If building work is associated with the proposed development, Parts 4 to 6 of *DA Form 2 – Building work details* have been completed and attached to this development application	☐ Yes ☒ Not applicable
Supporting information addressing any applicable assessment benchmarks is with the development application ***Note**: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see DA Forms Guide: Planning Report Template.*	☒ Yes
Relevant plans of the development are attached to this development application ***Note**: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.*	☒ Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued *(see 21)*	☐ Yes ☒ Not applicable

25) Applicant declaration
☒ By making this development application, I declare that all information in this development application is true and correct ☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001* ***Note**: It is unlawful to intentionally provide false or misleading information.*
Privacy – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website. Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where: • such disclosure is in accordance with the provisions about public access to documents contained in the *Planning Act 2016* and the Planning Regulation 2017, and the access rules made under the *Planning Act 2016* and Planning Regulation 2017; or • required by other legislation (including the *Right to Information Act 2009*); or • otherwise required by law. This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002.*

PART 9 – FOR COMPLETION OF THE ASSESSMENT MANAGER – FOR OFFICE USE ONLY

Date received: | Reference number(s):

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

QLeave notification and payment *Note: For completion by assessment manager if applicable*			
Description of the work			
QLeave project number			
Amount paid ($)		Date paid (dd/mm/yy)	
Date receipted form sighted by assessment manager			
Name of officer who sighted the form			

Current Title Search

Queensland Titles Registry Pty Ltd
ABN 23 648 568 101

Title Reference:	**50921120**	**Search Date:**	16/12/2024 13:51
Date Title Created:	09/08/2013	**Request No:**	50370358
Previous Title:	40066801		

ESTATE AND LAND

Estate in Fee Simple

LOT 30 SURVEY PLAN 251639
Local Government: ROCKHAMPTON

REGISTERED OWNER

Dealing No: 715249940 09/08/2013

MINISTER FOR ECONOMIC DEVELOPMENT QUEENSLAND

EASEMENTS, ENCUMBRANCES AND INTERESTS

1. Rights and interests reserved to the Crown by
Deed of Grant No. 40066801 (Lot 30 on SP 251639)

ADMINISTRATIVE ADVICES

NIL

UNREGISTERED DEALINGS

NIL

** End of Current Title Search **

Requested by: D-ENQ TITLES QUEENSLAND

Economic Development Queensland
Creating and investing in sustainable places for Queensland to prosper

Our reference: F24/928

24 February 2024

Rockhampton Regional Council
Attn Town Planning
232 Bolsover St
Rockhampton
Q 4700

Dear Sir/ Madam,

RE: Request for Owners Consent to Lodge Application over Lot 30 on SP251639, Monier Road Parkhurst, Land Owned by the Minister for Economic Development Queensland.

As authorised delegate of Minister for Economic Development Queensland, I, the undersigned, consent to the lodgment of any applications or permits to the relevant administering authority by Qube Bulk Pty Ltd (the Applicant) or its agents and /or nominees required for the application. The application relates to the development which will take place on Lot 30 on SP251639.

This owner's consent is provided on the basis that:

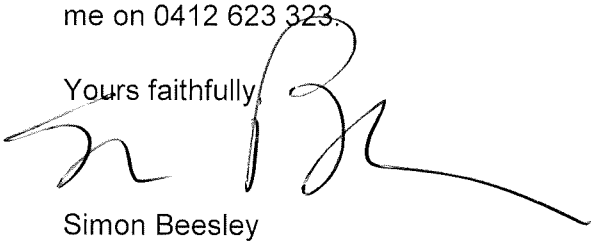
- This consent is not an agreement by, or confirmation from, the Minister for Economic Development Queensland that the Applicant will be given rights to occupy or use any part of the land for the Project.
- It does not remove the statutory obligation of the Applicant to obtain all necessary cultural, environmental and development approvals from the administering authority prior to the commencement of any construction.
- It will not prejudice Economic Development Queensland from undertaking day to day operations or further detailed reviews of the proposed development and its impacts on land controlled by the Minister of Economic Development Queensland.
- It is only related to the Applicant lodging an application with the relevant approving authority.
- It does not allow the Applicant to act on behalf of the Minister of Economic Development Queensland. The Applicant is not the Minister for Economic Development Queensland's agent.
- It has an expiry date of twelve (12) months from the date of this letter.

Economic Development Queensland
GPO Box 2202
Brisbane Queensland 4001 Australia
Website www.edq.qld.gov.au
ABN 76 590 288 697

Queensland Government

Should you have any questions regarding the above consent you are encouraged to contact me on 0412 623 323.

Yours faithfully,



Simon Beesley
Sales & Property Manager
Industrial Development
Economic Development Queensland

SITE ADDRESS:

LOT 30 MONIER RD, PARKHURST, QLD 4702

PROJECT:

PROPOSED TRANSPORT DEPOT

DRAWING SCHEDULE			
DWG#	SHEET NAME	REV	DATE
A000	COVER PAGE	A	30/01/2025
A100	SITE - SURVEY & LOCALITY PLAN	A	30/01/2025
A101	SITE - PLAN	A	30/01/2025
A200	FLOOR PLANS	A	30/01/2025
A300	ELEVATIONS	A	30/01/2025

Perth
5 Martin Place
Canningvale, WA 6155

Albany
169 Chesterpass Road
Milpara, WA 6330

Gnowangerup
15 Corbett Street
Gnowangerup, WA 6335

Phone: 1300 271 220

PROJECT NUMBER:

TK3285

Rev	Description	Drawn	Checked	Date
A	Original Issue	RB	RB	20/01/25

This plan is prepared from a combination of field survey and existing records for the purpose of designing new constructions on the land and should not be used for any other purpose. The title boundaries shown hereon were not marked by the author at the time of survey and have been determined by plan dimensions only and not by field measurement. Services shown hereon have been located where possible by field survey. If not able to be located, services may have been plotted from the records of relevant authorities where available. Prior to any demolition, excavation or construction on the site, the relevant authority should be contacted for possible location of further underground services and detailed locations of all services. This note is an integral part of this plan.

Contour and Detail

PROJECT:
LOCATION: 30 Monier Road Parkhurst
Real Property Description:
CLIENT: Auspan
Horizontal Datum: Grid Via MGA2020
Vertical Datum: AHD
Local Authority: RCC
Contour Interval: 0.1m

VISION SURVEYS
Airlie Beach | Mackay | Townsville | Rockhampton | Brisbane | Gold Coast
E : admin@visionsurveysqld.com.au P : 13000VISION

Scale: 1: 1000 @A3
Drawing No: CD001
Drawn: RB
Sheet: 1 OF 1
Surveyor: JV
Revision: A

LOCALITY PLAN

DATE	REV	AMENDMENT	BY
30/01/2025	A	ISSUED FOR DA	ER

DESIGNER:

AUSPAN

Perth
5 Martin Place
Canningvale, WA 6155

Albany
169 Chesterpass Road
Milpara, WA 6330

Gnowangerup
15 Corbett Street
Gnowangerup, WA 6335

Phone: 1300 271 220

CLIENT: QUBE

SITE ADDRESS: LOT 30 MONIER RD, PARKHURST, QLD 4702

ARCHITECTURAL DRAWINGS

PROJECT: PROPOSED TRANSPORT DEPOT

DRAWING TITLE: SITE - SURVEY & LOCALITY PLAN

SCALE: 1 : 15000
SHEET SIZE: A1
DATE: 30/01/2025
DESIGNED: ER
DRAWN: ER
CHECKED: DD

PROJECT NUMBER: TK3285
STAGE: DA
REVISION: A
DRAWING NUMBER: A100

C:\Users\EmmaReynoldsAuspanGr\odrive\Procore\AuspanBu\projects\TK3285 - Qube Bulk - 30 Monier Road QLD\06 DWGS & DESIGN\01 Architectural\03 REVIT\04 Models\TK3285 - QUBE QLD_TEST FIT_PLAN_29012025.rvt

NOTE: NEW KERBS & DRAINAGE CHANNEL TO MONIER RD TO FOLLOW EXISTING ROAD COUNTOURS & SHAPING

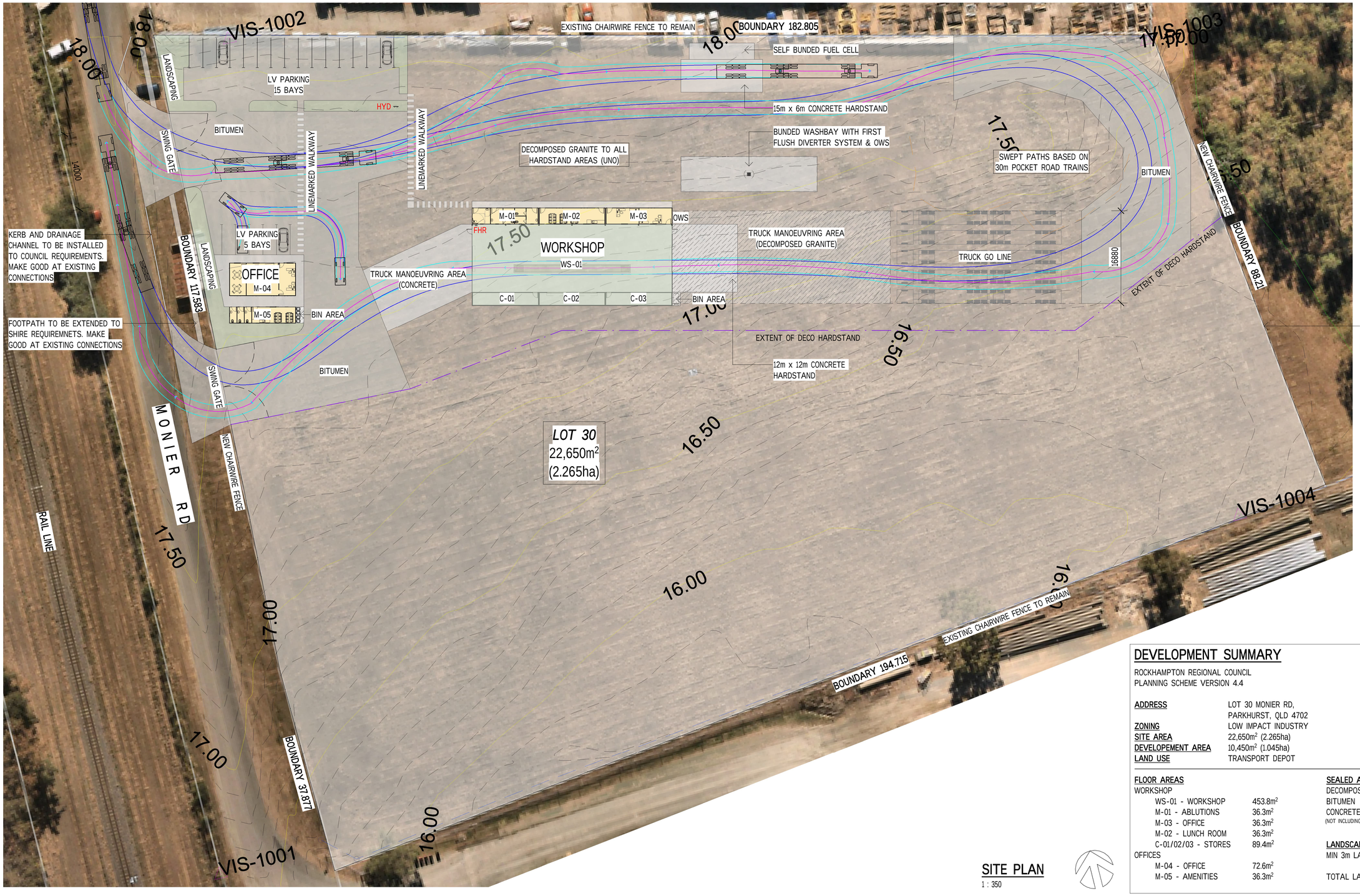
6500 | 37500 PARKING BAYS | 2500 | 51500

12520 | 12500 PARKING BAYS | 2500

13920 | 12100 OFFICE | 32280 | 36600 WORKSHOP

41730 = 6000 + 6000 + 2000 + 14730 DRIVE + 6000 + 7000 + 17840 WORKSHOP + 3220 = 31670

11000 OFFICE + 11000



DEVELOPMENT SUMMARY

ROCKHAMPTON REGIONAL COUNCIL
PLANNING SCHEME VERSION 4.4

ADDRESS	LOT 30 MONIER RD, PARKHURST, QLD 4702
ZONING	LOW IMPACT INDUSTRY
SITE AREA	22,650m² (2.265ha)
DEVELOPEMENT AREA	10,450m² (1.045ha)
LAND USE	TRANSPORT DEPOT

FLOOR AREAS

WORKSHOP	
WS-01 - WORKSHOP	453.8m²
M-01 - ABLUTIONS	36.3m²
M-03 - OFFICE	36.3m²
M-02 - LUNCH ROOM	36.3m²
C-01/02/03 - STORES	89.4m²
OFFICES	
M-04 - OFFICE	72.6m²
M-05 - AMENITIES	36.3m²

SEALED AREAS

DECOMPOSED GRANITE	5,995m²
BITUMEN	2,930m²
CONCRETE HARDSTAND/PAVE (NOT INCLUDING CROSSOVERS)	717m²

LANDSCAPING

MIN 3m LANDSCAPING STRIP TO MONIER RD

TOTAL LANDSCAPING AREA 284m²

SITE PLAN

1 : 350

No.	Description	Date
A	ISSUED FOR DA	30/01/2025

AUSPAN

PERTH
5 MARTIN PLACE
CANNINGVALE WA 6A55

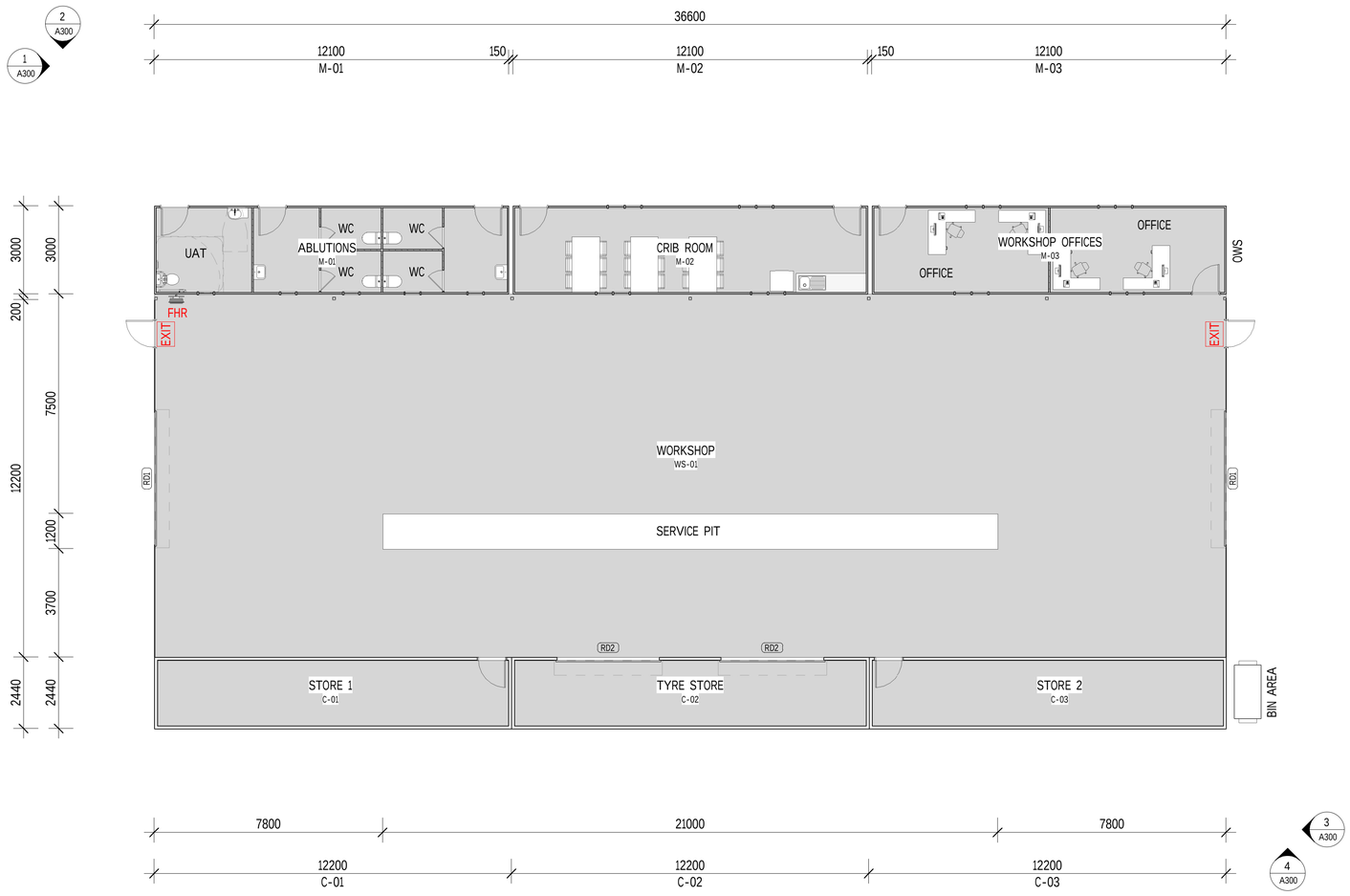
ALBANY
169 CHESTER PASS ROAD
MILPARA WA 6330

GNOWANGERUP
41 QUINN STREET
GNOWANGERUP WA 6355

PHONE: 1300 271 220

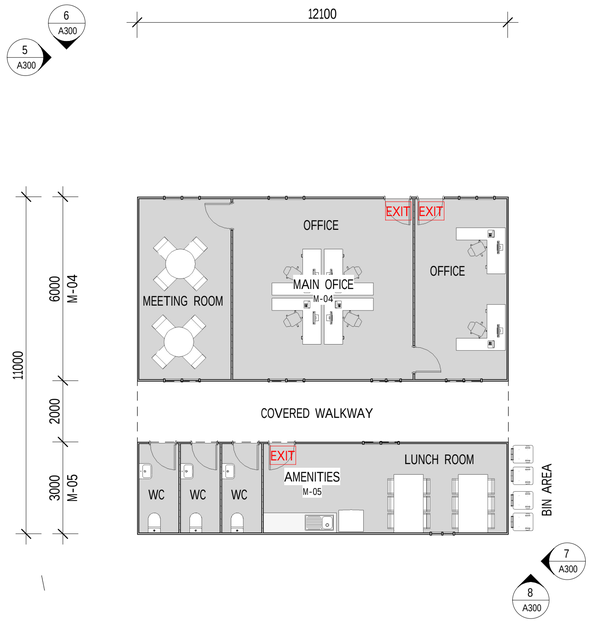
QUBE

PROJECT	PROPOSED TRANSPORT DEPOT	DRAWING	SITE - PLAN
ADDRESS	LOT 30 MONIER RD, PARKHURST, QLD 4702	CLIENT	QUBE
SCALE	1 : 350 @ A1	PROJECT NUMBER	TK3285
DATE	29/01/2025	REVISION	A
DESIGNED	ER	DRAWING NUMBER	A101
DRAWN	ER		



FLOOR PLAN - WORKSHOP

1 : 100



FLOOR PLAN - OFFICES

1 : 100

NOTE: THESE DRAWINGS ARE TOO BE READ IN CONJUNCTION WITH SUPPLIERS DOCUMENTATION FOR THE DOME STRUCTURE & THE MODULAR BUILDINGS

BUILDING SCHEDULE

MARK	NAME	TYPE	AREA
C-01	STORE 1	CONTAINER	27 m²
C-02	TYRE STORE	CONTAINER	27 m²
C-03	STORE 2	CONTAINER	27 m²
M-01	ABLUTIONS	MODULAR	35 m²
M-02	CRIB ROOM	MODULAR	35 m²
M-03	WORKSHOP OFFICES	MODULAR	35 m²
M-04	MAIN OFICE	MODULAR	71 m²
M-05	AMENITIES	MODULAR	35 m²
WS-01	WORKSHOP	DOME SHELTER	454 m²

DOOR SCHEDULE

MARK	HEIGHT	WIDTH	FINISH	COUNT
RD1	4000	4500	SHALE GREY OR SIMILAR	2
RD2	2400	3500		2

No.	Description	Date
A	ISSUED FOR DA	30/01/2025

AUSPAN

PERTH
5 MARTIN PLACE
CANNINGVALE WA 6A55

ALBANY
169 CHESTER PASS ROAD
MILPARA WA 6330

GNOWANGERUP
41 QUINN STREET
GNOWANGERUP WA 6355

PHONE: 1300 271 220

QUBE

PROJECT: PROPOSED TRANSPORT DEPOT

ADDRESS: LOT 30 MONIER RD, PARKHURST, QLD 4702

CLIENT: QUBE

DRAWING: FLOOR PLANS

SCALE: 1 : 100 @ A1

DATE: 29/01/2025

DESIGNED: ER

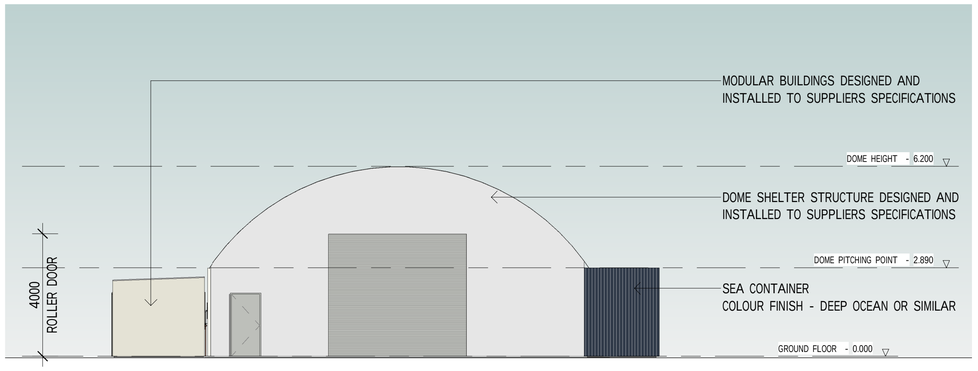
DRAWN: ER

PROJECT NUMBER: TK3285

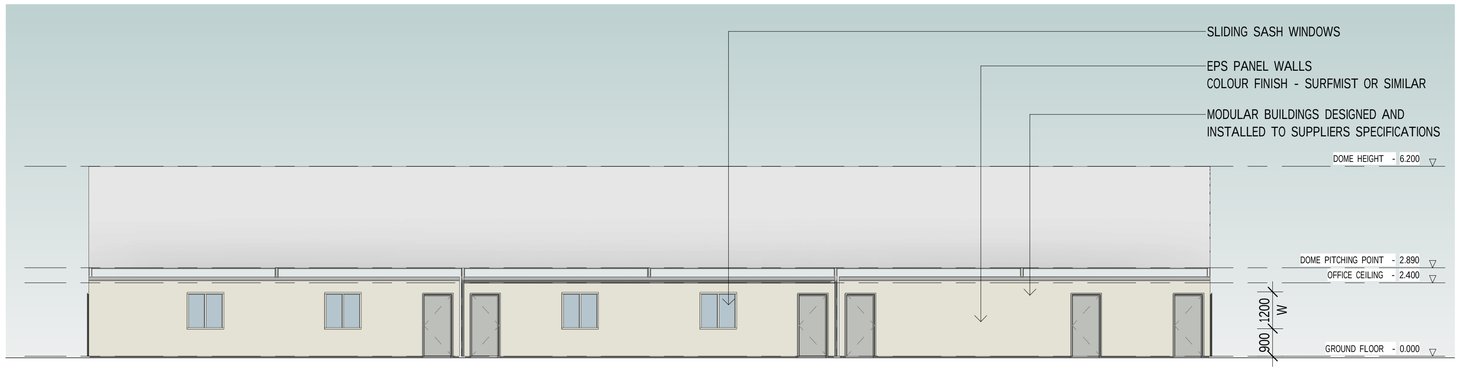
REVISION: A

DRAWING NUMBER: A200

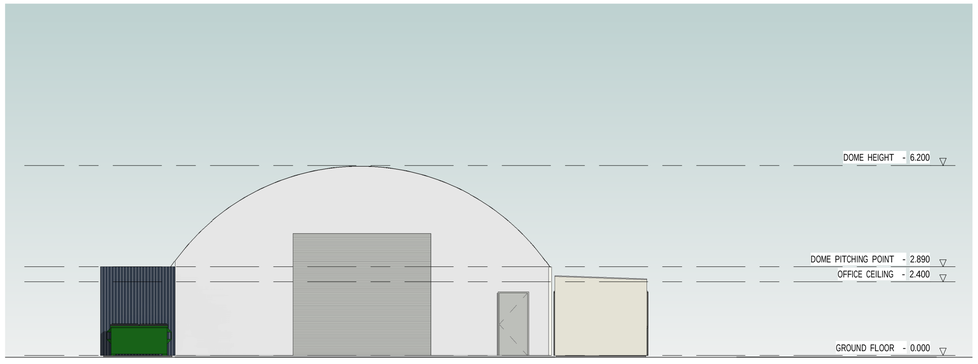
NOTE: THESE DRAWINGS ARE TOO BE READ IN CONJUNCTION WITH SUPPLIERS DOCUMENATIONS FOR THE DOME STRUCTURE & THE MODULAR BUILDINGS



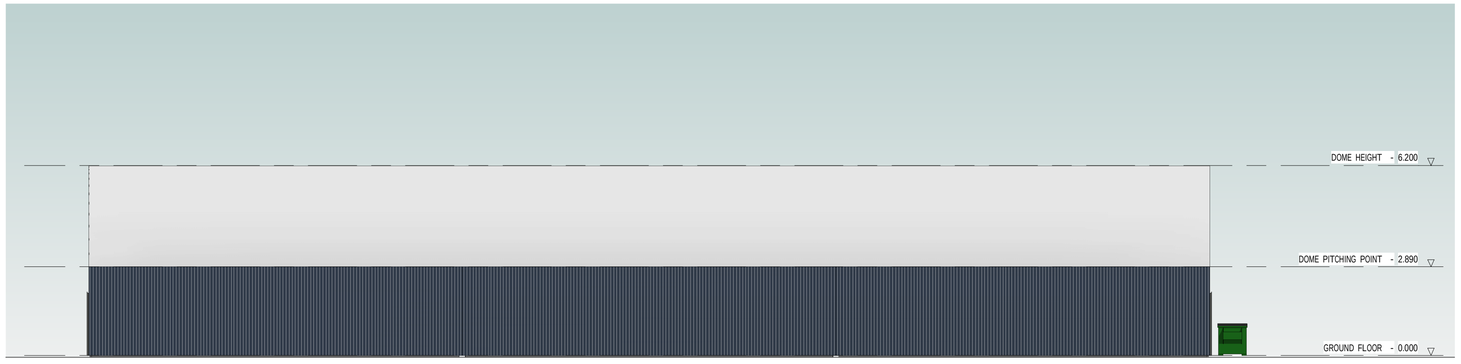
ELEVATION 1
1 : 100 — A200



ELEVATION 2
1 : 100 — A200



ELEVATION 3
1 : 100 — A200



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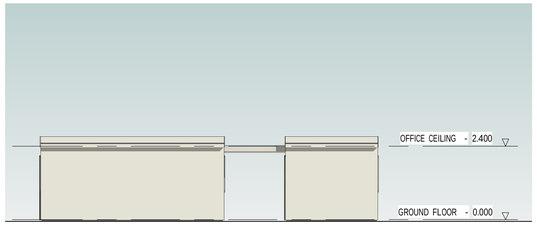
1 : 100 — A200



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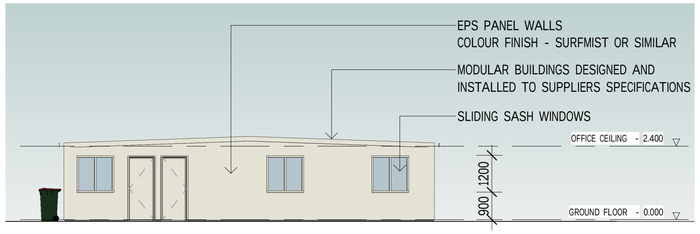
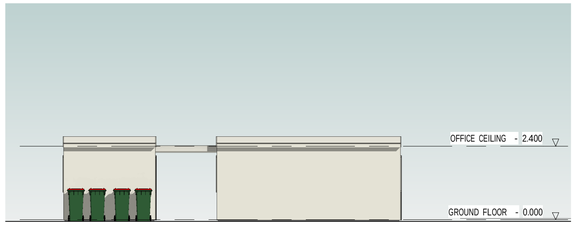
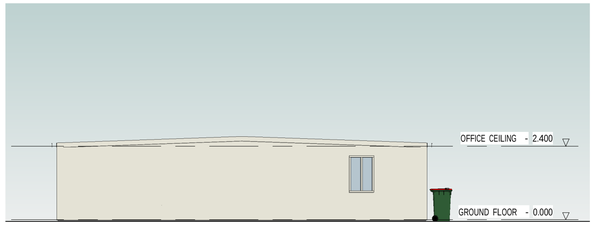


ELEVATION 6
1 : 100 — A200



ELEVATION 7
1 : 100 — A200



ELEVATION 8
1 : 100 — A200

No.	Description	Date
A	ISSUED FOR DA	30/01/2025

AUSPAN

PERTH
5 MARTIN PLACE
CANNINGVALE WA 6A55

ALBANY
169 CHESTER PASS ROAD
MILPARA WA 6330

GNOWANGERUP
41 QUINN STREET
GNOWANGERUP WA 6355

PHONE: 1300 271 220

QUBE

PROJECT: PROPOSED TRANSPORT DEPOT

ADDRESS: LOT 30 MONIER RD, PARKHURST, QLD 4702

DRAWING: ELEVATIONS

CLIENT: QUBE

SCALE: 1 : 100 @ A1

DATE: 29/01/2025

DESIGNED: ER

DRAWN: ER

PROJECT NUMBER: TK3285

REVISION: A

DRAWING NUMBER: A300

Low Impact Industry Zone Code

Table 6.6.1.3.1 — Development outcomes for assessable development and requirements for accepted development

Performance outcomes	Acceptable outcomes	Assessment
Where involving a new building or expansion to an existing building		
Built form		
PO1 Development does not adversely impact on the character of the locality, having regard to the scale and visibility of buildings.	**AO1.1** The height of buildings and structures does not exceed ten (10) metres above ground level. **AND** **AO1.2** Site cover does not exceed eighty (80) per cent of the total site area.	**Complies –** the maximum height of the buildings is 6.20 metres**.** **Complies –** the site coverage is approximately 46%.
PO2 Building setbacks contribute to an attractive streetscape and provide for landscaping at the front of the site.	**AO2.1** Buildings are set back from street frontages: (a) within twenty (20) per cent of the average front setback of adjoining buildings; or (b) where there are no adjoining buildings a minimum of six (6) metres.	**Alternate Solution –** the Monier Road frontage of the site will be fully landscaped to a minimum width of 3 metres for the length of the development, softening the aesthetic from the street. A small office will be located on the road frontage. The main workshop is setback 58.30 metres from the street front. Several building along Monier Road is built onto the front property boundary.
PO3 Development reflects the operational and functional needs of the use and provides design features that contribute to an attractive streetscape.	**AO3.1** Except where a wall is built directly against another wall, all exterior walls are: (a) articulated so they do not exceed a length of fifteen (15) metres without a change in plane of at least 0.75 metre depth; or (b) painted with at least two colours, each of which covers at least ten (10) per cent of total exterior wall area; or (c) covered with at least two (2) different types of cladding material, each of which covers at least ten (10) per cent of total exterior wall area.	**Alternate Solution –** Although the longest wall of the shipping container housing the storerooms measures 36.60 meters in length without articulation, it is not visible from the street. The workshop's design creates an appealing streetscape featuring a mix of colours (three) and materials for the modular buildings and shipping container, complemented by a dome roof structure and a large-scale roller door.

Performance outcomes	Acceptable outcomes	Assessment
	AND **AO3.2** Where applicable, the ancillary office space and sales areas of each building are sited on and oriented towards the primary street frontage.	 **Complies** – an office with visitor parking is sited on the Monier Road frontage.
PO4 Development has a pedestrian entry that is orientated towards the street and provides a positive contribution to the character of the area.	**AO4.1** Pedestrian entries: (a) are visible from the street and visitor car parking areas; and (b) incorporate sun and rain shelter, such as overhangs or awnings, that are a minimum of 900 millimetres wide from the external building face to the outermost projection.	**Alternate Solution** – Five (5) visitor car parking spaces are located at the entrance to the site and adjoin the office at the front of the development. A concrete walkway connects the visitor car parking spaces to the office. The development is located in an established industrial estate with very minimal to no pedestrian traffic expected.
Amenity		
PO5 Where adjoining land in a residential zone or within proximity of an existing sensitive land use not located within an industrial zone, development does not create adverse impacts by way of noise, dust, odour, hours of operation or unsightly activities.	**AO5.1** Development where adjoining land in a residential zone or an existing sensitive land use not located within an industrial zone is to ensure that the following is complied with: (a) buildings, plant and equipment, active outdoor use areas, servicing or outdoor storage areas are set back a minimum of five (5) metres from any boundary adjoining a residential zone; (b) where sites have two (2) road frontages, access is from the frontage furthest away from the adjoining residential zone or sensitive land use; (c) vehicular access is not located along a common boundary shared with a residential zone or sensitive land use; (d) vehicles with a load greater than 4.5 tonne tare in weight do not exit or enter via an urban access road;	**Not applicable** – development does not adjoin a residential zone or sensitive land use.

Performance outcomes	Acceptable outcomes	Assessment
	Editor's note—Urban access roads are shown on the road hierarchy overlay map OM-19. (e) windows that have direct views into adjoining residential buildings are provided with fixed screening that is a maximum of seventy-five (75) per cent transparent to obscure views into the adjoining residential building and maintain privacy for those residents.	
Streetscape and landscaping		
PO6 Development that has a common property boundary with a state controlled road provides a positive contribution, through landscaping, to the amenity and character of the entry points into Gracemere and Rockhampton.	**AO6.1** Vegetated landscape buffers, created through a 'three tier' planting approach, are at least four (4) metres in width (measured perpendicular to the property boundary), are provided along the common property boundary of any state controlled road (except where a driveway exists or is proposed) and consist of: (a) a minimum of two (2) shade or rounded canopy trees for every five (5) linear metres or part thereof of the length of the landscape buffer; (b) a minimum of two (2) shrubs for every three (3) linear metres or part thereof of the length of the landscaped buffer; (c) a minimum of two (2) ground covers for every two (2) linear metres or part thereof of the length of the landscaped buffer; and (d) a one (1) metre high earth mound for the length of the common property boundary excluding access points and driveways.	**Not applicable** – development does not share a common property boundary with a state controlled road.
PO7 Landscaping to road frontages must make a positive contribution to the streetscape	**AO7.1** Landscaping is provided along all road frontages (except where fronting a state	**Complies** – landscaping is proposed along the Monier road frontage

Performance outcomes	Acceptable outcomes	Assessment
and incorporate landscape elements that screen the scale and bulk of industrial forms.	controlled road) of the site for a minimum width of two (2) metres.	of the development with a minimum width of three (3) metres.
Land use		
Ancillary sales		
PO8 Direct sales to the public occur at a scale that is ancillary to and has a direct nexus with the industry conducted on the site.	**AO8.1** With the exception of a warehouse, direct sales to the public are restricted to the sale of industrial products which are related to the industrial use on site. **AND** **AO8.2** The sales area does not exceed ten (10) per cent of the total gross floor area.	**Not applicable**– the proposal does not include any direct sales to the public. **Not applicable**
Caretaker's accommodation		
PO9 The development does not compromise the productivity of the use.	**AO9.1** No more than one (1) caretaker's accommodation is established on the site.	**Not applicable** – development is for a transport depot.
Sales office		
PO10 The development for a sales office is temporary in nature having regard to length of time and operation of the use.	**AO10.1** Sales office use ceases on the sale of the last lot in the estate on which it is located, or within two (2) years of commencement.	**Not applicable** – development is for a transport depot.
Effects of development		
PO11 Development prevents or minimises the generation of any noise, dust and odour so that: (a) nuisance is not caused to adjoining premises or other nearby sensitive land use(s); and (b) desired ambient noise levels in residential zones are not exceeded. Editor's note—SC6.3 — Air, noise and hazard assessments planning scheme policy provides guidance on assessing the impacts from industrial uses on sensitive land use(s).	**AO11.1** Development achieves the noise generation levels set out in the *Environmental Protection (Noise) Policy 2008*, as updated from time to time. **AND** **AO11.2** Development achieves the air quality design objectives set out in the *Environmental*	**Complies** – the proposed development will operate in accordance with noise regulations. Vehicles will enter and exit the site via sealed access driveways. The front of the site and a heavy vehicle turning area at the rear of the site will be bitumen sealed. The light vehicle car parking areas, refuelling station, and entry pad to the workshop will be thick concrete hardstand. The sealed areas will reduce noise and dust impacts. **Complies** – the proposed development will operate in accordance with air quality regulations.

Performance outcomes	Acceptable outcomes	Assessment
	Protection (Air) Policy 2008, as updated from time to time. **AND** **AO11.3** Development where adjoining land in a residential zone or an existing sensitive land use not located within an industrial zone is to ensure that the following is complied with: (a) noise generating activities, access, driveways and outdoor activities are not located directly adjoining a residential zone or sensitive land use and are restricted to between the hours of 07:00 and 19:00 Monday to Saturday; and (b) vehicles with a load greater than 4.5 tonne tare in weight are limited in their operation to between the hours of 07:00 and 19:00 Monday to Saturday.	**Not applicable** – development does not adjoin a residential zone.
PO12 Outdoor lighting does not adversely affect the amenity of adjoining premises or create a traffic hazard on adjacent roads.	**AO12.1** Outdoor lighting is designed, installed and maintained in accordance with the parameters and requirements of the Australian Standard AS 4282 — Control of the obtrusive effects of outdoor lighting, as updated from time to time. **AND** **AO12.2** Outdoor lighting is provided in accordance with Australian Standard AS 1158.1.1 – Road Lighting – Vehicular Traffic (Category V) Lighting – Performance and Installation Design Requirements, as updated from time to time.	**Complies** – outdoor lighting will be designed, installed and maintained in accordance with the Australian standards. **Complies** – as above.
PO13 Development provides for the appropriate storage, collection, treatment and disposal of liquid wastes or sources of contamination such that off-site releases of contaminants do not occur. All storage areas	**AO13.1** Development that involves the storage of materials on site that are capable of generating air contaminants either by wind or when disturbed are managed by:	**Complies** – A self-bunded fuel cell will be installed on the northeast side of the lot. The vehicles will park on a thick concrete hardstand pad while refuelling.

Performance outcomes	Acceptable outcomes	Assessment
are screened from the streetscape and adjoining residential zones.	(a) being wholly enclosed in storage bins; or (b) a watering program so material can not become airborne. **AND** **AO13.2** Roof water is piped away from areas of potential contamination. **AND** **AO13.3** Outdoor storage areas are: (a) located behind the front building line; (b) screened from view from off-site public places; and (c) screened from adjoining sensitive land use(s) by a 1.8 metre high solid screen fence.	Refuse receptacles with secure lids appropriate for the type of waste will be provided in all work areas and collected by a third party waste management sub-contractor. Any chemicals required in the workshop will be stored in enclosed storage rooms and used within the workshop not outdoors. **Complies** – roof water is directed to an appropriate point of discharge. **Complies** – heavy vehicles will be parked to the rear of the site and screened from view of the road frontage by the proposed workshop building. Landscaping will be established along the road frontage for the entire length of the development. The development does not adjoin any sensitive land uses.

Table 6.6.1.3.2 — Development outcomes for assessable development

Performance outcomes	Acceptable outcomes	Assessment
Built form – additional provisions		
PO14 Site layout facilitates the security of people and property having regard to: (a) visitor parking being located adjacent to the office component of the building; (b) the provision of a separate pedestrian entry to the site and main building from any vehicular entry points and manoeuvring areas;	No acceptable outcome is nominated.	**Complies** – Five (5) visitor parks adjoin the office on the road frontage with a concrete walkway connecting the parking spaces to the front entry of the office. A light vehicle car park with 15 parking spaces is located at the front of the site on the northern side, with line marked walkways

Performance outcomes	Acceptable outcomes	Assessment
(c) opportunities for passive surveillance and sightlines; (d) exterior building designs which promote safety; (e) adequate lighting; (f) appropriate directional mechanisms (for example signage); (g) no entrapment locations; and (h) building entrances, loading and storage areas being well lit and lockable after hours.		connecting the car park to the office at the front of the site and the workshop. There will be opportunities for passive surveillance and sightlines, adequate lighting, appropriate signage, no entrapment locations and building entrances and storage areas will be well lit and lockable after hours.
Land use		
PO15 Direct sales to the public, not related to the industry conducted on site, are limited to uses that provide direct service to industrial uses or people employed in the area, or are not compatible with the centre zones as a result of the size and nature of the goods sold or the fitting services provided. The scale of these uses does not compromise the role and function of existing or future planned centres.	**AO15.1** Retail uses are limited to outdoor sales (such as heavy plant and machinery parts), wholesale trade supplies to trade customers only, agricultural supplies store, garden centre and bulk landscape supplies. **AND** **AO15.2** The use is not for the purposes of a shop, stand-alone office, shopping centre, showroom and retail hardware supplies (when not for wholesale to trade customers). **AND** **AO15.3** Food and drink outlet is limited to 150 square metres gross floor area.	**Not applicable** – development is for a transport depot with no retail. **Complies** – development is for a transport depot. **Not applicable** – no food or drink outlet is proposed.
PO16 Non-resident workforce accommodation occurs when associated with an industrial use on the same site and located on an urban sub-arterial road or higher order road.	No acceptable outcome is nominated.	**Not applicable** – development is for a transport depot.
PO17 Non-industry uses do not reduce the functionality of low impact industry uses.	No acceptable outcome is nominated.	**Complies** – development is for a transport depot and does not conflict with

Performance outcomes	Acceptable outcomes	Assessment
		surrounding industrial land uses.
PO18 The zone does not accommodate uses that attract high volumes of heavy vehicle movement or involving a twenty four (24) hour operation.	No acceptable outcome is nominated.	**Alternate Solution** – the site operating hours will be 4.30 am – 5 pm Monday to Friday with occasional Saturday operation. The transport depot is for heavy vehicles with the shift changeover at 5 am and 5 pm. The site is located on an industrial access road and not in close proximity to any sensitive land uses. The site is located in the established Parkhurst Industrial Estate and consistent with the operations of the surrounding land uses. For example, the site is located behind the QMAG operations.
PO19 Medium impact industry uses only occur where they do not create greater impacts than a low impact industry.	No acceptable outcome is nominated.	**Not applicable** – development is for a transport depot with impacts no greater than a low impact industry.
PO20 Development involving existing industrial uses which are not low impact industries does not worsen impacts and maintains appropriate separation to sensitive uses.	No acceptable outcome is nominated.	**Not applicable** – development is for a new transport depot.
Effects of development		
PO21 Development responds sensitively to on-site and surrounding topography, drainage patterns, utility services, access, vegetation and adjoining land uses, such that: (a) any earthworks are minimised; (b) the retention of natural drainage lines is maximised; (c) the retention of existing vegetation is maximised; (d) damage or disruption to sewer, stormwater and water infrastructure is avoided; and	No acceptable outcome is nominated.	The subject is currently vacant and clear of vegetation. Earthworks will be limited to establishing appropriate building footings, installing self-bunded fuel cell, washbay, carparks etc. The development will align with natural drainage lines and not damage existing infrastructure. The site is located in the Parkhurst industrial Estate and is not located within close

Performance outcomes	Acceptable outcomes	Assessment
(e) there is adequate buffering, screening and separation to sensitive land use(s).		proximity to a sensitive land use.
PO22 Development is designed and managed so that it provides appropriate protection for community safety and health and avoids unacceptable risk to life and property.	No acceptable outcome is nominated.	**Complies –** development is appropriately located within the Parkhurst Industrial Estate. Direct access to the site is from Monier Road, an industrial access road. The proposed development does not pose a high risk to community safety and health and avoids unacceptable risk to life and property.
Structure planning for urban development		
PO23 New development within greenfield areas for industrial purposes on lots greater than five (5) hectares: (a) is well sequenced; (b) promotes an efficient and coordinated use of land and infrastructure; (c) is highly integrated with existing and proposed development in the immediate area; (d) is highly accessible and well serviced by a network of pedestrian, cyclist, public transport and private vehicle connections; (e) provides linkages between industrial and residential zones; (f) avoids and manages impacts of natural hazards; (g) protects significant environmental areas, natural features, cultural heritage features and other important aspects of a development site; (h) facilitates environmentally and climate responsive design; and (i) provides a well dispersed network of open space.	No acceptable outcome is nominated. Editor's note—SC6.19 — Structure plan planning scheme policy provides guidance on the expected structure planning process to facilitate development that complies with the requirements of this outcome and the reconfiguring a lot code. Generally, structure planning would be expected for any development on land with an area greater than five (5) hectares.	**Not applicable** – site is 2.265 hectares and located within the established Parkhurst Industrial Estate.
Where in the South Rockhampton precinct Note—Where outcomes in this section vary from this code, the precinct based outcomes take precedence.		
PO24 Where development involves the reuse of an existing historic	No acceptable outcome is nominated.	**Not applicable** – site is not located within

Performance outcomes	Acceptable outcomes	Assessment
building, the land use is compatible with the predominant land uses in the precinct.		the South Rockhampton precinct.
PO25 The land is not further subdivided.	**AO25.1** No new lots are created.	**Not applicable** – site is not located within the South Rockhampton precinct.
PO26 Residential or industrial uses (other than a warehouse, being self-storage units) are not newly established or intensified.	No acceptable outcome is nominated.	**Not applicable** – site is not located within the South Rockhampton precinct.

Access, parking and transport code

Table 9.3.1.3.1 — Development outcomes for assessable development

Performance outcomes	Acceptable outcomes	Assessment
Access driveways		
PO1 Access driveways are located to avoid conflicts and designed to operate efficiently and safely, taking into account: (a) the size of the parking area; (b) the volume, frequency and type of vehicle traffic; (c) the need for some land uses (for example hospitals) to accommodate emergency vehicle access; (d) the type of use and the implications on parking and circulation, for example long-term or short-term car parking; (e) frontage road function and conditions; and (f) the capacity and function of the adjoining street system.	**AO1.1** Access driveways are not located within: (a) twenty–five (25) metres of a signalised road intersection; (b) twenty (20) metres of an un-signalised road intersection in an industrial or centres zone or ten (10) metres otherwise; and (c) one (1) metre of any street signage, power poles, street lights, manholes, stormwater gully pits or other Council asset.	**Complies –** both access driveways will not be: a) located within 25 metres of a signalised road intersection; b) within 20 metres of an un-signalised road intersection; or c) within one (1) metre of any street signage, power pole, street lights, manholes, stormwater gully pits or other Council asset.
PO2 Access driveways do not disrupt existing road or footpath infrastructure.	**AO2.1** Access driveways: (a) do not require the modification, relocation or removal of any infrastructure including street trees, fire hydrants, water meters and street signs; (b) do not front a traffic island, speed control device, car parking bay, bus stop or other infrastructure within the road carriageway; (c) must be sealed and to a formed road; (d) are not constructed over an access point to equipment under the control of a regulatory authority, including storm water pits, water meters, hydrants and telephone pits; and (e) are raised or lowered to match the surface level	**Complies** – two sealed access driveways will be established, one for entry and one for exit onto Monier Road. In addition to constructing the access driveways, Monier Road will be upgraded with kerb and channel, drainage infrastructure and a pathway similar to the adjoining development to the north. The proposed access driveways will not impact on any existing infrastructure.

Performance outcomes	Acceptable outcomes	Assessment
	of the driveway, where an access chamber is to be incorporated within the driveway.	
PO3 Access driveways are designed and constructed so as to: (a) enable safe and functional vehicular access from the street to the property; and (b) not cause a change in the level of a footpath.	**AO3.1** Access driveways are constructed in compliance with the Capricorn Municipal Development Guidelines.	**Complies** – proposed access driveways will be constructed in compliance with the Capricorn Municipal Development Guidelines.
PO4 A driveway does not allow water to pond adjacent to any buildings or cause water to enter a building.	**AO4.1** A driveway has a minimum cross fall of one (1) metre (vertical) to 100 metres (horizontal) away from all adjoining buildings.	**To comply** – All new driveways will adhere to the requirement.
Parking		
PO5 Provision is made for on-site vehicle parking: (a) to meet the demand likely to be generated by the development; and (b) to avoid on-street parking where that would adversely impact on the safety or capacity of the road network or unduly impact on local amenity. Editor's note—SC6.6 — Car parking contributions planning scheme policy prescribes circumstances under which an applicant can satisfy PO5.	**AO5.1** AO5.1.1 On-site car parking is provided at the rates set out in **Table 9.3.1.3.2 of the access, parking and transport code.** OR AO5.1.2 Where a change of use of existing premises is proposed and there is no increase in the gross floor area, the existing number of on-site car parks is retained or increased. **AND** **AO5.2** All parking, loading and manoeuvring facilities for visitors and employees to be located on-site. **AND** **AO5.3** Manoeuvring facilities to be of adequate dimensions to prevent any queuing in a roadway.	**Complies** – Based on the car parking rates outlined in **Table 9.3.1.3.2** of the Access, Parking and Transport Code for a transport depot, 8 light vehicle car parking spaces are required for the development. A total of 20 light vehicle parking spaces will be provided, 15 in a car park on the northern boundary and a further five (5) adjoining the office on the road frontage, exceeding the required number of spaces. **Complies** – all parking, loading, and manoeuvring facilities for visitors and employees will be accommodated within the site. **Complies** – There is more than adequate space for manoeuvring facilities within the site, as demonstrated in

Performance outcomes	Acceptable outcomes	Assessment
		Appendix H – Traffic Impact Assessment.
PO6 Parking and servicing facilities are designed to meet user requirements.	**AO6.1** Parking spaces, access and manoeuvring facilities, loading facilities and connections to the transport network are sealed and designed in accordance with Australian Standard AS 2890.	**Complies** – the development area (not the entire site) will have a deco hardstand base. The entry and exit areas at the front of the site and the heavy vehicle turning circle at the rear of the site will be bitumen sealed. The light vehicle carpark on the northern boundary, wash bay, refuelling pad and entry into the workshop will have a thick concrete hardstand.
PO7 Sites with more than one (1) road frontage (excluding laneways) gain access only from the lower order road, except if it will introduce traffic generated by a non–residential use into a street that is in a residential zone.	No acceptable outcome is nominated.	**Not applicable** – the subject site has only one (1) road frontage, Monier Road.
PO8 Parking areas are illuminated in a manner that maximises user safety but minimises the impacts on adjoining residents.	**AO8.1** Parking areas for uses that operate at night are illuminated in accordance with the requirements of Australian Standard AS 1158. **AND** **AO8.2** Lighting used in parking areas does not cause an environmental nuisance and complies with Australian Standard AS 4282.	**Complies** – designated parking areas will be provided with lighting in accordance with the relevant standards. **Complies** – as above.
PO9 Car parking areas, pathways and other elements of the transport network are designed to enhance public safety by discouraging crime and antisocial behaviour, having regard to: (a) provision of opportunities for casual surveillance;	No acceptable outcome is nominated. Editor's note—Refer to Crime Prevention Through Environmental Design (CPTED) guidelines for Queensland for guidance.	**Complies** – the development is designed for casual surveillance, a fence will be established around the development area, the development has minimal concealment points and opportunities for

Performance outcomes	Acceptable outcomes	Assessment
(b) the use of fencing to define public and private spaces, whilst allowing for appropriate sightlines; (c) minimising potential concealment points and assault locations; (d) minimising opportunities for graffiti and other vandalism; and (e) restricting unlawful access to buildings and between buildings.		graffiti and vandalism and restricts unlawful access to buildings and between buildings.
PO10 Parking and servicing areas are kept accessible and available for their intended use at all times during the normal business hours of the activity.	No acceptable outcome is nominated.	**Complies** – designated parking areas will be reserved for their intended purpose during operating hours.
Transport impact Editor's note—Applicants should note that the Department of Transport and Main Roads may have additional requirements.		
PO11 Development contributes to the creation of a transport network which is designed to: (a) achieve a high level of permeability and connectivity for all modes of transport, including pedestrians and cyclists, within the development and to the surrounding area; and (b) encourage people to walk, cycle or use public transport to and from the site instead of using a car.	No acceptable outcome is nominated. Editor's note—Refer to SC6.19 – Structure plan planning scheme policy for guidance.	
PO12 Development is located on roads that are appropriate for the nature of traffic (including vehicles, pedestrians and cyclists) generated, having regard to the safety and efficiency of the transport network.	**AO12.1** Traffic generated by the development is safely accommodated within the design capacity of roads as provided in SC6.15 — Road infrastructure and hierarchy planning scheme policy. **AND** **AO12.2** A road or street does not connect with another road or street that is more than two (2) levels higher or lower in the road hierarchy. **AND**	**Complies** – Monier Road is an industrial access road and located within the Parkhurst Industrial Estate. **Complies** – Monier Road (Industrial Access) intersects with Boundary Road (Industrial Collector).

Performance outcomes	Acceptable outcomes	Assessment
	AO12.3 The existing infrastructure fronting the proposed development is upgraded in accordance with SC6.15 — Road infrastructure and hierarchy planning scheme policy and Capricorn Municipal Development Guidelines.	**Complies** – for the length of the development, not the entire length of the road frontage, Monier Road will be upgraded with kerb and channel, drainage infrastructure and footpath as per the development adjoining the site to the north.
PO13 Where the nature of the development creates a demand, provision is made for set down and pick-up facilities by bus, taxis or private vehicle, which: (a) are safe for pedestrians and vehicles; (b) are conveniently connected to the main component of the development by pedestrian pathway; and (c) provide for pedestrian priority and clear sightlines.	No acceptable outcome is nominated.	**Not applicable** – development is for a transport depot.
Site access		
PO14 Development does not impact on the safety, operation or function of the road network or system.	**AO14.1** Vehicle manoeuvring into and from the site for all vehicles is designed in accordance with Australian Standard AS 2890, as updated from time to time. **AND** **AO14.2** No direct property access is gained to a highway, main road, urban arterial or sub arterial road as defined in SC6.15 — Road infrastructure and hierarchy planning scheme policy other than via a service road or a joint access arrangement with other sites. **AND** **AO14.3** Development that generates greater than 100 vehicle movements per day does not gain access to or from an urban access place or urban access	**Complies** – refer to *Appendix H – Traffic Impact Assessment*. **Complies** – direct access from the site is onto Monier Road, which is classified as industrial access. **Complies** – vehicle movements will be less than 100 per day and access to the site is not gained from an urban access place

Performance outcomes	Acceptable outcomes	Assessment
	streets as defined in SC6.15 — Road infrastructure and hierarchy planning scheme policy.	or street. Refer to *Appendix H – Traffic Impact Assessment*.
PO15 Development facilitates the orderly provision and upgrading of the transport network or contributes to the construction of transport network improvements.	No acceptable outcome is nominated.	**Complies** – Monier Road will be upgraded with kerb and channel, drainage infrastructure and a pathway similar to the adjoining development to the north for the entire length of the development but not the entire length of the site.
PO16 On-site transport network infrastructure integrates safely and effectively with surrounding networks.	**AO16.1** Intersections, connections and access arrangements are designed in accordance with the Capricorn Municipal Development Guidelines and Australian Standard AS 2890.	**Complies** – Refer to *Appendix H – Traffic Impact Assessment*.
Pedestrian and cyclist facilities		
PO17 Development provides safe and convenient pedestrian and cycle movement to the site and within the site having regard to desire lines, users' needs, safety and legibility.	**AO17.1** Pedestrian and cyclist movements are designed in compliance with the Capricorn Municipal Development Guidelines and Australian Standard AS 2890.	**Complies** – the pathway on Monier Road will be extended from the adjoining property to the north for the length of the development.
PO18 Provision is made for adequate bicycle parking and end of trip facilities, to meet the likely needs of users and encourage cycle travel.	No acceptable outcome is nominated. Editor's note—Provisions are made for parking and end of trip facilities in accordance with the SC6.4 – Bicycle network planning scheme policy.	**Alternate Solution** – development is located within an industrial estate.
Servicing		
PO19 Refuse collection vehicles are able to safely access on-site refuse collection facilities.	**AO19.1** Refuse collection areas are provided and designed in accordance with the waste management code and Australian Standard AS 2890.	**Complies** – refuse collection vehicles will enter the site via the entry-only access driveway and manoeuvre the site in forward gear exiting via the exit only driveway. Refuse receptacles will be located in easy-to-access locations. Refer to *Appendix D – Proposal Plans* for proposed bin locations and

Performance outcomes	Acceptable outcomes	Assessment
		Appendix H – Traffic Impact Assessment for confirmation that 12-metre waste trucks can safely access and manoeuvre through the development site.

Stormwater management code

Table 9.3.6.3.1 — Development outcomes for assessable development

Performance outcomes	Acceptable outcomes	Assessment
Stormwater management — General		
PO1 Development provides a stormwater management system which achieves the integrated management of stormwater to: (a) ensure that flooding impacts do not increase, including upstream or downstream of the development site; (b) avoid net worsening of stormwater peak discharges and runoff volumes; (c) utilises the use of water sensitive urban design principles; and (d) ensure the site maximises opportunities for capture and reuse. Editor's note—A stormwater management plan may be required to demonstrate compliance with the performance outcome.	**AO1.1** Development provides a stormwater management system which is designed in compliance with SC6.18 — Stormwater management planning scheme policy, SC6.10 — Flood hazard planning scheme policy, Queensland Urban Drainage Manual, Capricorn Municipal Development Guidelines and Australian Rainfall and Runoff. **AND** **AO1.2** Stormwater is conveyed to a lawful point of discharge in accordance with the Queensland Urban Drainage Manual.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*. **Complies** – Refer to *Appendix I – Stormwater Management Plan*.
PO2 Development provides a stormwater management system which: (a) has sufficient capacity to safely convey run-off taking into account increased run-off from impervious surfaces and flooding in local catchments; (b) maximises the use of natural waterway corridors and natural channel design principles; and (c) efficiently integrates with existing stormwater treatments upstream and downstream.	**AO2.1** Development provides a stormwater management system which is designed in compliance with SC6.18 — Stormwater management planning scheme policy, Queensland Urban Drainage Manual, Capricorn Municipal Development Guidelines and Australian Rainfall and Runoff	**Complies** – Refer to Appendix I – Stormwater Management Plan.
PO3 Development ensures that the location and design of stormwater detention and water quality treatment facilities: (a) minimise risk to people and property; (b) provide for safe access and maintenance; and (c) provide for the safe recreational use of stormwater management features.	**AO3.1** Development provides for stormwater detention and water quality treatment facilities which are located outside of a waterway. **AND** **AO3.2** Development provides for stormwater detention in accordance with SC6.18 — Stormwater management planning	**Complies** – *Refer to Appendix I – Stormwater Management Plan*. **Complies** – Refer to Appendix *I* – Stormwater Management Plan.

Performance outcomes	Acceptable outcomes	Assessment
	scheme policy, Queensland Urban Drainage Manual, Capricorn Municipal Development Guidelines and Australian Rainfall and Runoff. **AND** **AO3.3** Development provides a stormwater quality treatment system which is designed in accordance with State Planning Policy – Guideline – Water Quality.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.
Environmental values		
PO4 Development and drainage works including stormwater channels, creek modification works, bridges, culverts and major drains, protect and enhance the environmental values of the waterway corridors and drainage paths and permit terrestrial and aquatic fauna movement. Editor's note—Compliance with the performance outcomes and acceptable outcomes should be demonstrated by the submission of a site-based stormwater management plan for development.	**AO4.1** Development ensures natural waterway corridors and drainage paths are retained. **AND** **AO4.2** Development incorporates the use of natural channel design principles in constructed components to maximise environmental benefits and waterway stability in accordance with the Queensland Urban Drainage Manual, Capricorn Municipal Development Guidelines and Australian Rainfall and Runoff **AND** **AO4.3** Development provides stormwater outlets into waterways, creeks, wetlands and overland flow paths with energy dissipation to minimise scour in accordance with the Queensland Urban Drainage Manual, Capricorn Municipal Development Guidelines and Australian Rainfall and Runoff.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*. **Complies** – Refer to *Appendix I – Stormwater Management Plan*. **Complies** – Refer to *Appendix I – Stormwater Management Plan*.
PO5 Development protects and enhances the environmental and water quality values of waterways, creeks and estuaries within or external to the site. Editor's note—The State Planning Policy – Guideline – Water Quality and Section 9 of the *Environmental Protection Act 1994* define environmental values as 'a quality	No acceptable outcome is nominated.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.

Performance outcomes	Acceptable outcomes	Assessment
or physical characteristic of the environment that is conducive to ecological health or public amenity or safety.'		
Overland flow path tenure		
PO6 All overland flow paths are maintained under tenure arrangements that facilitate efficient infrastructure and enhance environmental sustainability. Editor's note—As a guide, Council prefers that the location of Council owned assets are contained within a road reserve, drainage system is contained within a road reserve, drainage easement, drainage reserve, public reserve, public pathway, park or waterway corridor.	No acceptable outcome is nominated.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.
Detention Systems		
PO7 Detention basins are designed, located and constructed on land solely dedicated for stormwater management.	**AO7.1** Detention basins are designed in accordance with SC6.18 Stormwater management planning scheme policy.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.
PO8 Development ensures that location and design of stormwater detention and water quality treatment: (a) minimises risk to people and property; (b) provides for safe access and maintenance; (c) minimises ecological impacts to creeks and waterways.	**AO8.1** Development provides a stormwater management system designed in accordance with SC6.10 Flood hazard planning scheme policy and SC6.18 Stormwater management planning scheme policy.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.
PO9 Flood plain storage and function, and detention system functions are maintained. This shall include ensuring that: (a) detention system design does not remove flood plain storage; (b) detention systems continue to operate effectively during a major storm event.	No acceptable outcome is nominated.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.
PO10 Detention basins shall not be provided in locations that prevent easy access to or maintenance of the detention basin.	**AO10.1** The location of detention basins are in accordance with SC6.18 Stormwater management planning scheme policy.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.
Efficiency and whole of life cycle cost		
PO11 Development ensures that there is sufficient site area to accommodate an effective stormwater management system.	No acceptable outcome is nominated.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.

Performance outcomes	Acceptable outcomes	Assessment
Editor's note—Compliance with the performance outcome should be demonstrated by the submission of a site-based stormwater management plan for development.		
PO12 Development provides for the orderly development of stormwater infrastructure within a catchment, having regard to the: (a) existing capacity of stormwater infrastructure within and external to the site, and any planned stormwater infrastructure upgrades; (b) safe management of stormwater discharge from existing and future upslope development; and (c) implications for adjacent and down-slope development.	No acceptable outcome is nominated.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.
PO13 Development provides proposed stormwater infrastructure which: (a) remains fit for purpose for the life of the development and maintains full functionality in the design storm event; and (b) can be safely accessed and maintained in a cost effective way.	No acceptable outcome is nominated.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.
Erosion and sediment control		
PO14 Development ensures that all reasonable and practicable measures are taken to manage the impacts of erosion, turbidity and sedimentation, both within and external to the development site from construction activities, including vegetation clearing, earthworks, civil construction, installation of services, rehabilitation, revegetation and landscaping to protect: (a) the environmental values and water quality objectives of waters; (b) waterway hydrology; and (c) the maintenance and serviceability of stormwater infrastructure.	**AO14.1** Erosion and sediment control plan is to be designed and implemented in accordance with the Capricorn Municipal Development Guidelines.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.
Water quality within catchment areas		
PO15 For development proposals within the Fitzroy River sub-basin, relevant environmental values are	**AO15.1** Development complies with the provisions of the State Planning	**Not applicable** – development is not located within the Fitzroy River sub-basin.

Performance outcomes	Acceptable outcomes	Assessment
recognised and enhanced, and relevant water quality objectives are addressed. Editor's note—Section 3.2 of Queensland Water Quality Guidelines 2009 identifies values for water quality for waters in the Central Coast Queensland region.	Policy – Guideline – Water Quality. **AND** **AO15.2** Development adjoining the full supply height above the Fitzroy River Barrage includes the provision of an effective buffer that assists in filtering runoff, including: (a) a buffer distance of 100 metres to the water supply height of the barrage which excludes cropping or grazing of a low intensity nature; and (b) fencing and water troughs installed on the land to prevent encroachment of animals within 100 metres of the full supply height above the barrage.	
Protecting water quality		
PO16 The development is compatible with the land use constraints of the site for: (a) achieving stormwater design objectives; and (b) avoiding or minimising the entry of contaminants into, and transport of contaminants in stormwater.	**AO16.1** Development is undertaken in accordance with a stormwater management plan that: (a) incorporates stormwater quality control measures to achieve the design objectives set out in the State Planning Policy – Guideline – Water Quality; (b) provides for achievable stormwater quality treatment measures reflecting land use constraints, such as soil type, landscape features (including landform), nutrient hazardous areas, acid sulfate soil and rainfall erosion potential; and (c) accounts for development type, construction phase, local landscape, climatic conditions and design objectives. Editor's note—A stormwater management plan includes the design, construction, operation, maintenance of the stormwater system. Editor's note—SC6.18 — Stormwater management planning scheme policy provides guidance on preparing a stormwater quality management plan.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.
Protecting water quality in existing natural waterways		

Performance outcomes	Acceptable outcomes	Assessment
PO17 The waterway is designed for stormwater flow management, stormwater quality management and the following end use purposes: (a) amenity including aesthetics, (b) landscaping and recreation; (c) flood management; (d) stormwater harvesting as part of an integrated water cycle management plan; (e) as a sustainable aquatic habitat; and (f) the protection of water environmental values.	No acceptable outcome is nominated.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.
PO18 The waterway is located in a way that is compatible with existing tidal waterways.	**AO18.1** Where the waterway is located adjacent to, or connected to, a tidal waterway by means of a weir, lock, pumping system or similar: (a) there is sufficient flushing or a tidal range of more than 0.3 metres; or (b) any tidal flow alteration does not adversely impact on the tidal waterway; or (c) there is no introduction of salt water into freshwater environments.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.
PO19 The construction phase for the waterway is compatible with protecting water environmental values in existing natural waterways.	**AO19.1** Erosion and sediment control measures are incorporated during construction to achieve design objectives set out in State Planning Policy – Guideline – Water Quality. Editor's note—Erosion and sediment control is to be designed and implemented in accordance with the International Erosion Control Association Best Practice Erosion and Sediment Control Guidelines.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.
PO20 Stormwater overflows from the waterway do not result in lower water quality objectives in existing natural waterways.	**AO20.1** Stormwater run-off entering non-tidal waterways is pre-treated prior to release in accordance with the guideline design objectives, water quality objectives of local waterways, and any relevant local area stormwater management plan.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*.

Waste management code

Table 9.3.7.3.1 — Development outcomes for assessable development

Performance outcomes	Acceptable outcomes	Assessment
Design of waste storage areas		
PO1 For on-site waste collection, waste storage areas are located and designed so that: (a) they are easily accessed and convenient to use; (b) sufficient space is provided for safe entry and exit and servicing by service vehicles without the need for manual handling; (c) sufficient height clearance is provided for the safe operation of both front and side bin lifting operations; (d) they are clear of car parking bays, loading bays and similar areas; and (e) they are clear of footpaths and pedestrian access.	**AO1.1** Waste storage areas are designed and maintained in accordance with SC6.20 — Waste management planning scheme policy.	**Complies** – Refer to *Appendix D – Proposal Plans* for proposed bin locations. Waste bins will be emptied by a third-party contractor, and the areas will be maintained in accordance with relevant policies.
Kerbside waste servicing		
PO2 Kerbside collection of waste containers ensures the safety and amenity of road and footpath users.	**AO2.1** Waste bins are located on the footpath so that: (a) bins are located one (1) metre apart from other bins and obstructions; (b) all bins are accommodated within the street frontage of the site; (c) a clear pedestrian access way two (2) metres wide is retained; and (d) bins are capable of being serviced by the collection vehicle travelling forward, without having to reverse the vehicle.	**Not applicable** – kerbside waste collection will not be utilised. A third-party contractor will visit the site and empty the waste receptacles.
PO3 Waste storage minimises adverse impacts on adjoining properties.	**AO3.1** Waste storage areas are: (a) integrated with the building design; or (b) set back a minimum of two (2) metres from any boundary; and (c) screened from neighbouring properties and the street by a fence of 1.8 metres minimum height; and (d) not located directly adjoining dwelling units on the site	**Complies** – refer to *Appendix D – Proposal Plans* for proposed bin locations.

Performance outcomes	Acceptable outcomes	Assessment
	and on neighbouring properties. **AND** **AO3.2** Waste bins are fitted with lids.	 **Complies** – waste bins will be fitted with lids.
PO4 Waste storage areas: (a) have a level area on impermeable, durable materials so that they are easily cleaned; and (b) have adequate clearance between and around waste storage bins to allow for manoeuvring and washing of bins.	No acceptable outcome is nominated.	**Complies –** refer to *Appendix D – Proposal Plans* for proposed bin locations.
Water management		
PO5 Waste storage areas are designed to separate stormwater and wash-down water.	**AO5.1** Wash-down water drains to either the reticulated sewerage system or an on-site sewerage facility if not in a sewer area. **AND** **AO5.2** Wash-down areas are: (a) provided with a tap and water supply; and (b) provided with a stormwater diversion valve and arrestor trap.	**Complies** – a washbay will be located adjacent to the truck go line. A 'Fox' first flush diverter system and Oil Water Separator (OWS) will be installed in the washbay. All runoff while washing the trucks and for a short period thereafter will be diverted to the OWS. The first flush during rain events will also divert to the OWS, after which the rainwater will divert to stormwater. **Complies** – as above.

Water and sewer code

Table 9.3.8.3.1 — Development outcomes for assessable development

Performance outcomes	Acceptable outcomes	Assessment
Water		
PO1 A water supply is provided that is adequate for the current and future needs of the intended development.	**AO1.1** Where within a water supply planning area, the development is connected to Council's reticulated water supply system in accordance with SC6.21 — Water supply infrastructure planning scheme policy and the Capricorn Municipal Development Guidelines. Editor's note—A network analysis may be required to demonstrate compliance with this acceptable outcome. Editor's note—Where development is located outside of the water supply planning area to refer to the requirements under the Plumbing Code of Australia.	**Complies** – development will be connected to Council's reticulated water supply system.
PO2 Reticulated water supply networks ensure that the installation is sustainable and minimises whole of life cycle costs.	**AO2.1** Where within a water supply planning area, water supply systems and connections are designed and constructed in accordance with SC6.21 — Water supply infrastructure planning scheme policy and the Capricorn Municipal Development Guidelines. Editor's note—A network analysis may be required to demonstrate compliance with this acceptable outcome. **AND** **AO2.2** Where within a water supply planning area, staged developments are connected to the water supply network and operational prior to the commencement of the use or endorsement of the survey plan.	**Complies** – development will be designed and connected in accordance with relevant standards.
Sewer		
PO3 Sewerage treatment and disposal is provided that is appropriate for the level of demand generated, protects public health and avoids environmental harm.	**AO3.1** Where within a sewer planning area, the development is connected to Council's reticulated waste water system in accordance with SC6.17 — Sewerage infrastructure planning scheme policy and the Capricorn Municipal Development Guidelines.	**Complies** – development will be connected to Council's reticulated waste water system in accordance with relevant standards.

Performance outcomes	Acceptable outcomes	Assessment
	Editor's note—A network analysis may be required to demonstrate compliance with this acceptable outcome. Editor's note—Where development is located outside of the sewer planning area to refer to the requirements under the Plumbing Code of Australia.	
PO4 Reticulated sewer networks ensure that the installation of infrastructure assets is sustainable and minimises whole of life cycle costs.	**AO4.1** Where within a sewer planning area, waste water systems and connections are designed and constructed in accordance with SC6.17 — Sewerage infrastructure planning scheme policy and the Capricorn Municipal Development Guidelines. Editor's note—A network analysis may be required to demonstrate compliance with this acceptable outcome. **AND** **AO4.2** Where within a sewer planning area, staged developments are connected to the waste water network and operational prior to the commencement of the use or endorsement of the survey plan.	**Complies** – development will be connected to Council's reticulated waste water system in accordance with relevant standards. **Not applicable** – development is not staged.
Point source waste water management		
PO5 The waste water management plan provides that waste water is managed in accordance with a waste management hierarchy that: (a) avoids waste water discharge to waterways; or (b) minimises waste water discharge to waterways by reuse, recycling, recovery and treatment for disposal to sewer, surface water and groundwater if it is agreed waste water discharge to waterways can not practically and reasonably be avoided.	**AO5.1** A waste water management plan (WWMP) is prepared by a suitably qualified person. The waste water management plan accounts for: (a) waste water type; (b) climatic conditions; (c) water quality objectives; and (d) best practice environmental management.	**Not applicable** – development will be connected to Council's reticulated waste water system.

State code 2: Development in a railway environment

Guide to Development in a Transport Environment: Rail which provides direction on how to address this code.

Table 2.1 Development in general

Performance outcomes	Acceptable outcomes	Response
Building, structures, infrastructure, services and utilities		
PO1 Development does not create a safety hazard within the **railway corridor**.	No acceptable outcome is prescribed.	**Complies –** development is not occurring within the railway corridor.
PO2 Development does not cause damage to the **railway corridor, rail transport infrastructure** or **other rail infrastructure**.	No acceptable outcome is prescribed.	**Complies –** development is not occurring within the railway corridor.
PO3 Development does not interfere with, or obstruct, the **rail transport infrastructure** or **other rail infrastructure**.	No acceptable outcome is prescribed.	**Complies –** development does not interfere or obstruct rail infrastructure.
PO4 Development does not adversely impact the **structural integrity** or physical condition of the **railway**, **other rail infrastructure** or the **railway corridor** by adding or removing **loading**.	No acceptable outcome is prescribed.	**Complies –** development does not adversely impact the structural integrity of rail infrastructure.
PO5 Development above a **railway** is designed to enable natural ventilation and smoke dispersion in the event of a fire emergency.	No acceptable outcome is prescribed.	**Not applicable** – development is not occurring above a railway.
PO6 Development does not adversely impact the operating performance of the **railway corridor**.	No acceptable outcome is prescribed.	**Complies** - development is not occurring within the railway corridor.
PO7 Buildings and **structures** in a **railway corridor** are designed and constructed to protect persons in the event of a derailed train.	No acceptable outcome is prescribed.	**Not applicable** – development is not occurring within the railway corridor.
PO8 Buildings and **structures** in **high risk locations** and where also located within 10 metres of the centreline of the nearest **railway** track are design and constructed to protect persons in the event of a derailed train.	**AO8.1** Buildings and **structures**, in a **railway corridor**, including foundations, retaining and other support elements, are designed and constructed in accordance with Civil Engineering Technical Requirement CIVIL-SR-012 Collision protection of supporting elements adjacent to **railways**, Queensland Rail, 2011, AS5100 Bridge design, and AS1170 Structural design actions.	**Not applicable** – development is not occurring within a high risk location or within 10 metres of the centreline.

Performance outcomes	Acceptable outcomes	Response
PO9 Buildings and **structures** are designed and constructed to protect people from electrocution.	**AO9.1** The outermost projection of development is set back horizontally a minimum of 3 metres from the outermost projection of **overhead line equipment**.	**Complies**
PO10 Development in the **railway corridor** is designed and constructed to prevent projectiles being thrown onto the **railway**.	No acceptable outcome is prescribed.	**Not applicable** – development is not occurring within a railway corridor.
PO11 Buildings, and **structures** with publicly accessible or communal areas within 20 metres from the centreline of the nearest **railway** track are designed and constructed to prevent projectiles from being thrown onto a **railway**.	**AO11.1** Publicly accessible areas located within 20 metre from the centreline of the nearest **railway** do not overlook a **railway**. OR **AO11.2** Buildings and **structures** are designed to ensure publicly accessible areas located within 20 metres from the centreline of the nearest **railway** track and that overlook the **railway** may include throw protection screens in accordance with the relevant provisions of the Civil Engineering Technical Requirement – CIVIL-SR005 Design of buildings over or near **railways**, Queensland Rail, 2011, and the Civil Engineering Technical Requirement – CIVIL-SR008 Protection screens, Queensland Rail.	**Complies –** the boundary of the development site is approximately 36 metres from the centerline of the nearest railway. **Not applicable** – as above.
Stormwater and overland flow		
PO12 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard in a **railway corridor**.	No acceptable outcome is prescribed.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*
PO13 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of the **railway corridor**, **rail transport infrastructure** or **other rail infrastructure**.	No acceptable outcome is prescribed.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*
PO14 Stormwater run-off or overland flow from the development site does not interfere with the **structural integrity** or physical condition of the **railway corridor, rail transport infrastructure** or **other rail infrastructure**.	No acceptable outcome is prescribed.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*

Performance outcomes	Acceptable outcomes	Response
Flooding		
PO15 Development does not result in a material worsening of flooding impacts within a **railway corridor**.	No acceptable outcome is prescribed.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*
Drainage Infrastructure		
PO16 Drainage infrastructure does not create a safety hazard in a **railway corridor**.	**AO16.1** Drainage infrastructure is wholly contained within the development site. AND **AO16.2** Drainage infrastructure can be maintained without requiring access to a **railway corridor**.	**Complies** – Refer to *Appendix I – Stormwater Management Plan*
Construction Impacts		
PO17 Construction activities do not cause ground movement or vibration impacts in a **railway corridor**.	No acceptable outcome is prescribed.	**Complies** – the development includes standard construction that will not cause vibration impacts.
Access		
PO18 Development prevents unauthorised access to the **railway corridor**.	**AO18.1** Development abutting the **railway corridor** incorporates fencing along the property boundary with the **railway corridor** in accordance with the **railway manager's** standards. AND **AO18.2** A road barrier designed in accordance with Queensland Rail Civil Engineering Technical Requirement CIVIL-SR-007 – Design Criteria for Road Rail Barriers. AND **AO18.3** Vehicle manoeuvring areas, driveways, **loading** areas and carparks abutting the **railway corridor** incorporate **rail interface barriers** along the boundary to the **railway corridor**.	**Not applicable –** development does not abut the railway corridor. **Not applicable –** as above **Not applicable –** as above

Performance outcomes	Acceptable outcomes	Response
PO19 Development maintains existing maintenance and authorised access to the **railway corridor**.	**AO19.1** Development does not obstruct existing authorised access points and access routes for maintenance and emergency works to the **railway corridor** at all times.	**Complies –** the development will not impact any existing authorised access points or access routes.
PO20 Development does not impede the maintenance of a **railway bridge** or authorised access to a **railway bridge**.	**AO20.1** Buildings and other **structures** are set back horizontally a minimum of 3 metres from a **railway bridge**. AND **AO20.2** Permanent **structures** are not located below or abutting a **railway bridge**. AND **AO20.3** Temporary activities below or abutting a **railway bridge** do not impede access to a **railway corridor**.	**Not applicable –** development is not in proximity to a railway bridge. **Not applicable –** as above **Not applicable –** as above
Public passenger transport and active transport		
PO21 Development does not compromise the safety of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** – the development will not compromise the safety of any transport infrastructure. Refer to *Appendix H – Traffic Impact Assessment.*
PO22 Development maintains pedestrian and cycle access to a **railway** station or other **public passenger transport infrastructure** and **active transport infrastructure** associated with the **railway**.	No acceptable outcome is prescribed.	**Not applicable** – development is not located near a railway station or other public transport infrastructure.
PO23 Development does not adversely impact the **structural integrity** or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** – the development will not adversely impact the structural integrity of any transport infrastructure.
PO24 Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** – the development will not adversely impact the operating performance of any transport infrastructure.
Planned upgrades		

Performance outcomes	Acceptable outcomes	Response
PO25 Development does not impede delivery of **planned upgrades** of **rail transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** – the development will not impede any planned upgrades.
Network safety		
PO26 Development involving **dangerous goods** does not adversely impact on the safety or operations of the **railway** and **rail transport infrastructure**.	**AO26.1** Development does not involve handling or storage of hazardous chemicals above the threshold quantities listed in table 5.2 of the Model Planning Scheme Development Code for Hazardous Industries and Chemicals, Office of Industrial Relations, Department of Justice and Attorney-General, 2016.	**Complies –** The proposed land use does not involve dangerous goods.

Table 2.2 Filling, excavation, building foundations and retaining structures

Performance outcomes	Acceptable outcomes	Response
PO27 Development does not create a safety hazard for users of the **railway** or **other rail infrastructure**.	No acceptable outcome is prescribed.	**Complies**—All works will be undertaken within the subject site, and the development will not create a safety hazard.
PO28 Development does not adversely impact on the operating performance of the **railway** or **other rail infrastructure** within the **railway corridor**.	No acceptable outcome is prescribed.	**Complies** – the development will not adversely impact any rail infrastructure.
PO29 Development does not undermine, damage, or cause subsidence of, the **railway corridor**.	No acceptable outcome is prescribed.	**Complies** – development is not occurring within the railway corridor.
PO30 Development does not adversely impact the **structural integrity** or physical condition of the **railway**, **other rail infrastructure** or the **railway corridor** by adding or removing **loading**.	No acceptable outcome is prescribed.	**Complies** – development will not adversely impact the structural integrity of the any rail infrastructure.
PO31 Development does not cause ground water disturbance in the **railway corridor**.	No acceptable outcome is prescribed.	**Complies** – development will not affect ground water in the railway corridor.
PO32 Development does not adversely impact the **railway** or **other rail infrastructure** within the **railway corridor**.	No acceptable outcome is prescribed.	**Complies** – development is not occurring within the railway corridor.
PO33 Excavation, boring, piling, blasting, drilling, fill compaction or similar activities does not adversely impact the operating performance of the **railway** or	No acceptable outcome is prescribed.	**Complies** – development is not occurring within the railway corridor.

other rail infrastructure within the **railway corridor**.		
PO34 Filling and excavation material does not cause an obstruction or nuisance in the **railway corridor**.	**AO34.1** Fill, spoil or any other material is not stored in, or adjacent to, the **railway corridor**.	**Complies –** fill, spoil or other material will not be stored in or adjacent to the railway corridor.

Table 2.3 Railway crossings

Performance outcomes	Acceptable outcomes	Response
PO35 Development does not require a new level **railway crossing**.	No acceptable outcome is prescribed.	**Complies** – development does not require a new level railway crossing.
PO36 Development does not adversely impact on the operating performance of an existing **railway crossing**.	No acceptable outcome is prescribed.	**Complies** – development does not adversely impact on the operating performance of an existing railway crossing. Refer to *Appendix H – Traffic Impact Assessment.*
PO37 Development does not adversely impact on the safety of an existing **railway crossing**.	No acceptable outcome is prescribed.	**Complies** – development does not adversely impact on the safety of an existing railway crossing.
PO38 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a **railway crossing**.	No acceptable outcome is prescribed.	**Complies** – development is designed and constructed to allow for on-site circulation.

Table 2.4 Environmental emissions

Statutory note: Where development is adjacent to a **railway** with 15 or fewer passing trains per day, compliance with table 2.4 is not required.

Performance outcomes	Acceptable outcomes	Response
Reconfiguring a Lot		
Involving the creation of 5 or fewer new residential lots adjacent to a railway or type 2 multi-modal corridor		
PO39 Development minimises free field noise intrusion from a **railway**.	**AO39.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018;	**Not applicable** – development is for a Transport Depot.

	b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO39.2** Development achieves the maximum free field acoustic levels in reference table 2 (item 2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound. OR **AO39.3** Development provides a **solid gap-free fence** or other **solid gap-free structure** along the full extent of the boundary closest to a **railway**.	 **Not applicable –** as above. **Not applicable** – as above.
Involving the creation of 6 or more new residential lots adjacent to a railway or type 2 multi-modal corridor		
PO40 Reconfiguring a lot minimises free field noise intrusion from a **railway**.	**AO40.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1); 2. in accordance with: a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO40.2** Development achieves the maximum free field acoustic levels in reference table 2 (item	**Not applicable** – development is for a Transport Depot. **Not applicable** – as above.

	2.1) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	
Material change of use (accommodation activity)		
Ground floor level requirements adjacent to a railway or type 2 multi-modal corridor		
PO41 Development minimises noise intrusion from a **railway** in **private open space** at the ground floor.	**AO41.1** Development provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.2) for **private open space** at the ground floor level; 2. in accordance with: a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO41.2** Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for **private open space** at the ground floor level by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	**Not applicable** – development is for a Transport Depot. **Not applicable** – as above.
PO42 Development (excluding a **relevant residential building** or **relocated building)** minimises noise intrusion from the **railway** in **habitable rooms** at the facade of the ground floor level.	**AO42.1** Development (excluding a **relevant residential building** or **relocated building**) provides a noise barrier or earth mound which is designed, sited and constructed: 1. to achieve the maximum building facade acoustic level in reference table 1 (item 1.1) for **habitable rooms** at the ground floor level; 2. in accordance with:	**Not applicable** – as above.

	a. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;. c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020. OR **AO42.2** Development (excluding a **relevant residential building** or **relocated building**) achieves the maximum building facade acoustic level in reference table 1 (item 1.1) for **habitable rooms** at the ground floor level by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	**Not applicable** – as above.
PO43 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in Table 3 (item 3.1).	No acceptable outcome is prescribed.	**Not applicable** – as above.
Above ground floor level requirements (accommodation activity) adjacent to a railway or type 2 multi-modal corridor		
PO44 Balconies, podiums and roof decks include: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and roof decks	No acceptable outcome is prescribed.	**Not applicable** – development is for a Transport Depot.
PO45 Habitable rooms (excluding a **relevant residential building** or **relocated building**) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).	No acceptable outcome is prescribed.	Not applicable – as above.
Material change of use (other uses)		

Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or type 2 multi-modal corridor		
PO46 Development: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum free field acoustic level in reference table 2 (item 2.3) for all **outdoor education areas** and **outdoor play areas**; b. in accordance with: i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; ii. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019; iii. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020; or 2. achieves the maximum free field acoustic level in reference table (item 2.3) for all **outdoor education areas** and **outdoor play areas** by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.	No acceptable outcome is prescribed.	**Not applicable** – development is for a Transport Depot.
PO47 Development involving a **childcare centre** or **educational establishment**: 1. provides a noise barrier or earth mound that is designed, sited and constructed: a. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2); b. in accordance with: i. Civil Engineering Standard Specification QR-CTS-Part 41 – Part 41, Design and Construction of Noise Fences/Barriers, Queensland Rail, 2018; or	No acceptable outcome is prescribed.	Not applicable – as above.

2. achieves the maximum building facade acoustic level in reference table 1 (item 1.2) by **alternative noise attenuation measures** where it is not practical to provide a noise barrier or earth mound.		
PO48 Development involving: 1. **indoor education areas** and **indoor play areas**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital**; achieves the maximum internal acoustic level in reference table 3 (items 3.2, 3.3 and 3.4).	No acceptable outcome is prescribed.	Not applicable – as above.
Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a railway or **type 2 multi-modal corridor**		
PO49 Development involving a **childcare centre**; or **educational establishment** which have balconies, podiums or elevated **outdoor play areas** predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from the **railway** are provided with: 1. a continuous **solid gap-free structure** or balustrade (excluding gaps required for drainage purposes to comply with the Building Code of Australia); and 2. highly acoustically absorbent material treatment for the total area of the soffit above balconies, podiums and elevated **outdoor play areas**.	No acceptable outcome is prescribed.	**Not applicable** – development is for a Transport Depot.
PO50 Development including: 1. **indoor education areas** and **indoor play areas** in a **childcare centre** or **educational establishment**; or 2. sleeping rooms in a **childcare centre**; or 3. **patient care areas** in a **hospital** located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.2-3.4).	No acceptable outcome is prescribed.	**Not applicable** – as above.
Air, light and vibration		

PO51 Private open space, **outdoor education areas** and **outdoor play areas** are protected from air quality impacts from a **railway**.	**AO51.1** Each dwelling or unit has access to a **private open space** which is shielded from a **railway** by a building, noise barrier, **solid gap-free fence**, or other **solid gap-free structure**. OR **AO51.2** Each **outdoor education area** and **outdoor play area** is shielded from a **railway** by a building, noise barrier, **solid gap-free fence,** or other **solid gap-free structure**.	**Not applicable** – development is for a Transport Depot. **Not applicable –** as above.
PO52 Patient care areas within **hospitals** are protected from vibration impacts from a **railway**.	**AO52.1 Hospitals** are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of $0.1m/s^{1.75}$. AND **AO52.2 Hospitals** are designed and constructed to ensure vibration in the ward of a **patient care area** does not exceed a vibration dose value of $0.4m/s^{1.75}$.	**Not applicable –** as above. **Not applicable –** as above.
PO53 Development is designed and sited to ensure light from infrastructure within, and use of, a **railway** does not: 1. intrude into buildings during night hours (10pm to 6am); and 2. create unreasonable disturbance during evening hours (6pm to 10pm).	No acceptable outcomes are prescribed.	**Not applicable –** as above.

Table 2.5 Development in a future railway corridor

Performance outcomes	Acceptable outcomes	Response
PO54 Development does not impede the planning, design and delivery of **rail transport infrastructure** in a **future railway corridor**.	**AO54.1** Development is not located in a **future railway corridor**. OR both of the following acceptable outcomes apply: **AO54.2** The intensification of lots does not occur within a **future railway corridor**.	**Not applicable** – development is not proposed within a future railway corridor.

Performance outcomes	Acceptable outcomes	Response
	AND **AO54.3** Development does not result in the landlocking of parcels once a **future railway corridor** is delivered.	
PO55 Development, including filling, excavation, building foundations and **retaining structures** do not undermine or cause subsidence of a **future railway corridor**.	No acceptable outcome is prescribed.	**Not applicable** – as above.
PO56 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a **future railway corridor**.	No acceptable outcome is prescribed.	**Not applicable** – as above.

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not compromise the safety of users of the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix H – Traffic Impact Assessment*
PO2 Development does not adversely impact the structural integrity or physical condition of a **state-controlled road** or **road transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix H – Traffic Impact Assessment*
PO3 Development ensures **no net worsening** of the operating performance the **state-controlled road** network.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix H – Traffic Impact Assessment*
PO4 Traffic movements are not directed onto a **state-controlled road** where they can be accommodated on the **local road** network.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix H – Traffic Impact Assessment*
PO5 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a **state-controlled road**.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix H – Traffic Impact Assessment*
PO6 Development does not require a new **railway** level crossing.	No acceptable outcome is prescribed.	**Complies** – proposed development does not require a new railway level crossing.
PO7 Development does not adversely impact the operating performance of an existing **railway crossing**.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix H – Traffic Impact Assessment*
PO8 Development does not adversely impact on the safety of an existing **railway crossing**.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix H – Traffic Impact Assessment*
PO9 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a **railway crossing**.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix H – Traffic Impact Assessment*
PO10 Development does not create a safety hazard within the **railway corridor**.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix H – Traffic Impact Assessment*

Performance outcomes	Acceptable outcomes	Response
PO11 Development does not adversely impact the operating performance of the **railway corridor**.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix H – Traffic Impact Assessment*
PO12 Development does not interfere with or obstruct the **railway transport infrastructure** or **other rail infrastructure**.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix H – Traffic Impact Assessment*
PO13 Development does not adversely impact the structural integrity or physical condition of a **railway corridor** or **rail transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix H – Traffic Impact Assessment*
Stormwater and overland flow		
PO14 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix I – Stormwater Management Plan*
PO15 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix I – Stormwater Management Plan*
PO16 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the **state transport corridor** or **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix I – Stormwater Management Plan*
PO17 Development associated with a **state-controlled road** or **road transport infrastructure** ensures that stormwater is lawfully discharged.	**AO17.1** Development does not create any new points of discharge to a **state transport corridor** or **state transport infrastructure**. AND **AO17.2** Development does not concentrate flows to a **state transport corridor**. AND **AO17.3** Stormwater run-off is discharged to a **lawful point of discharge**.	**Complies – refer to** *Appendix I – Stormwater Management Plan* **Complies – refer to** *Appendix I – Stormwater Management Plan* **Complies – refer to** *Appendix I – Stormwater Management Plan*

Performance outcomes	Acceptable outcomes	Response
	AND **AO17.4** Development does not worsen the condition of an existing **lawful point of discharge** to a **state transport corridor** or **state transport infrastructure**.	 **Complies – refer to** *Appendix I – Stormwater Management Plan*
Flooding		
PO18 Development does not result in a material worsening of flooding impacts within a **state transport corridor** or **state transport infrastructure**	*For a **state-controlled road** or **road transport infrastructure**, all of the following apply:* **AO18.1** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a **state transport corridor**. AND **AO18.2** For all flood events up to 1% **annual exceedance probability**, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a **state transport corridor**. AND **AO18.3** For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a **state transport corridor**. *No acceptable outcome is prescribed for a **railway corridor** or **rail transport infrastructure**.*	 **Complies – refer to** *Appendix I – Stormwater Management Plan* **Complies – refer to** *Appendix I – Stormwater Management Plan* **Complies – refer to** *Appendix I – Stormwater Management Plan*
Drainage infrastructure		
PO19 Drainage infrastructure does not create a safety hazard in a **state transport corridor**.	*For a **state-controlled road** environment, both of the following apply:*	

Performance outcomes	Acceptable outcomes	Response
	AO19.1 Drainage infrastructure associated with, or in a **state-controlled road** is wholly contained within the development site, except at the **lawful point of discharge**. AND **AO19.2** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**. *For a **railway** environment both of the following apply:* **AO19.3** Drainage infrastructure associated with a **railway corridor** or **rail transport infrastructure** is wholly contained within the development site. AND **AO19.4** Drainage infrastructure can be maintained without requiring access to a **state transport corridor**.	***Not applicable*** – the development site is not located on a state-controlled road. ***Not applicable*** – the development site is not located on a state-controlled road. ***Not applicable*** – development is not located within a railway corridor. ***Not applicable*** – development is not located within a railway corridor.
PO20 Drainage infrastructure associated with, or in a **state-controlled road** or **road transport infrastructure** is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.	No acceptable outcome is prescribed.	**Complies** – refer to *Appendix I – Stormwater Management Plan*
Planned upgrades		
PO21 Development does not impede delivery of **planned upgrades** of **state transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** – while the development is located within proximity to the proposed ring road the development does not impede on the ring road. Refer to *Appendix H – Traffic Impact Assessment*.

Table 6.3 Public passenger transport infrastructure and active transport

Performance outcomes	Acceptable outcomes	Response
PO22 Development does not damage or interfere with **public passenger transport infrastructure**, **active transport infrastructure** or **public passenger services**.	No acceptable outcome is prescribed.	**Complies** – the proposed development does not impede on public passenger transport infrastructure.
PO23 Development does not compromise the safety of **public passenger transport infrastructure**, **public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** – the proposed development does not impede on public passenger transport infrastructure.
PO24 Development does not adversely impact the operating performance of **public passenger transport infrastructure, public passenger services** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** – the proposed development does not impede on public passenger transport infrastructure.
PO25 Development does not adversely impact the structural integrity or physical condition of **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Complies** – the proposed development does not impede on public passenger transport infrastructure.
PO26 Upgraded or new **public passenger transport infrastructure** and **active transport infrastructure** is provided to accommodate the demand for **public passenger transport** and **active transport** generated by the development.	No acceptable outcome is prescribed.	**Not applicable –** the development is for a transport depot.
PO27 Development is designed to ensure the location of **public passenger transport infrastructure** prioritises and enables efficient **public passenger services**.	No acceptable outcome is prescribed.	**Complies** – the proposed development does not impede on public passenger transport infrastructure.
PO28 Development enables the provision or extension of **public passenger services**, **public passenger transport infrastructure** and **active transport infrastructure** to the development and avoids creating indirect or inefficient routes for **public passenger services**.	No acceptable outcome is prescribed.	**Complies** – the proposed development does not impede on public passenger transport infrastructure.

Performance outcomes	Acceptable outcomes	Response
PO29 New or modified road networks are designed to enable development to be serviced by **public passenger services**.	**AO29.1** Roads catering for buses are arterial or **sub-arterial roads**, collector or their equivalent. AND **AO29.2** Roads intended to accommodate buses are designed and constructed in accordance with: 1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads; 2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads; 3. Austroads Guide to Road Design (Parts 3, 4-4C and 6); 4. Austroads Design Vehicles and Turning Path Templates; 5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management; AND **AO29.3** Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	**Not applicable –** no new roads or modifications to existing roads are proposed as part of the development. **Not applicable –** as above. **Not applicable** – as above.
PO30 Development provides safe, direct and convenient access to existing and future **public passenger transport infrastructure** and **active transport infrastructure**.	No acceptable outcome is prescribed.	**Not applicable** – development is for a private transport depot for heavy vehicles.
PO31 On-site vehicular circulation ensures the safety of both **public passenger transport services** and pedestrians.	No acceptable outcome is prescribed.	**Not applicable** – development is for a private transport depot for heavy vehicles.

Performance outcomes	Acceptable outcomes	Response
PO32 Taxi facilities are provided to accommodate the demand generated by the development.	No acceptable outcome is prescribed.	**Not applicable** – development is for a private transport depot for the parking of heavy vehicles.
PO33 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and **booked hire services** other than taxis.	No acceptable outcome is prescribed.	**Not applicable** – development is for a private transport depot for the parking of heavy vehicles.
PO34 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.	**AO34.1** A **taxi facility** is provided parallel to the kerb and adjacent to the main entrance. AND **AO34.2 Taxi facilities** are designed in accordance with: 1. AS2890.5–1993 Parking facilities – on-street parking and AS1428.1–2009 Design for access and mobility – general requirements for access – new building work; 2. AS1742.11–1999 Parking controls – manual of uniform traffic control devices 3. AS/NZS 2890.6–2009 Parking facilities –off street parking for people with disabilities; 4. Disability standards for accessible public 5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992; 6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements; 7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.	**Not applicable –** development is for a private transport depot for the parking of heavy vehicles.
PO35 Educational establishments are designed to ensure the safe and efficient operation of **public passenger services**, pedestrian and cyclist access and **active transport infrastructure**.	**AO35.1** Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.	**Not applicable –** development is for a transport depot.

MMCE
McMurtrie Consulting Engineers

20 years of reimagining engineering
2002–2022

Engineering reimagined.

Transport Depot 30 Monier Road Parkhurst

Traffic Impact Assessment

DATE
31 January 2025

REF
R034-24-25

CLIENT
Auspan Building Systems

COMMERCIAL IN CONFIDENCE

Engineering reimagined.

Contact Information

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Document Information

Prepared for	Auspan Building Systems
Document Name	Traffic Impact Assessment
Job Reference	R034-24-25
Revision	A

Document History

Revision	Date	Description of Revision	Prepared by	Approved by		
				Name	Signature	RPEQ No
A	31/01/2025	Client Issue	Kristy Steindl	Chris Hewitt		5141

NOTE - It is acknowledged that there may be some minor discrepancies between the architectural layouts provided in this report and the associated architectural documentation. Whilst not ideal, the minor layout discrepancies should form no material impact to the proposed development from an engineering assessment perspective. Conservative engineering principals have been applied to the afforded earthworks areas, stormwater intent and servicing. As such, any concern should be suitable for conditioning as part of the detailed design process (i.e. finalised in Operational Works stage).

Engineering reimagined.

Contents

1 Introduction

1.1 Background

McMurtrie Consulting Engineers (MCE) have been engaged by Auspan Building Systems Pty Ltd to prepare a Traffic Impact Assessment for the proposed Transport Depot located at 30 Monier Road, Parkhurst.

The following issues have been addressed as part of the study:

- Existing Conditions;
- Proposed development details;
- Development Traffic;
- Impact Assessment and Mitigation.

1.2 Authorities

In preparing this report, reference has been made to the following:

- Rockhampton Regional Council Planning Scheme;
- Queensland Globe Database (Online);
- Australian / New Zealand Standard, Parking Facilities, Part 1: Off-Street Car parking AS/ NZS 2890.1:2004;
- Australian / New Zealand Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS/ NZS 2890.2:2018;
- Australian / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with a Disability AS/ NZS 2890.6:2009;
- Austroads Guide to Road Design;
- Austroads Guide to Road Safety;
- Public Transport Infrastructure Manual (PTIM - 2015);
- Vehicular Access to State Controlled Roads Policy (VAP);
- Nearmap;
- Other documents and data as referenced in the report.

2 Existing Conditions

2.1 Subject Site

As shown in Figure 2.1.1, the subject site is located adjacent QMAG at 30 Monier Road, formally identified as Lot 30 on SP251639. As shown in Figure 2.1.2, Monier Road intersects a 'future state controlled road' (newly constructed as part of the Rockhampton Ring Road (RRR)) and the sites frontage is within 25m of a rail corridor.

Figure 2.1.1: Location of subject site [Source: Nearmap]

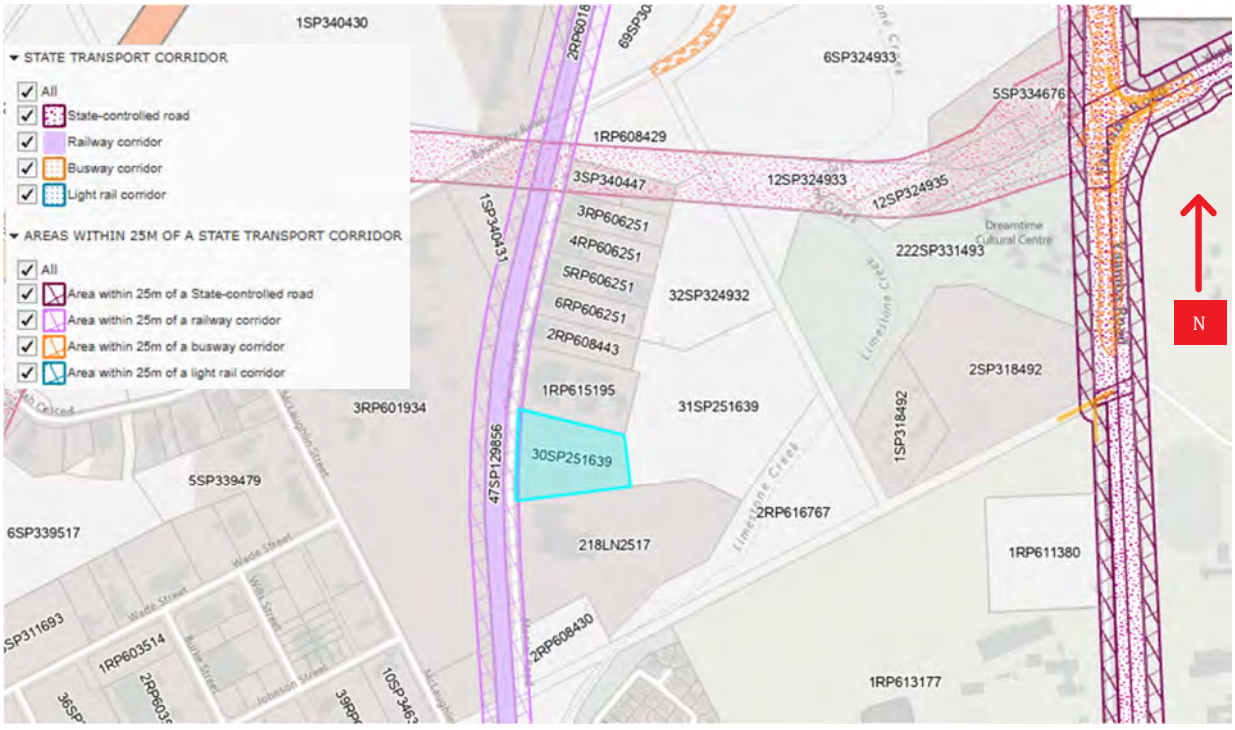


Figure 2.1.2: Development planning overlays [Source: DAMS Mapping]

2.2 Road Network

The subject site fronts Monier Road which is a local Government Road and approved 23m B Double Route as shown in Figure 2.2. Monier Road is sealed for the extent of the sites boundary however this seal terminates at the sites southern boundary where it continues as an unsealed road.

Monier road provides connection to Boundary Road [a future State Controlled Road (SCR)] from existing industrial properties. Although Monier Road continues south to provide connection to an intersecting road reserve, it is only formed and sealed from the subject property to its northern connection with Boundary Road.

Boundary Road and Monier Road are approved 23m B-Double routes and the developer holds a National Heavy Vehicle Register (NHVR) Performance Based Standards (PBS) Authorisation Permit (permit No. 1150703V3 included in Appendix C) to operate A-Doubles (1-2-3-1-2) on this route. Given the authority of this permit, the geometric operation of vehicles on the extended network is not assessed herein.

Along the frontage of the site, Monier Road comprises an undivided two lane carriageway and is subject to a speed limit of 50 km/h.

Figure 2.2: Road hierarchy [Source: Rockhampton Regional Council Interactive Mapping]

2.3 Site Access

As shown in Figure 2.3 there is no kerb and channel on Monier Road and currently no formalised access to the property.

Figure 3 - Monier Road Access

2.4 Background Traffic Volumes

2.4.1 Surveyed Traffic

Traffic counts were undertaken in 2023 on the formed section of Monier Road in June 2023 and are summarised in Table 2.4.1

Table 2.4.1

Road Name	Locality	Counter Location	Count Month/Year	ADT	AWDT	%HV	AADT
Monier Road	Parkhurst	100m North-East of Monier Rd	Jun-23	328.4	427	23.6	336

As Monier Road primarily provides access to industrial properties the distribution of traffic on this road has been assumed as 30:70% in: out (AM) and 70:30% in: out (PM). A summary of this AADT distribution (as peak hour volumes) is presented in figure 2.5.1.

There are 9 industrial allotments (including the subject) which are currently serviced by Monier Road (Figure 2.4.1). Based on approximate floor areas for these analogous uses it is expected that each existing use would generate the percentage of background traffic indicated in Table 2.4.2. These percentages are reflected in the background traffic distribution shown in figure 2.5.1.

Figure 2.4.1 – Allotments with existing access via Monier Road

Table 2.4.2

Lot No	~ Percentage of Background	Location with respect to subject site (North/South)	Totals
3 RP606251	10	North	70%
4 RP606251	10	North	
5 RP606251	10	North	
6 RP606251	10	North	
2 RP608443	10	North	
1 RP615195	20	North	
218 LN2517	28	South	30%
2RP608430	2	South	

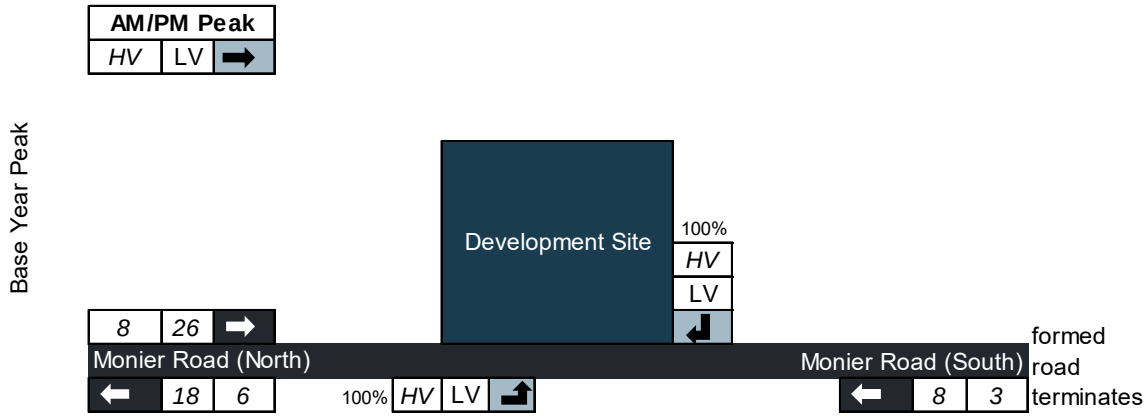


Figure 2.5.1: Surveyed and assumed AM and PM Peak movements as at 2023.

2.4.2 Future Background Estimates

Future traffic conditions at Monier Road have been estimated with application of a 2.5% compounded growth factor from the surveyed year (2023). Estimated future traffic volumes for the completion year (2025) as well as a 10-year design horizon (2035) are provided in Figure 2.5.2.

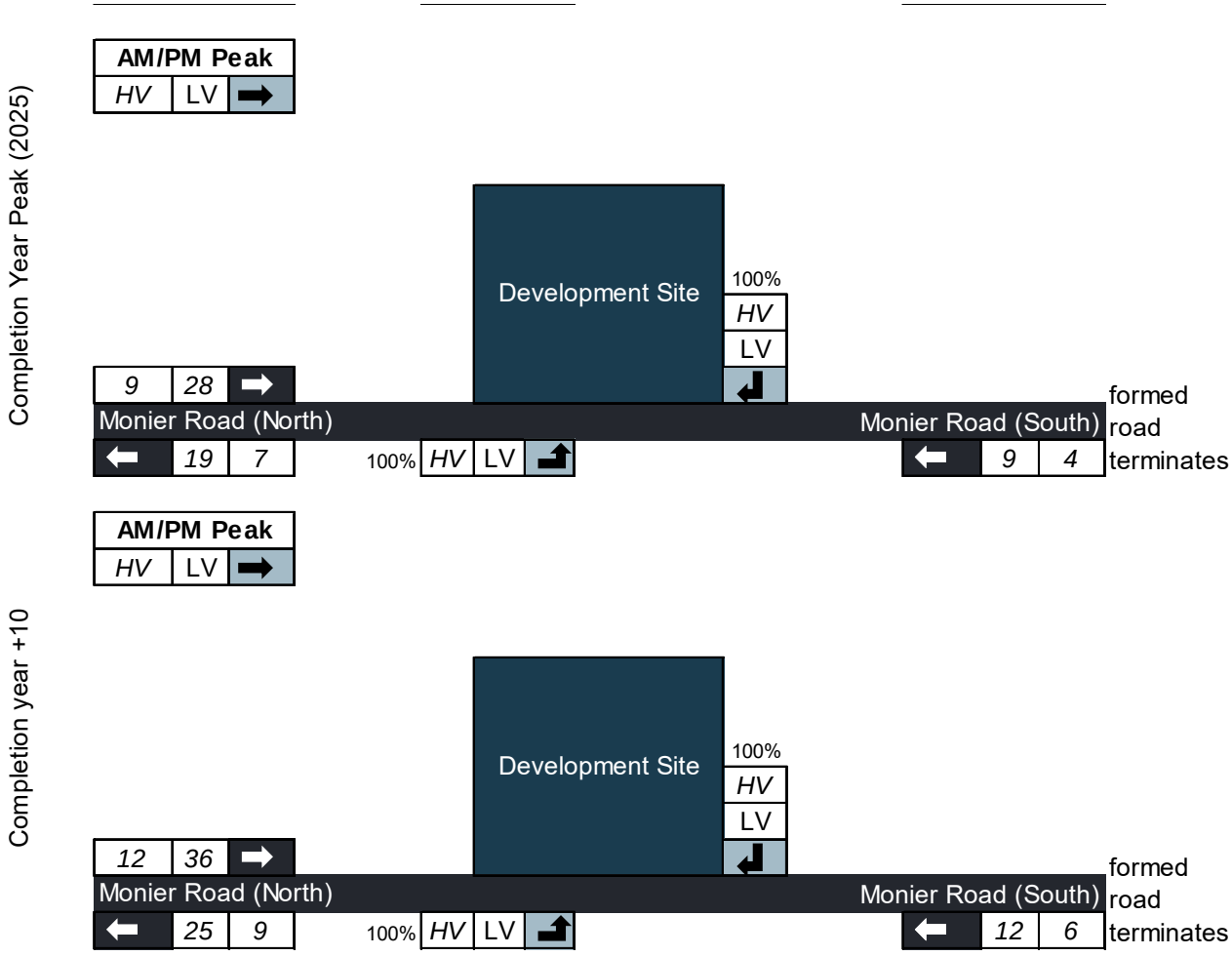


Figure 2.5.2 Future background morning and afternoon peak hour estimates

3 Proposed Development Details

3.1 Land Use

The proposal is for a transport depot as shown on the proposal plan included in Appendix A and reproduced below as Figure 3.1.

Figure 3.1 - proposed transport depot.

3.2 Vehicle Access & Egress

Access and egress will be gained via two new crossovers on Monier Road generally located in accordance with Figure 3.1. Crossovers will be designed to safely accommodate the turning paths of the largest vehicles intended to access the area which will be a 32.7m A- Doubles. Swept paths for access and egress of these vehicles are shown in Figure 3.1 with full detail included in appendix B.

3.3 Car Parking

3.3.1 Statutory Requirement

The car parking rates for various development types are set out in Rockhampton Regional Councils Access Parking and Transport code (APTC), Table 9.3.1.3.2 Parking Requirements. The proposed development as it relates to car parking is most alike to a 'Transport Depot' under this code and therefore the following car parking rates for the development are proposed:

Transport Depot (Vehicle Depot): One (1) space per 100 square metres or part thereof of gross floor area.

Based on this requirement and a gross floor area of 740m2 calculated in accordance with the Appendix A proposal plan, a total of 8 LV car parks should be provided for the development.

3.3.2 Proposed Parking Provision

As demonstrated in 3.1 and Appendix A, the proposal provides a total of 20 LV car spaces and is therefore in excess of the requirement of RRC's APTC Table 9.3.1.3.2.

3.3.3 Car Parking Layout and Design

The geometric layout of the proposed car parking will comply with the minimum design requirements specified in AS2890.1:2004, with respect to parking bay dimensions and aisle widths. The proposed car parking and on-site characteristics will be designed with the dimensions provided in Table 3.3.3. Detailed design of the internal parking configuration will be provided in due course as part of detailed design.

Table 3.3.3: Parking Layout and Geometry

Design Element	Required
General parking (User Class 2)	2.5m wide x 5.4m long
Disabled Parking	2.4m wide x 5.4m long, plus shared zone
Aisle Width Circulation width	5.8 metres 5.5 metres
Aisle extension	1 metre beyond last parking / 8 metre aisle
Internal Driveway Grades	1:20 maximum for the first 6 metres into the site
Internal Car Parking Grades (car parking module)	1:20 measured parallel to the angle of the parking space or 1:16 in all other directions

3.3.4 Provision for Heavy Vehicles

3.3.4.1 Heavy Vehicles Access Manoeuvring

It is proposed that the vehicles undertaking transport operations will be 32.7m A-Double. Manoeuvring paths for the design vehicle internally and at the property access off Monier Road are shown in figures 3.3.4.1 and 3.3.4.2 respectively.

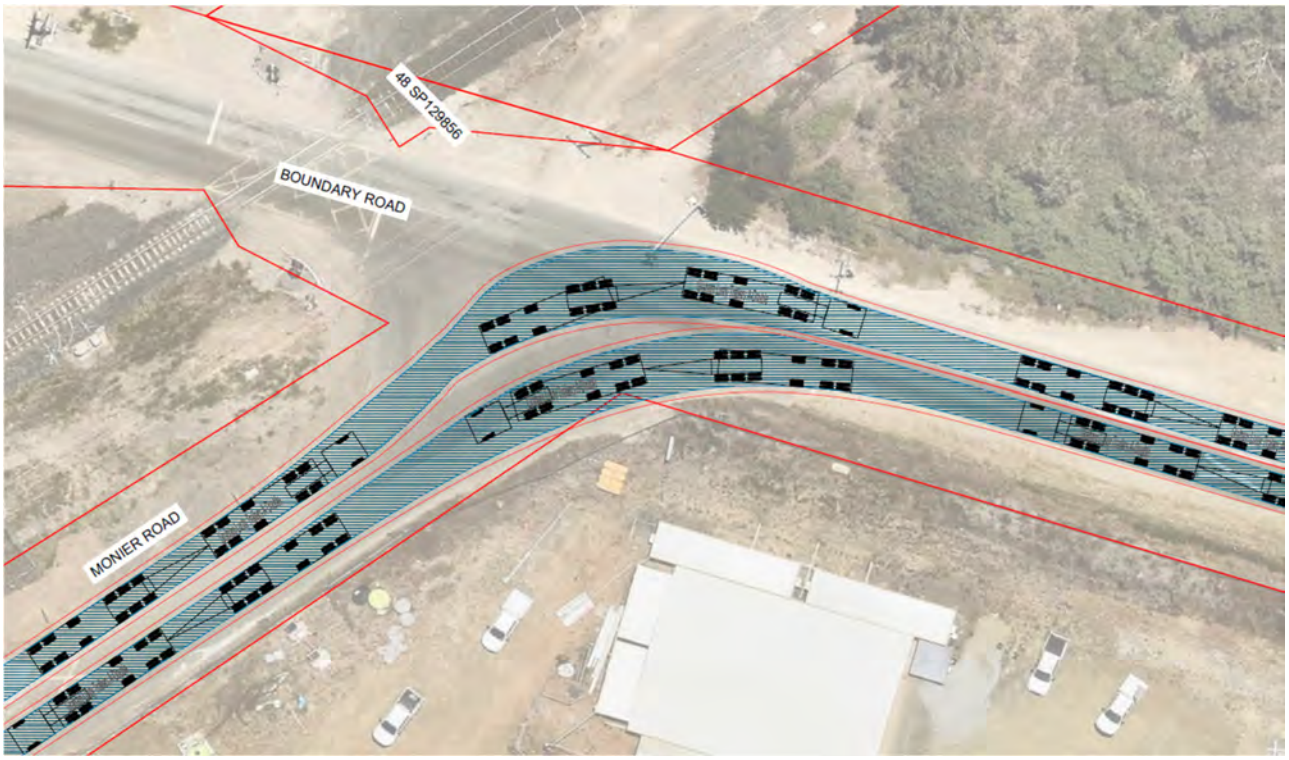


Figure 3.3.4.1: Swept path at intersection of Monier Rd. and Boundary Rd.

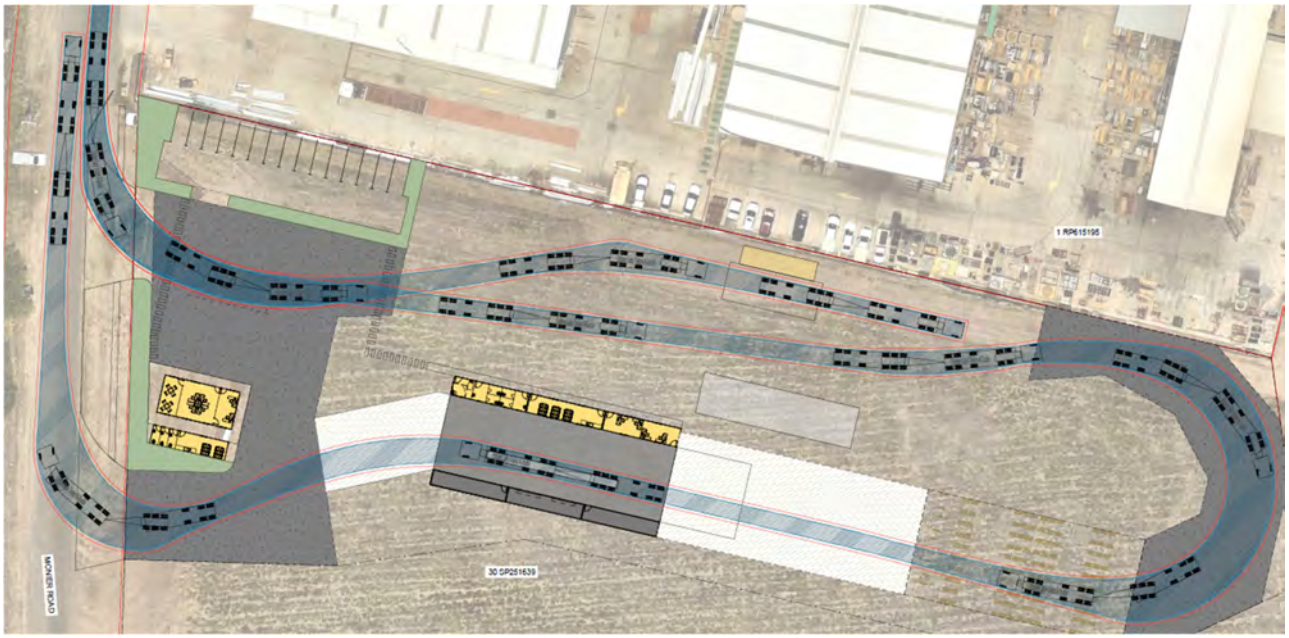


Figure 3.3.4.2: Swept path at site access and egress.

3.4 Waste Management

Waste is proposed to be collected from the development using a waste collection vehicle (12m). Provision has been made for such to enter and exit in the same manner as the design vehicle shown in figure 3.3.4.2 however it is expected that general waste will be collected kerbside on Monier Road.

3.5 Pedestrian and Cyclist Facilities

As was completed at the frontage of the adjacent lot, the proposed development will include the provision of a new pedestrian footpath for the length of the proposed developments frontage. This path will connect with the existing infrastructure and support its continued operation.

4 Development Traffic

4.1 Traffic Generation

Section 3.9.1 of the Guide to Traffic Generating Developments provides trip generation rates for 'Road transport terminals'. The peak hour rate provided is:

Peak hour vehicle trips = 1 per 100 m2 gross floor area.

Of the generated trips, it is anticipated that 50% will be heavy vehicles.

Based on the above, table 4.1 presents the development traffic generation estimates for the proposed development.

Table 4.1: Development traffic generation estimates Monier Road

Component	Morning Peak Hour			Afternoon Peak Hour		
	In	Out	Total	In	Out	Total
Peak hour vehicle trips	5	3	8	3	5	8
LV trips	2	1	3	1	2	3
HV trips	3	2	5	2	3	5

4.2 Trip Distribution

The directional distribution assignment for traffic generated of the proposed development will be influenced by several factors, including the:

- Configuration of the local road network;
- Existing intersections providing access between the local road network and arterial road network;
- Distribution of the residential uses in the vicinity of the site;
- Likely distribution of residents in relation to the site and
- Configuration of the access points.

Monier road (south) provides formalised access to two other properties before it terminates. For this reason 100% of traffic is expected to enter the site from Monier road (north) and leave along the same route toward the intersection with boundary road. Once reaching boundary road, all heavy vehicles and 70 % of LV are expected to turn right onto boundary road headed for Yamba Road. The remaining 30% of light vehicles are expected to turn right heading towards Rockhampton City.

5 Impact Assessment

With and Without Traffic Volumes (Monier road and site access) .

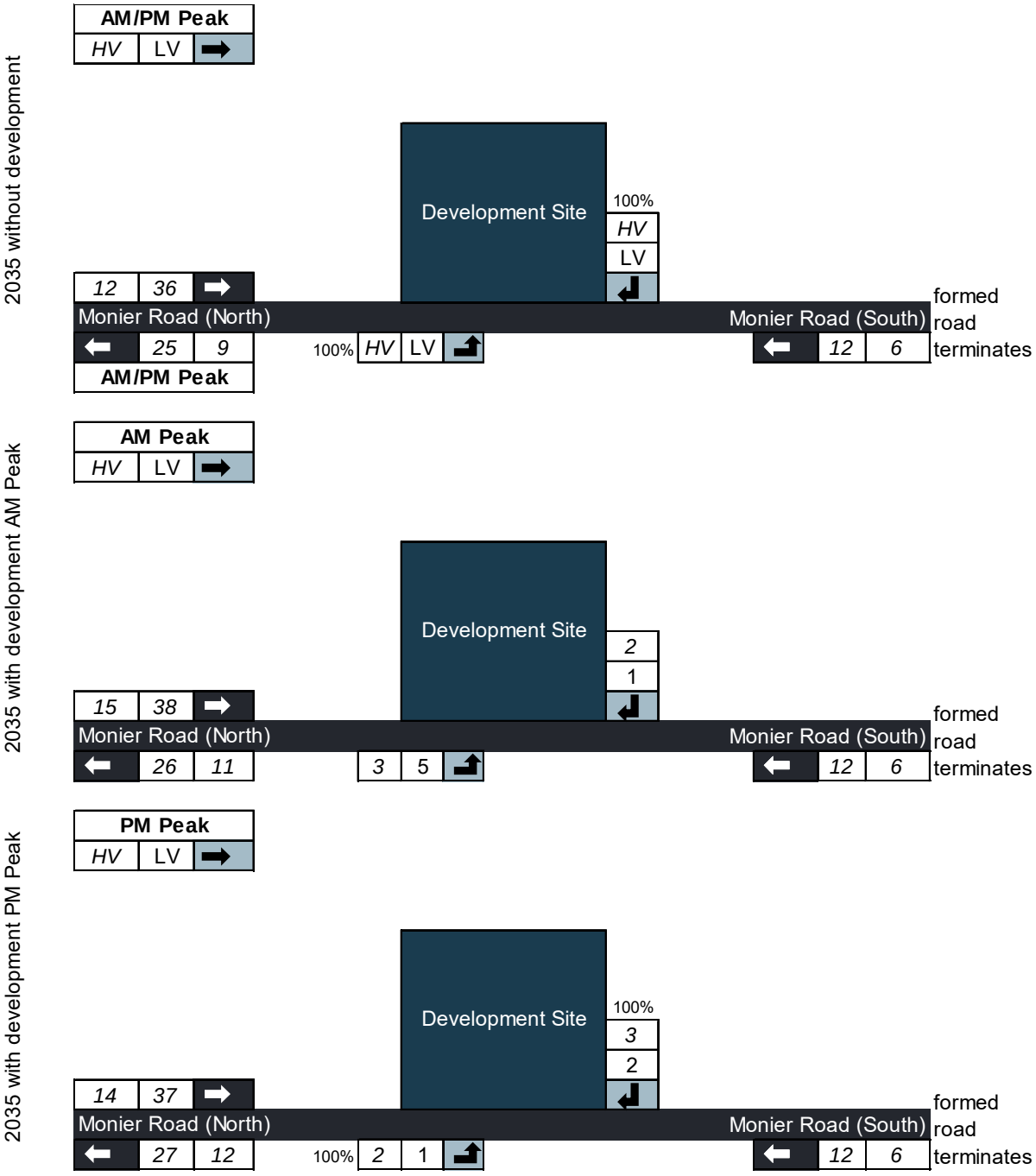


Figure 5a

5.1 Access Design Considerations

A turn warrant analysis at the Monier Road access has been carried out in accordance with the Austroads Guide to Traffic Management Part 6 for a speed limit of 50 km/h and the design traffic volumes based on future traffic conditions in year 2035. As shown in Figure 5.1a, a CHR(s)/AUL(s) is not triggered until background traffic reaches 200 vehicles per hour. Monier Roads background traffic during peak hour is only 108Veh/h both directions and therefore a BAR and BAL are sufficient for access. The driveway in the Monier road verge should be constructed as a CMDG-R-042A standard access adjusted to suit design vehicle swept paths.

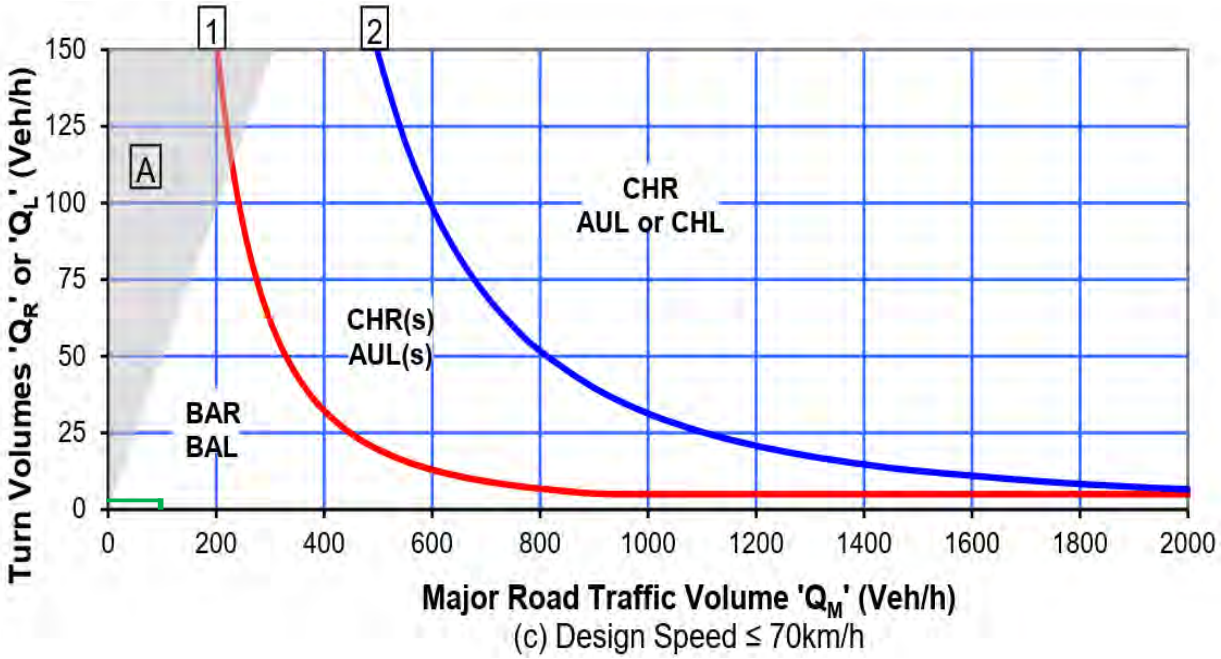


Figure 5.1 Turn Warrant Assessment – Monier Road and Access

6 Safety

6.1 Crash Data

6.1.1 Crash Data Summary

Crash data has been obtained for the extent of Monier Road and its intersection with Boundary Road. Based on the information available from Queensland Globe, there were no accidents recorded.

6.2 Intersection Sight Distance

6.2.1 Monier Road

At the proposed location of the Monier Road access, the road is straight with relatively level gradients to the north and south. As such, the existing roadway provides unobstructed view line between a driver exiting the site and vehicles approaching the development from both directions. Refer to Figures 6.2.1 and 6.2.2 for evidence of site distance.

Figure 6.2.1 - SISD Gladstone Road looking North

Figure 6.2.2 Looking South

7 Conclusion

- The subject site is located on the Eastern side of Monier Road and is formally identified as Lot 4 on SP213135. It is situated within an existing industrial area opposite a rail corridor on the western side of Monier Road.

- The proposal is for a transport depot that will be accessed by 32.7m A-Doubles off Monier Road. An existing NHVR permit exists for these vehicles and operation on the road network will be in accordance with this permit.

- Roadside pedestrian infrastructure and the provision of kerb and channel along the allotment's frontage are proposed in line with that of the neighbouring development.

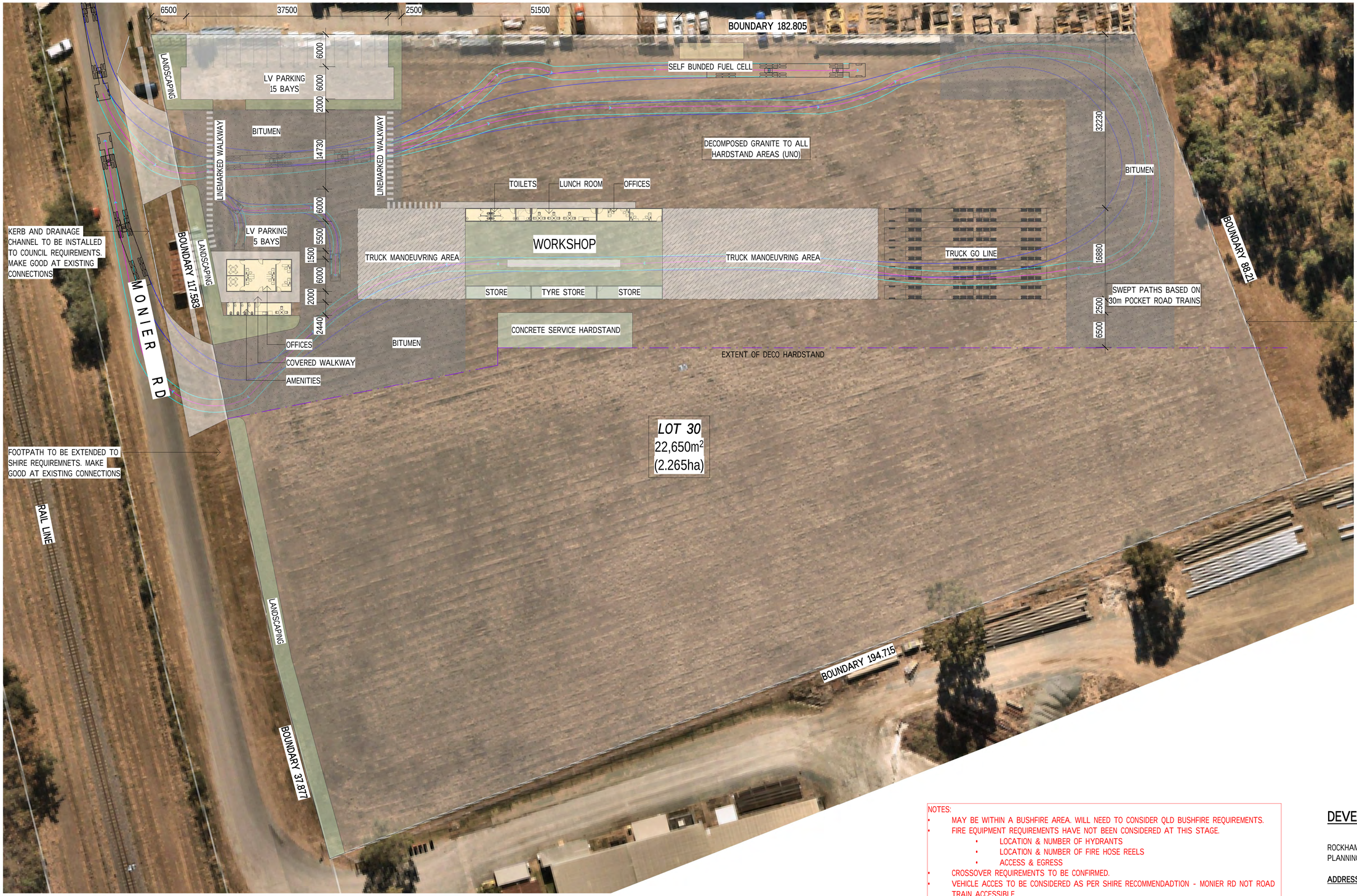
- As discussed in section 3.3 Councils' requirements for on street parking will be satisfied by the proposed development. The proposed car parking facilities are proposed to be constructed in accordance with the relevant requirements prescribed in AS2890.1:2004. The design of the proposed facilities ensures that all vehicles enter and exit the development in a forward gear.

- Intersection capacity analysis has been carried out at the proposed access off Monier Road. Peak hour generations are low in and a turn warrant assessment at the development's intersection with Monier Road confirms that a BAR/BAL formation is sufficient to support unimpeded operation of Monier Road. Vehicle swept paths for a 32.7m A-Double confirm the ability of this vehicle to safely manoeuvre on the surrounding road network. The driveway in the Monier road verge should be constructed as a CMDG-R-042A standard access adjusted to suit design vehicle swept paths.

- Safety analysis of the proposed intersection indicated that there are adequate view lines between a driver exiting the site and vehicles approaching from Monier Road. Crash data sourced from Queensland Globe indicated that there were no recorded crashes on Monier Road or at its intersection with Boundary Road.

On Authority of these findings, it is concluded that the proposed development will have negligible impact on the operation of Monier Road and surrounding road network and from a traffic engineering perspective can be accepted.

Appendix A: Development Plan



SITE PLAN

1 : 350

NOTES:

- MAY BE WITHIN A BUSHFIRE AREA. WILL NEED TO CONSIDER QLD BUSHFIRE REQUIREMENTS.
- FIRE EQUIPMENT REQUIREMENTS HAVE NOT BEEN CONSIDERED AT THIS STAGE.
  - LOCATION & NUMBER OF HYDRANTS
  - LOCATION & NUMBER OF FIRE HOSE REELS
  - ACCESS & EGRESS
- CROSSOVER REQUIREMENTS TO BE CONFIRMED.
- VEHICLE ACCES TO BE CONSIDERED AS PER SHIRE RECOMMENDADTION - MONIER RD NOT ROAD TRAIN ACCESSIBLE
- LOCATION OF SERVICES.
- OTHER LOCAL GOVERNMENT REQUIREMENTS.

DEVELOPMENT SUMMARY

ROCKHAMPTON REGIONAL COUNCIL
PLANNING SCHEME VERSION 4.4

ADDRESS	LOT 30 MONIER RD, PARKHURST, QLD 4702
ZONING	LOW IMPACT INDUSTRY
SITE AREA	22,650m² (2.265ha)
LAND USE	BULK STORAGE YARD

No.	Description	Date
C	REVISED DRAFT - LAYOUT CHANGES TO CLIENT BRIEF	22/10/2024
D	PARKING MODIFICATIONS, OFFICES REDUCED, FUEL CELL RELOCATED, NOTES AMENDED FOR CLARITY	29/10/2024
E	OFFICE AMENITIES ADDED. MINOR CHANGES TO NOTES	31/10/2024
F	PARKING & OFFICE LAYOUTS AMENDED	06/11/2024
G	LOCATION ON SITE REVISED & ADDITONAL SITE DETAILS ADDED TO COUNCIL REQUIREMENTS	15/11/2024

AUSPAN

PERTH
5 MARTIN PLACE
CANNINGVALE WA 6A55

ALBANY
169 CHESTER PASS ROAD
MILPARA WA 6330

GNOWANGERUP
41 QUINN STREET
GNOWANGERUP WA 6355

PHONE: 1300 271 220

QUBE

PROJECT	PROPOSED BULK STORAGE LOT	DRAWING	SITE - PLAN
ADDRESS	LOT 30 MONIER RD, PARKHURST, QLD 4702	CLIENT	QUBE
SCALE	1 : 350 @ A1	PROJECT NUMBER	TK3285
DATE	15/11/2024	REVISION	G
DESIGNED	ER	DRAWING NUMBER	SK100
DRAWN	ER		

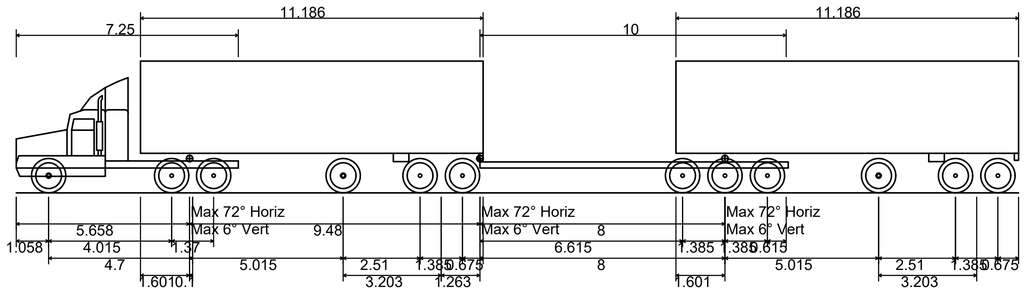
Appendix B: Vehicle Swept Paths

Engineering Reimagined.

MONIER ROAD SWEPT PATHS

MONIER ROAD, PARKHURST

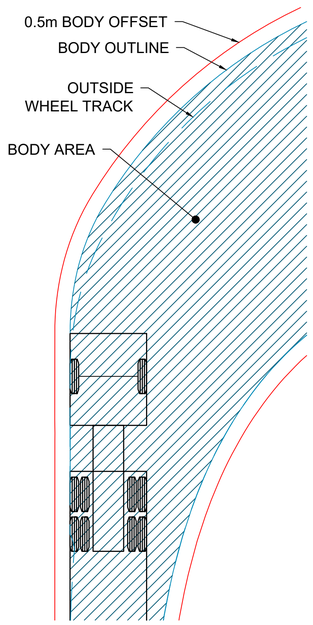
FOR AUSPAN



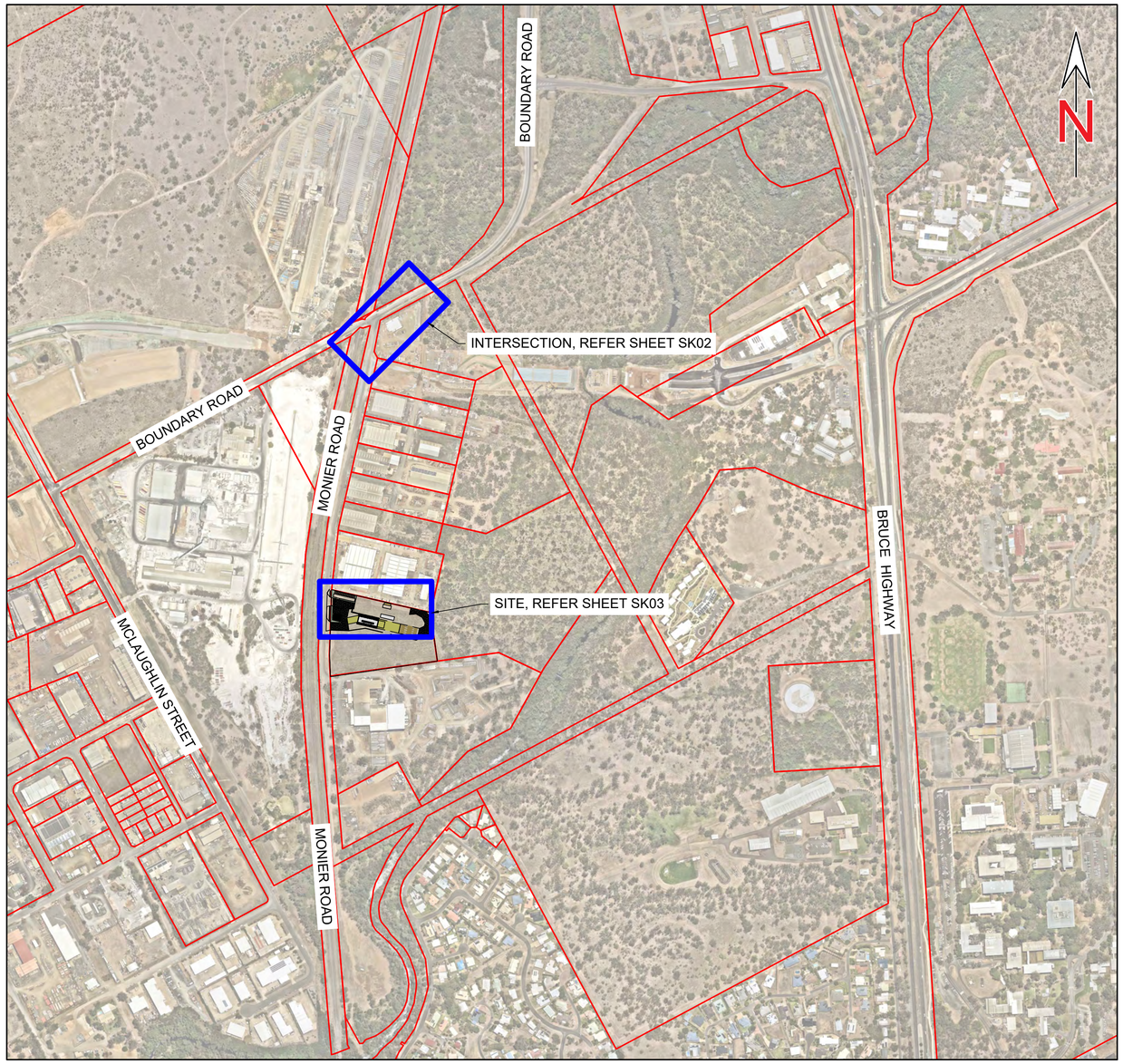
Graham Lusty Trailers A-Double	
Overall Length	32.723m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	16.000m

VEHICLE ELEVATION

THIS PLAN SET USES COLOUR FOR GREATER CLARITY. BLACK AND WHITE DRAWINGS MAY BE UNSUITABLE AND CAUSE ERRORS. USE COLOURED DRAWINGS ONLY.



SWEPT PATH LEGEND



LOCALITY PLAN

SCALE 1:5000(A1) 1:1000(A3)

PROJECT STAMP

FOR INFORMATION

DRAWING SCALE

0 100 200 300 400m

SCALE 1:5000 @ A1 1:10000 @ A3

ISSUE.REVISION

ISSUE	REV	DATE	DES	DESCRIPTION
INFO	A	28/01/25	N.M.	ISSUE FOR INFORMATION

PROJECT MANAGEMENT

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DESIGNER	CHECKED	APPROVED
INTERNAL PROJECT NO.	R050-24-25	
DATUM	SURVEY	

McMurtrie Consulting Engineers
ROCKHAMPTON | BUNDABERG
PH (07) 4921 1780 | mail@mcmengineers.com | MCMENGINEERS.COM

PROJECT IDENTIFIER

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PROJECT
TITLE
TITLE SHEET

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REVISION: A

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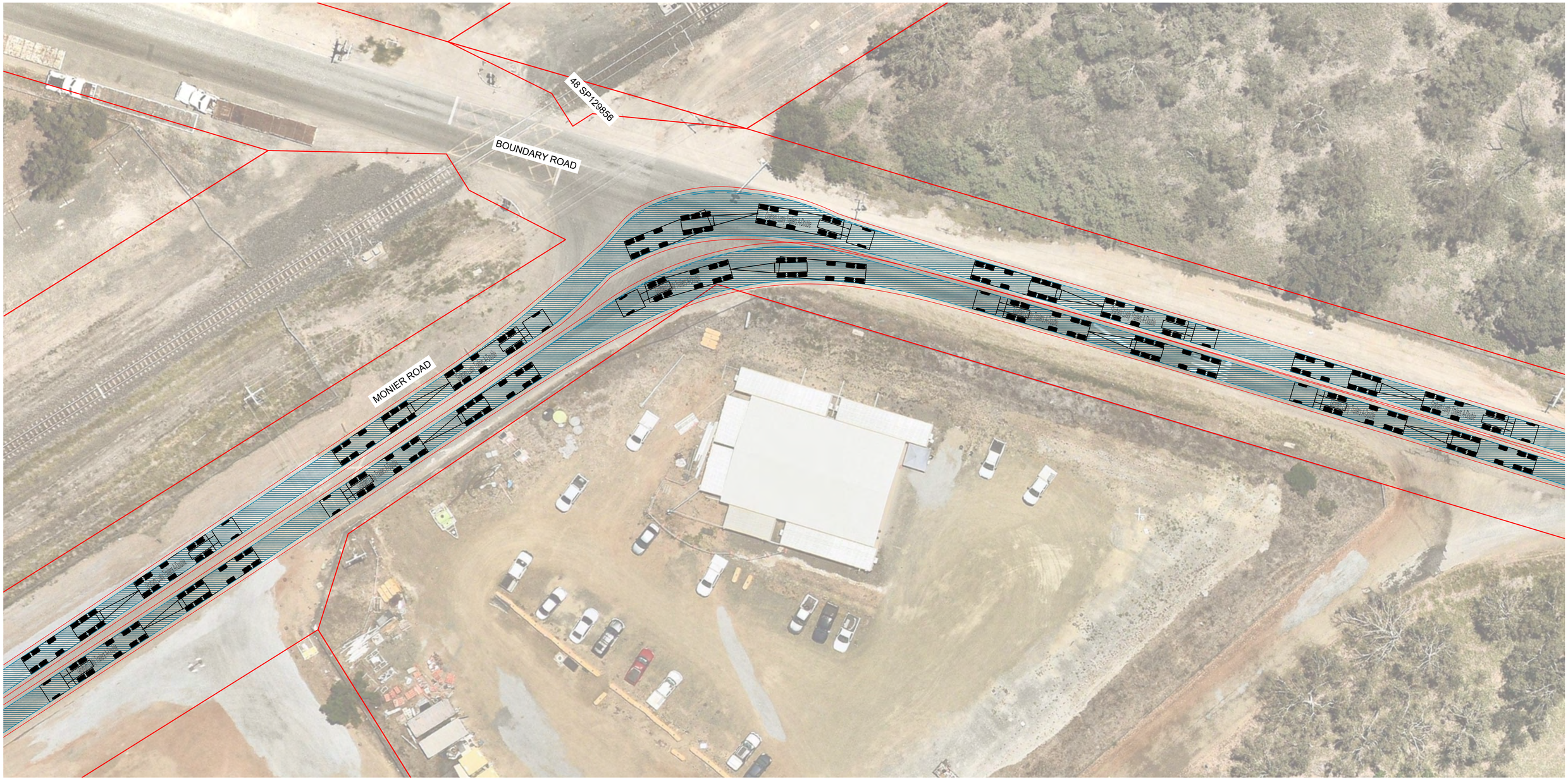

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PROJECT IDENTIFIER

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TITLE
MONIER & BOUNDARY ROAD INTERSECTION

DRAWING NUMBER R0502425 - SK02

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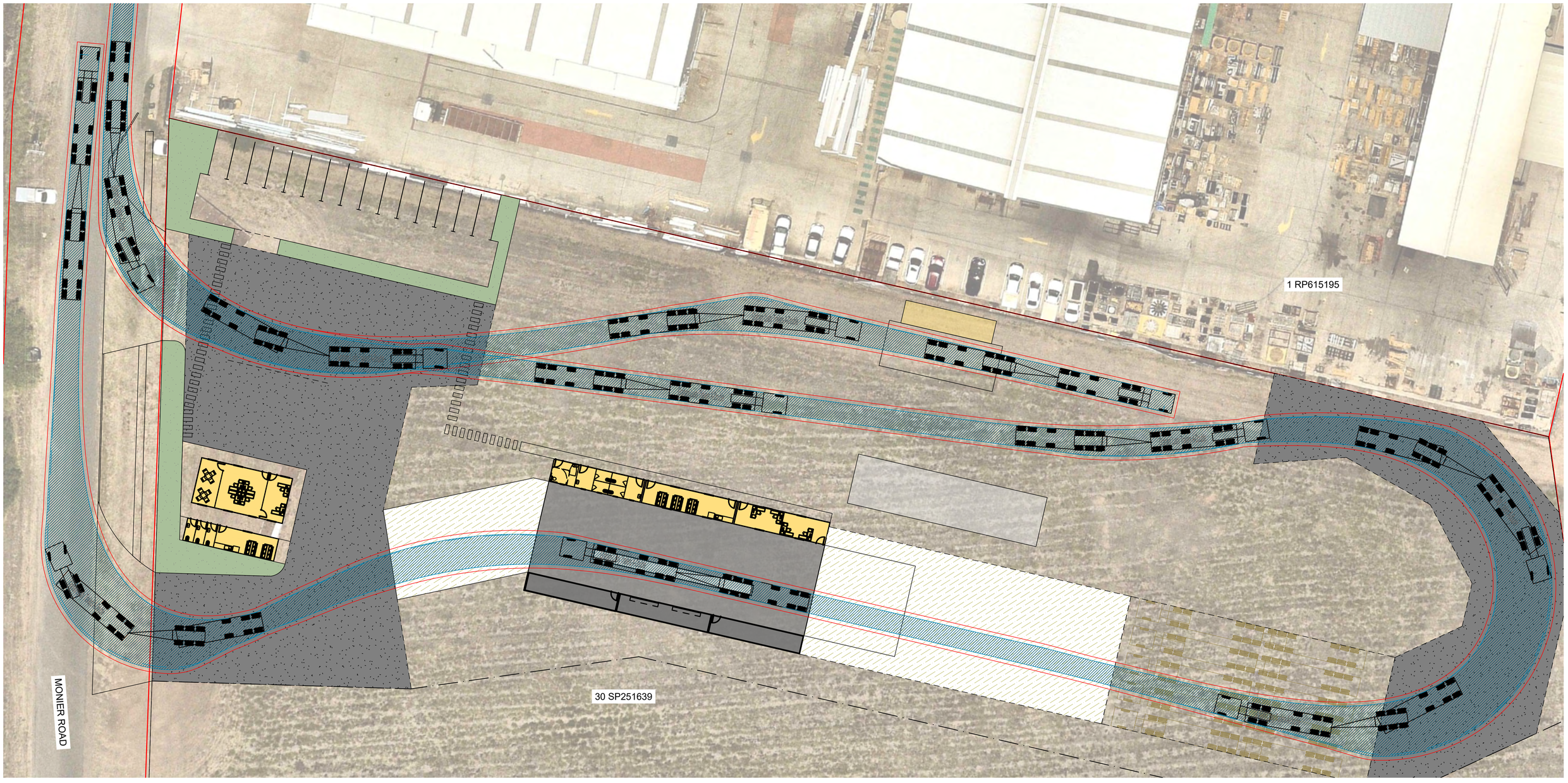

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CLIENT
PROJECT
TITLE
SITE ENTRY AND EXIT

DRAWING NUMBER: R0502425 - SK03

REVISION: A

Appendix C: NHVR Permit

NHVR
National Heavy Vehicle Regulator

Permit number
1150703V3

Performance Based Standards (PBS) Authorisation Permit

Heavy Vehicle National Law
This Permit is issued under the provisions of *Section 143 of the Heavy Vehicle National Law* for the operation of a Class 2 vehicle *(as defined in this Permit)* subject to the conditions set out in this Permit and any attachments.

Permit details

This Permit is issued to

QUBE BULK PTY LTD

Address

Level 22/44 Market St
Sydney, NSW 2000

Type

Performance Based Standards (PBS)

Vehicle configuration and description

PBS vehicle
A-Double (1-2-3-1-2)

Permit period

Start date	End date
23-Dec-2024	10-Dec-2025

continued on next page...

Permit number

1150703V3

Authorised Routes

Turn by turn description

1150703r1v1 - Single Route

1) Approved to operate at a Restricted mass of 90.5t
Start: QMAG, 246 Boundary Road, Parkhurst QLD
Boundary Road, Parkhurst
Yaamba Road, [Parkhurst - Norman Gardens]
Moores Creek Road, [Norman Gardens - Park Avenue]
Albert Street, [Park Avenue - Rockhampton City]
George Street, Rockhampton City
Gladstone Road, [Rockhampton City - Allenstown]
Lower Dawson Road (Bruce Highway), Allenstown
Yeppen Crossing, [Allenstown - Fairy Bower]
Bruce Highway, [Fairy Bower - Mount Larcom]
Gladstone Mount Larcom Road, [Mount Larcom - Yarwun]
Mt Larcom Road, Yarwun
Port Curtis Way, [Yarwun - Callemondah]
Hanson Road, [Callemondah - Gladstone Central]
Glenlyon Street, Gladstone Central
Gladstone Port Access Road, [Gladstone Central - Barney Point]
John Bates Drive, Barney Point
Port Central Way, Barney Point
End: Port Access, Port Central Way, Barney Point QLD
Laden return via reversal of route

1150703r2v1 - Single Route

1) Approved to operate at a Restricted Mass of 95.0t
Start: QMAG Yamba Mine Access, Old Canoona Road, Canoona QLD (approx. 0.9km north from Bruce Highway)
Old Canoona Road, Canoona
Bruce Highway, [Canoona - Rockyview]
Yaamba Road (Bruce Highway), [Rockyview - Parkhurst]
Boundary Road, Parkhurst
End: QMAG, 246 Boundary Road, Parkhurst QLD
Laden return via reversal of route

1150703r3v1 - Area

Rockhampton City Council -
1) Start: QMAG, 246 Boundary Road, Parkhurst QLD
Boundary Road, Parkhurst
McLaughlin Street, Parkhurst
End: Qube, 220 Wade Street, Parkhurst QLD (Access via McLaughlin Street)
Laden return via reversal of route

1150703r4v2 - Single Route

1) Approved to operate at a Restricted Mass of 95.0t
Start: Qmag Yammba Mine, Old Canoona Road, Canoona QLD (Approx 2.7km south of the Bruce Hwy)
Old Canoona Road, Canoona
Hams Road, Canoona
Bruce Highway, [Canoona - Kunwarara]

End: Qmag Kunwarra Mine, Kunwarra Mine Access Rd, Canoona QLD (Approx .50km north of the Bruce Hwy)
Laden return via reversal of route

1150703r5v1 - Single Route

1) Approved to operate at GML 91.575t
Start: Intersection of Boundary Road and Monier Road, Parkhurst QLD
Monier Road, Parkhurst
End: 30 Monier Road, Parkhurst QLD
Laden return via reversal of route

Road conditions

Department of Transport and Main Roads (TMR)

(1) QLDOBM01 -

Intelligent Transport System (TMA and OBM)

(1) Chapter 7 of the Heavy Vehicle National Law (HVNL) authorises and regulates the Intelligent Access Program (IAP). It allows heavy vehicles to have access, or improved access to the road network in return for an Intelligent Transport System (ITS) monitoring compliance with stated access conditions.

(2) An eligible vehicle operating under this permit must use a Transport Certification Australia (TCA) approved ITS installed by an Approved Service Provider (ASP) and be:

(1) enrolled in the Queensland approved Telematics Monitoring Application (TMA) scheme, and

(2) fitted with a TCA approved Smart On-Board Mass (Smart OBM) system, Category B or C that produces mass data record, which can be transmitted by the ASP to TCA when operating under this Permit.

(3) The ITS must be maintained, operable and calibrated in accordance with the manufacturer's instructions, as approved in the type-approval by TCA.

(4) Before a journey commences the operator of the vehicle(s) eligible to operate under this Permit must ensure that training is provided to the driver(s) on the correct operation of the ITS and take reasonable steps to advise the driver(s) that:

(1) the vehicle(s) will be monitored by the approved ITS and

(2) the parties which will be able to access that information, and

(3) the vehicle information that will be monitored, and

(4) the driver is obliged to report to the operator a malfunction of the ITS as soon as practicable after becoming aware of the malfunction.

(5) The operator must report a malfunction of the ITS fitted to a vehicle listed under this Permit, as soon as practicable after becoming aware of it, to the Operator's ASP. The ASP will then report the malfunction to TCA.

(6) If an approved ITS malfunctions and is not rectified as soon as practicable or within ten working days or as determined by the NHVR or its delegate, the approved access becomes invalid for the vehicle or vehicles affected by the malfunction must operate within the statutory dimension and mass limits.

(2) RAMPBS01 - The combination must not exceed the following masses on route 1150703r1v1.

Steer – 6.5t Drive- 17.0t Trailer 1 – Single - 6.5t Trailer 1 – Tandem – 17.0t Dolly – 20t Trailer 2 – Single – 6.5t Trailer 2 – Tandem – 17.0t Total – 90.5t

(3) RAMPBS01 - The combination must not exceed the following masses on route 1150703r2v1.

Steer Axle - 7t Drive Axle – 17t Lead Trailer – 8t Lead Tandem – 17t Dolly – 21t Rear Trailer – 8t Rear Tandem - 17t

(4) RAMPBS01 - The combination must not exceed the following masses on route 1150703r4v2 .

Steer Axle - 7.0t Drive Axle – 17.0t Lead Trailer 1 – 8.0t Lead Trailer 2 - 17.0t Dolly – 21.0t Rear Trailer 1 – 8.0t Rear Trailer 2 - 17.0t OVERALL TOTAL MASS - 95.0 TONNE

(5) TMRR07 - The applicant may be liable for all damages incurred by the vehicle or load or any aspect of the transport operation, including but not limited to damage to state controlled road pavements and other road infrastructure assets, underground drains and pipes, manholes, footpaths, signs, traffic lights, street lights, street furniture and vegetation.

Any such damage must be reported to the Department of Transport and Main Roads (DTMR) within 24 hours by phone on 132380 and by email QLDAccess_HVROPO@tmr.qld.gov.au before arranging and repairing damaged DTMR assets at the applicant's expense and in compliance with the Queensland Transport Infrastructure Act 1994.

(6) TMRTR01 -

Information on current road closures and current road works affecting all road users is available on the "Traffic and Travel information 13 19 40" website

Livingstone Shire Council

(1) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Matthew Newmann of Livingstone Shire Council via 0438 368 258 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

(2) RI10 - Heavy vehicle movement - Report of Damage

In the event that the permitted heavy vehicle damages assets or infrastructure, contact must be made with Matthew Newmann of Livingstone Shire Council via 0438 368 258 with receipt of the advised damage from the road manager.

A written statement of the damage must be recorded and provided in writing to the road manager prior to repairs of the damaged infrastructure or asset.

Regulator

(1) GO03 -

You may be required under another law to obtain consent or approval from a Third Party entity.

These approvals must be carried and produced on request by an authorised officer. In this section Third Party entity usually include the following -

(a) police especially with respect to the movement of vehicles which exceed dimension requirements due to the potential risks to other road users and possible need for police assistance to control traffic

(b) rail infrastructure managers the movement of oversize/overmass heavy vehicles across level crossings or restricted access vehicles near rail infrastructure may create risks that need to be managed

(c) utilities restricted access vehicles may have adverse effects on utilities infrastructure with over height vehicles and telecommunications/power lines being a common concern

(d) private road owners allowing public access toll roads, ports, airports, hospitals and private estates are potential examples where those road owners, who may not be road managers for the purpose of the HVNL, also need to grant consent to the use of restricted access vehicles

(e) forestry agencies roads owned by governmental agencies can possess different

characteristics that may pose risks not found on typical roads and if the government agency is not a road manager for the purpose of the HVNL may require special consideration to manage risks arising from the use of restricted access vehicles on these roads.

Travel conditions

N/A

Vehicle conditions

Regulator

(1) LE06 - This permit is issued under Section 143 of the Heavy Vehicle National Law. This permit authorises the operation of a Class 2 Heavy Vehicle in accordance with the Heavy Vehicle National (Mass, Dimension and Loading) Regulations.

In this section class 2 heavy vehicle is a Performance Bases Standards (PBS) vehicle and has the same meaning as Part 4.6 Division 1 Section 136 of the Heavy Vehicle National Law.

The driver must keep a copy of the PBS Final/Vehicle approval for this permit in the driver's possession.

(2) LE21 - The vehicle must also carry and comply with all conditions as stated in the PBS Vehicle Approval 'PBS – VA18600 – V241005' unless anything contrary is applied within this permit.

Axle groups and mass limits must not exceed the limits as specified in the Vehicle Approval.

(3) LEOL - Other Laws and Legislation

Nothing within this permit exempts the driver or operator of the permitted heavy vehicle from complying with legislation regulating the use of heavy vehicle. This includes but is not limited to conditions applied within the vehicles registration, compliance with sign posted restrictions, traffic law or compliance with lawful directions of authorised officer.

continued on next page...

Permit number

1150703V3

The driver of the heavy vehicle who is driving a vehicle that is subject to a permit issued under the HVNL must keep a copy of the permit for the exemption in the driver's possession.

The driver or operator of a heavy vehicle being used on a road that is subject to a permit issued under the HVNL must not contravene a condition of the permit.

The driver or operator must comply with the provisions of the Heavy Vehicle (Mass, Dimension and Loading) National Regulation unless anything contrary is applied within this permit.

It is an offence to operate a vehicle at a mass limit greater than indicated by an official traffic sign.

Declaration

Signed:

NHVR Delegate

Dated: 23-Dec-2024

Associated documents

N/A

END OF DOCUMENT

MCE
McMurtrie Consulting Engineers

Engineering reimagined.

Transport Depot at 30 Monier Drive, Parkhurst (Lot 30 on SP251639)

Stormwater Management Plan

DATE
3 February 2025

REF
R050-24-25_SMP

CLIENT
Auspan Group

COMMERCIAL IN CONFIDENCE

Engineering reimagined.

Contact Information

McMurtrie Consulting Engineers Pty Ltd
ABN 25 634 181 294

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Document Information

Prepared for	Auspan Group
Document Name	Stormwater Management Plan
Job Reference	R050-24-25_SMP
Revision	A

Document History

Revision	Date	Description of Revision	Prepared by	Approved by		
				Name	Signature	RPEQ No
A	3/02/2025	Original Issue	T. Lisle	C. Hewitt		05141

Contents

Appendices

1 Introduction

1.1 Project Overview

McMurtrie Consulting Engineers have been commissioned by Auspan Group (the Client) to undertake a site-based Stormwater Management Plan to support a Development Application for a Material Change of Use, for a Transport Depot. The site is located at 30 Monier Road, Parkhurst, on land described as Lot 30 on SP251639, and is shown in Figure 1.

Figure 1 - Site location plan

The aim of this SMP is to demonstrate that the proposed development will comply with Council planning scheme requirements, QUDM (IPWEAQ, 2016), Australian Rainfall and Runoff (Ball, et al., 2019) and the State Planning Policy (DILGP, 2017).

1.2 Methodology

The assessment methodology adopted for this SMP is summarised below.

- Broadly identify the contributing catchments to the project.
- Identify Lawful Point of Discharge (LPOD) for the site stormwater runoff.
- Estimate peak discharge runoff for pre-development and post-development scenarios.
- Identify potential mitigation and management strategies to ensure no worsening to downstream catchments and infrastructure.

1.3 Data Sources

The background data used to undertake this assessment were collected from the following sources:

- ARR data hub
- Elvis - Elevation and Depth – Foundation Spatial Data hub
  - 2015 Rockhampton 1m DEM

2 Site Characteristics

2.1 Pre-Development

The site is a vacant lot located between two existing industrial uses to the north and south, with Monier Road and the North Coast Rail Corridor located on the western boundary and a drainage feature forming part of Limestone Creek to the east.

The existing lot falls to the south, typically on 1.7% grade, and is generally flat across the grade. Towards the southern boundary some channelisation of sheet flow is likely occurring.

2.1.1 Internal Catchments

Figure 2 – Pre-development catchment layout plan

2.1.2 External Catchments

As can be seen, there are two external catchments relevant to the site – EXT01 and EXT02.

2.1.3 Lawful Point of Discharge

The lawful point of discharge for existing catchment EX01 is the south of the site, which is the common boundary shared with Lot 218 on LN2517.

2.2 Post-Development

The proposed development involves the construction of a Transport Depot, which requires significant paved areas for vehicular circulation, as well as an office structure, sheds, carparks and general concrete hardstand areas. A substantial area of gravel hardstand is proposed, which for the purpose of the hydrologic analysis has been assumed to have an impervious fraction of 0.5.

2.2.1 Internal Catchments

Given the development is proposed to only occur on half the lot, the site will be broken into two sub-catchments as shown in Figure 3.

Figure 3 – Post-development catchment layout plan

As can be seen, it is proposed to discharge DE01, which is the developed portion of existing catchment EX01, to the drainage feature east of the site. This is discussed further in the following sections of this report. Undeveloped catchment DE02 will maintain it's pre-development drainage regime.

2.2.2 External Catchments

While two external catchments are identified for the development, it is expected that they won't materially impact the site or require infrastructure to accommodate. EXT01, which was north of the site, is likely drained via the internal drainage network on the northern lot, while EXT02 flows through the undeveloped portion (DE02) of the site.

2.2.3 Lawful Point of Discharge

It is proposed to reconfigure the LPOD for catchment DE01 to ensure that nuisance is not created as a result of introducing the mandatory Level IV allotment drainage. The proposal is to discharge directly to the unnamed drainage feature east of the site, which is part of the Limestone Creek catchment. The drainage feature is understood to be on Reserve land, with a number of existing easements assumedly for drainage. Given the land currently functions as a major overland flow path, and is presumed to be within the control of a Government Authority, this proposal is seen to result in a LPOD.

2.3 Flooding

The site is impacted by local catchment flooding (Limestone Creek catchment).

As shown in Figure 4, the site is covered by the Flood Hazard Overlay for the Local Catchment DFE category. It is noted that there is no Planning Area 1 or 2 overlays covering the site.

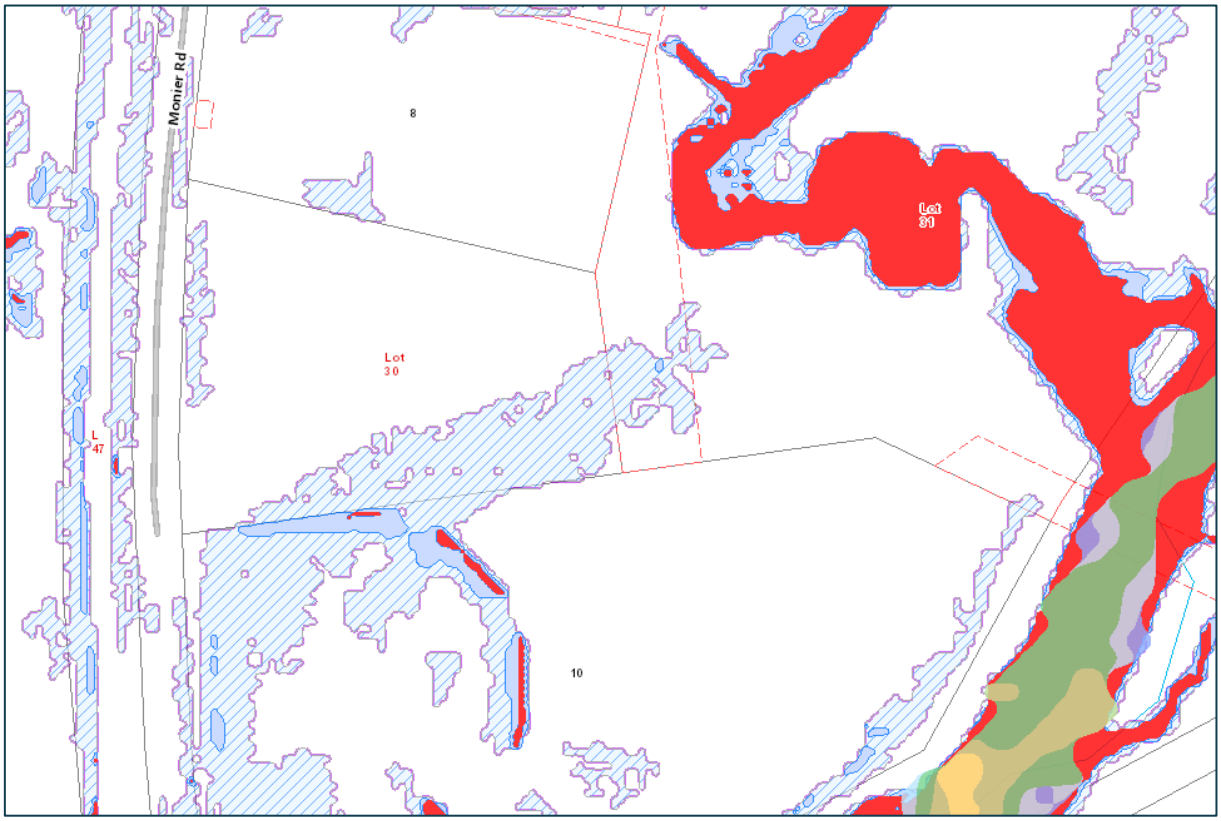


Figure 4 - Flood overlay mapping (Rockhampton Regional Council, 2025)

The proposed development is not expected to materially impact the flooding on either the subject site, nor the surrounding properties or infrastructure. Generally, the area of land on the site proposed to be developed is not covered by any overlays, and therefore the impact on flooding is seen to be negligible.

3 Hydrology

3.1 Hydrologic Modelling Approach

Given the relatively simple geometry and consistency of catchment parameters between the pre-development and post-development scenarios, the Rational Method will be utilised to determine the peak runoff rate at the LPOD for each internal catchment. The use of the Rational Method in such cases is consistent with QUDM (IPWEAQ, 2016) Section 4.2.1.

3.2 Catchment Hydrologic Parameters

Table 1 present the input data for the development site in pre-development and post-development conditions.

Table 1 – Catchment parameters

Parameter	Pre-Development	Post-Development	
	EX01	DE01	DE02
Area (ha)	2.2674	1.0411	1.2263
Fraction Impervious (decimal)	0	0.65	0
Time of Concentration (mins)	21.358	9.667	16.952

Detailed rational method calculations are provided in Appendix B.

Table 2 - Rational method summary

Parameter		Pre-Development	Post-Development	
		EX01	DE01	DE02
Flow (m^3/s)	63.20% AEP	0.2332	0.1844	0.1414
	0.5 EY	0.3061	0.2427	0.1854
	0.2 EY	0.4177	0.3302	0.2536
	10% AEP	0.508	0.4001	0.3079
	5% AEP	0.6139	0.4849	0.3725
	2% AEP	0.7928	0.624	0.4815
	1% AEP	0.9293	0.7309	0.5624
0.5 EY Change (%)			**39.86%**	
1% AEP Change (%)			**39.17%**	

Table 2 summarises the results of the rational method calculations, showing that there is an increase in peak runoff from the site as a result of the increase in impervious area. It is noted that this increase does not consider the split between discharge to the eastern drainage feature and discharge to the southern boundary, which is discussed further in following sections of this report

4 Hydraulics

4.1 Stormwater Management Strategy

In order to ensure the development does not result in a nuisance to downstream properties, namely Lot 218 on LN2517, or the Monier Road reserve and rail corridor, it is proposed to formalise an outlet to the drainage feature located to the east of the site. The outlet will serve to discharge the Level IV allotment drainage that was requested to be provided as part of the pre-lodgement meeting held with Council. In doing so, the overall quantum of water discharging to the above named places of concern will be reduced, meaning that the peak runoff will also be reduced. It is noted that when the runoff from DE01 exceeds the capacity of the allotment drainage, it will overtop into catchment DE02.

The proposed drainage layout is shown in Figure 5.

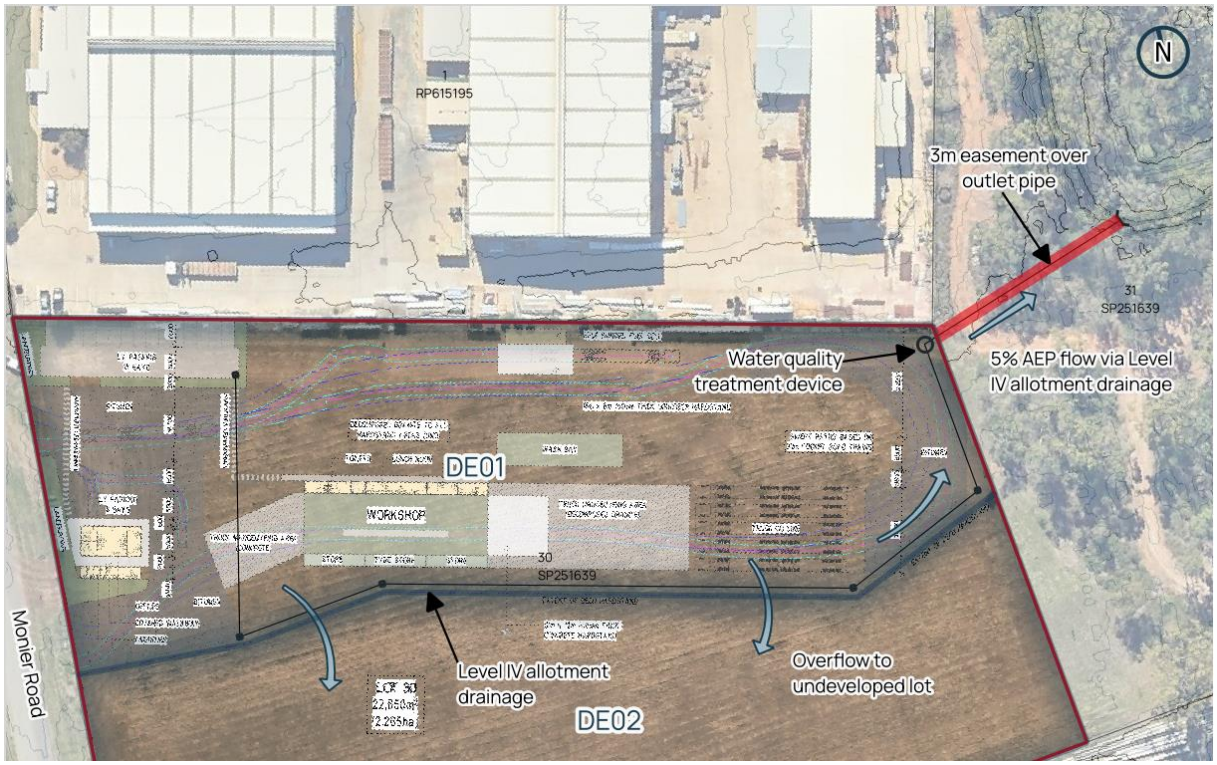


Figure 5 – Proposed drainage layout

4.2 Level IV Allotment Outlet Effect on Peak Runoff

In order to quantify the actual impact of discharging water to the drainage feature as proposed, the design capacity required by the Level IV allotment drainage, being the 5% AEP event runoff from catchment DE01, has been removed from the summed rational method calculation results, as shown in Table 3, where the change to runoff at the LPOD of catchment DE02 has been calculated thus:

$$\boldsymbol{Column\ E} = MAX(0, Column\ B - Column\ D) + Column\ C$$

Table 3 - Calculation of Level IV allotment outlet effect on peak runoff

		A	B	C	D	E
Parameter		**EX01 Runoff**	**DE01 Runoff**	**DE02 Runoff**	**DE01 5% AEP Runoff (Level IV Allotment Drainage Capacity)**	**Discharge to DE02 LPOD**
Flow (m^3/s)	63.20% AEP	0.233	0.184	0.141	0.485	**0.141**
	0.5 EY	0.306	0.243	0.185	0.485	**0.185**
	0.2 EY	0.418	0.330	0.254	0.485	**0.254**
	10% AEP	0.508	0.400	0.308	0.485	**0.308**
	5% AEP	0.614	0.485	0.373	0.485	**0.373**
	2% AEP	0.793	0.624	0.482	0.485	**0.621**
	1% AEP	0.929	0.731	0.562	0.485	**0.808**

As can be seen, as substantial decrease in runoff being directed to the LPOD of catchment DE02, and by extension Lot 218 on LN2517, the Monier Road reserve and rail corridor, has been achieved. Hence, no worsening or nuisance is expected as a result.

While it is acknowledged that an increase in discharge to the drainage feature to the east of the site, and hence the Limestone Creek, is proposed, this is seen to be acceptable from a hydrologic point of view. All runoff from the site originally drained to Limestone Creek via the unformalised drainage in Monier Road south of the site, so there is no change to runoff volume, only time of concentration. Using the Stream Power equation, the increase in travel time is estimated to be 4 minutes, which is negligible in the context of the whole catchment, of which Limestone Creek represents an approximately 16km creek.

5 Stormwater Quality

The State Planning Policy 2017 (SPP) identifies the State Government's interests in water quality, and the performance outcomes relevant to evidence compliance.

The proposed development is for an urban purpose of greater than 2,500 m^2 and therefore triggers the water quality assessment benchmarks set out in the SPP (DILGP, 2017) for MCU or ROL works.

The development of the land has the potential to increase the pollutant loads of stormwater runoff and downstream watercourses. During the construction phase of the development, disturbances to the ground have the potential to significantly increase sediment loads entering downstream drainage systems and watercourses. The operational phase of the development will potentially increase the amount of sediment and nutrient runoff from the site.

5.1 Construction Phase

The application is likely to require operational works for an urban purpose that involves disturbing a land area 2500m^2 or greater in size.

5.1.1 Design Objectives

The relevant design objectives for Operational Works during the construction phase are as presented in Appendix 2, Table A of the SPP.

The following subsections propose strategies to address each issue category identified in the Design Objectives.

5.1.1.1 Erosion Control

1. Implementation of a staging plan (where feasible) to ensure clearing and construction works minimise the exposure time for soils.
2. Protection of exposed soils from wind and rain driven erosion by way of temporary surface cover.
3. Implementation of short-term stabilisation of exposed soils prior to the removal of sediment controls from the site.

5.1.1.2 Sediment Control

1. Implementation of dirty water diversion drains to direct internal and contaminated flows to the site sediment controls.
2. Where exposed areas exceed 2500m^2, provide sediment controls that are designed, implemented and maintained to a standard which would achieve at least 80% of the average annual runoff volume of the contributing catchment treated to 50mg/L of TSS and pH in the range of 6.5-8.5.
    a. This will generally be achieved by providing a Type F (or Type D where dispersive soils are expected on the site) sediment basin.

5.1.1.3 Litter, Hydrocarbons and Other Contaminants

1. Provide, as part of the Contractor's site management plans, appropriate consideration for gross pollutant and litter disposal to avoid their release to the site or site drainage.
2. Maintain on the site adequate spill kits and ensure appropriate measures are in place in the event of a spill.
3. Identify and implement a procedure, as part of the Contractor's site management plans, for the lawful disposal of contaminants at an authorised facility.

5.1.1.4 Waterway Stability and Flood Flow Management

1. Where measures are required to meet post-construction waterway stability objectives, generally this will be achieved by over-sizing the sediment basin.

2. All drainage, erosion and sediment controls to be located within a flood prone area are designed to ensure non-worsening for all events up to and including the 1% AEP event.

5.1.2 Erosion Hazard Assessment

The determination of the site erosion hazard level is to be based on the annual soil loss due to erosion, as determined by the Revised Universal Soil Loss Equation (RUSLE):

$$A = R.K.LS.C.P$$

$$A = 3834.731 \times 0.05 \times 0.36 \times 1 \times 1.3$$

$$A = 89.73$$

where;

A	=	annual soil loss due to erosion (t/ha/yr)
R	=	rainfall erosivity factor
K	=	soil erodibility factor
LS	=	topographic factor derived from slope length and slope gradient
C	=	cover and management factor
P	=	erosion control practice factor

The annual soil loss due to erosion can be used, in conjunction with the *Best Practice Erosion and Sediment Control* (IECA, 2018) manual to determine the standard of sediment control device required to achieve 'best practice'. Table 4 presents a reproduction of Table B1 from the Appendix B of the manual.

Table 4 - Sediment control standard (default) based on soil loss rate, reproduced from (IECA, 2018)

Catchment Area (m2)	Soil Loss (t/ha/yr)		
	Type 1	Type 2	Type 3
250	N/A	N/A	Type 3 sediment trap
1000	N/A	N/A	All cases
2500	N/A	>75	75
>2500	>150	150	75
>10,000	>75	N/A	75

Therefore, 'Type 2' controls are required for the site.

5.1.3 Legislative Context

Section 493A of the Environmental Protection Act 1994 states that an act that causes serious or material environmental harm, or a breach of s.440ZG of the same, is unlawful unless it is authorised by one of the provisions listed in s.493A(2). If a release is not expressly permitted by a condition provision listed under s.493A, or the approval is silent on the matter, the lawfulness of the release needs to be determined by assessing compliance with s.319 General Environmental Duty (GED).

Section 319 (GED) requires that all reasonable and practicable measures be taken to prevent or minimise environmental harm including water contamination and environmental nuisance. Demonstrating compliance with the GED constitutes a defence against offences.

In the context of sites greater than 2500m^2, which as per the State Planning Policy require treatment of runoff to 50mg/L total suspended solids, that a Type A or Type B sediment basin cannot reasonably or practicably be provided, effective erosion control can be implemented in lieu of requiring sediment controls (Department of Environment and Science, 2023).

5.1.4 Drainage Control

Drainage controls are to include clean and dirty water diversion drains that limit the effective catchment of the construction site. All drainage controls are to be lined to limit erosion.

The hydraulic design criteria provided by the SPP will be adopted as per Table 5. Details of drainage control works will be provided at the Operational Works design stage.

Table 5 - Stormwater management design objectives for temporary drainage works, reproduced from (DILGP, 2017)

Temporary Drainage Works	Anticipated Operational Design Life and Minimum Design Storm Event		
	‹ 12 Months	**12-24 Months**	**› 24 Months**
Drainage structure	39% AEP	18% AEP	10%AEP
Where located immediately up-slope of an occupied property that would be adversely affected by the failure or overtopping of the structure	10% AEP		
Culvert crossing	63% AEP		

5.1.5 Erosion and Sediment Controls

5.1.5.1 Erosion Controls

Type 3 sediment controls are unlikely to measurably achieve the treatment requirements (50mg/L total suspended solids) for exposed areas greater than 2500m^2 as prescribed by the SPP. In order to ensure compliance, it is recommended that exposed areas be minimised during construction (to less than 2500m^2). This can be achieved by effectively stabilising surfaces, which is defined as a surface that does not have visible evidence of soil loss (including subsoil) caused by sheet, rill or gully erosion, or lead to sedimentation or water contamination.

Appropriate methods of stabilising exposed surfaces could include:

- Staging clear and grub works to maintain the maximum natural/existing cover, where that cover is reasonably likely to effectively stabilise the surface.
- Hydromulch, bonded fibre matrix or other sprayed surface protection layers.
- Erosion control blankets.
- Compost/mulch blankets.

All clear and grubbing, earthworks, site works, and landscaping works should be appropriately staged to ensure that effective stabilisation is achieved.

Details of erosion control works will be provided at the Operational Works design stage.

5.1.5.2 Sediment Controls

Type 3 sediment controls should be implemented as part of the operational works design in accordance with Table 6, as reproduced from Table 4.5.3 of the manual.

Table 6 - Default classification of sediment control techniques, reproduced from (IECA, 2008)

Type 1	Type 2	Type 3
Sheet flow treatment techniques		
– Buffer zone capable of infiltrating 100% of stormwater runoff or process water – Infiltration basin or sand filter bed capable of infiltrating 100% of flow	– Buffer zone capable of infiltrating the majority of flows from design storms – Compost/mulch berm	– Buffer zone – Filter fence – Modular sediment trap – Sediment fence
Concentrated flow treatment techniques		

– Sediment basin (sized in accordance with design standard)	– Block & aggregate drop inlet protection – Excavated sediment trap with Type 2 outlet – Filter sock – Filter tube dam – Mesh & aggregate drop inlet protection – Rock & aggregate drop inlet protection – Rock filter dam – Sediment trench	– Coarse sediment trap – Excavated drop inlet protection – Excavated sediment trap with Type 3 outlet – Fabric drop inlet protection – Fabric wrap field inlet sediment trap – Modular sediment trap – Straw bale barrier – U-Shaped sediment trap
De-watering sediment control techniques (selection not based on soil loss rate)		
– Type F/D sediment basin – Stilling pond	– Filter bag or filter tube – Filter pond – Filter tube dam – Portable sediment tank – Settling pond – Sump pit	– Compost berm – Filter fence – Grass filter bed – Hydrocyclone – Portable sediment tank – Sediment fence
Instream sediment control techniques (selection not based on soil loss rate)		
– Pump sediment-laden water to an off-stream Type F or Type D sediment basin or higher filtration system	– Filter tube barrier – Modular sediment barrier – Rock filter dam – Sediment weir	– Modular sediment barrier – Sediment filter cage

Details of sediment control works will be provided at the Operational Works design stage.

5.2 Operational Phase

5.2.1 Design Objectives

The stormwater quality design objectives relevant to the site, as prescribed by the State Planning Policy are:

- Total Suspended Solids (TSS) - 85% removal of mean annual load.
- Total Phosphorous (TP) – 60% removal of mean annual load.
- Total Nitrogen (TN) – 45% removal of mean annual load.
- Gross Pollutants >5mm – 90% removal of mean annual load.

5.2.2 MUSIC Model

In order to assess the efficiency of a treatment train with regards to removal of pollutants, *Model for Urban Stormwater Improvement Conceptualisation (MUSIC)*, version 6.3, was utilised. In all instances, the MUSIC Modelling Guidelines (WaterbyDesign, 2018) were followed with regards to the following key model parameters:

- Rainfall Runoff Parameters – Commercial and Industrial adopted per Table A1.2.
- Pollutant Export Parameters – Industrial adopted per Table 3.9.

The following meteorological data was adopted, as sourced from BOM (courtesy of eWater):

- Pluviograph & PET Data – Rockhampton (Station 39083).

The MUSIC model layout and results are shown in Figure 6.

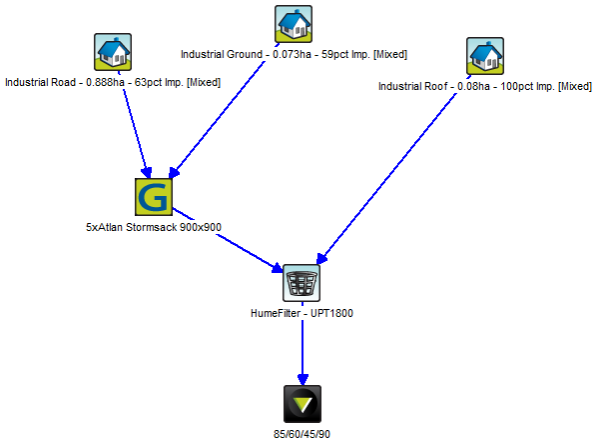


Figure 6 - MUSIC model layout & results

The proposed treatment train effectiveness is shown in Table 7.

Table 7 - Treatment train effectiveness - receiving node

Parameter	Sources	Residual Load	Reduction (%)	Target (%)
Flow (ML/yr)	4.98	4.98	0	N/A
Total Suspended Solids (kg/yr)	1890	308	83.7	85
Total Phosphorus (kg/yr)	3.2	0.721	77.5	60
Total Nitrogen (kg/yr)	11.6	5.45	53.2	45
Gross Pollutants (kg/yr)	129	2.29	98.2	90

While the Total Suspended Solids target has not been met (by 1.3%), the site over-performs on all other reduction targets. Upgrading the UPT unit was determined to be the only way to achieve compliance, which for such a marginal improvement was seen to be an unreasonable cost imposition. As such, the minor non compliance is seen to be negligible and dispensation is requested on the matter.

5.2.3 Stormwater Quality Improvement Device/s

The following Storwmater Quality Improvement Device/s (SQIDs) are proposed:

- 5x 900x900 Atlan StormSacks
- HumeFilter UPT1800

For the most current information on each product, refer to the manufacturer's website. The proposed layout is shown indicatively in Figure 5.

5.2.4 Maintenance

Maintenance should be provided in accordance with the manufacturer's specifications.

6 Summary

6.1 Conclusion

The development of the site will result in an overall reduction in runoff to the south of the site by introducing a Level IV allotment drainage system. Minor increase to flows in the drainage feature east of the site are expected, however this will be negilible. Onsite stormwater filtration devices are proposed to treat the runoff from the site in accordance with the State Planning Policy requirements. It is noted that a marginal non-compliance for Total Suspended Solids is proposed, with a shortfall on target reduction percentages of 1.3%, however this is seen to be acceptable.

6.2 Qualifications

This stormwater management plan has been prepared by MCE to support a Development Application for Material Change of Use, for a Transport Depot. The site is located at 30 Monier Road, Parkhurst, on land described as Lot 30 on SP251639.

The analysis and overall approach were specifically catered to the requirement of this project and may not be applicable beyond this scope. For this reason, any other third parties are not authorised to utilise this report without further input and advice from MCE.

Whilst this report accurately assesses the catchment hydrology performance using industry-standard theoretical techniques and engineering practices, actual future observed catchment flows may vary from those predicted herein.

It is acknowledged that, due to the general course of coordination of a development application, some discrepancies may arise between the architectural layout shown within this document and the finalised architectural plans submitted by the Applicant. Generally, this does not constitute a material impact to the proposed development from an engineering perspective. Conservative engineering principles have been applied with consideration to earthworks, stormwater and servicing. As such, any concern should be suitable for conditioning as part of the detailed design process (i.e. to be finalised at the Operational Works stage).

References

Ball, J., Babister, M., Nathan, R., Weeks, W., Weinmann, E., Retallick, M., & Testoni, I. (2019). Australian Rainfall and Runoff: A Guide to Flood Estimation. Commonwealth of Australia (Geoscience Australia).

Department of Environment and Science. (2023). Releases to waters from land developement sites and construction sites 2500m2 and greater. *Procedural Guide: Environmental Protection Act 1994*.

DILGP. (2017, July). State Planning Policy. Department of Infrastructure, Local Government and Planning.

IECA. (2008). *Best Practice Erosion and Sediment Control.* Picton NSW: International Erosion Control Association (Australasia).

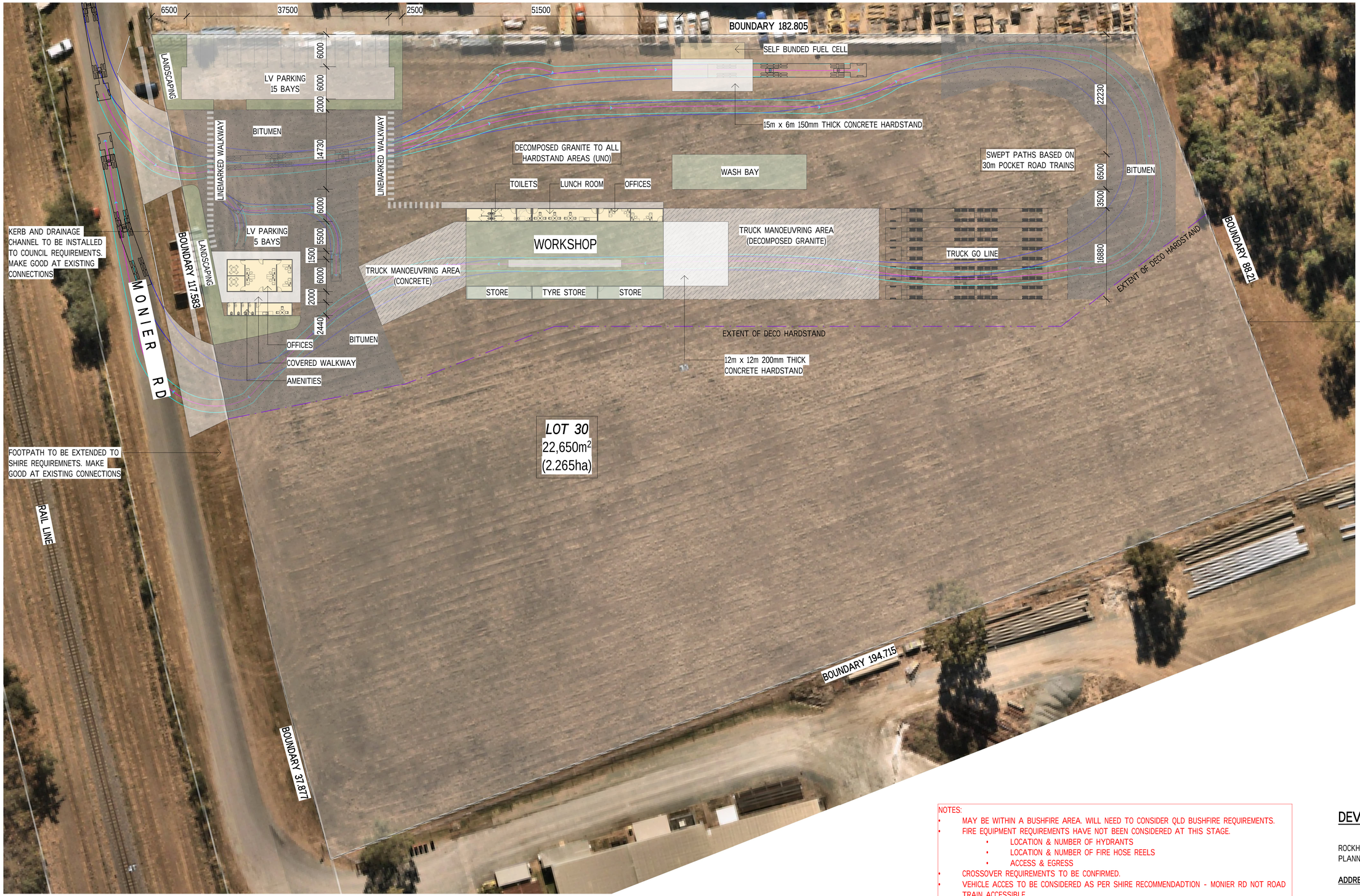
IECA. (2018). *Best Practice Erosion and Sediment Control - Appendix B.* Picton NSW: International Erosion Control Association (Australasia).

IPWEAQ. (2016). Queensland Urban Drainage Manual - Fourth Edition. Institute of Public Works Engineering Australiasia, Queensland.

WaterbyDesign. (2018, November). MUSIC Modelling Guidelines.

Appendix A: Development Layout Plan

REFER TO ATTACHMENT



SITE PLAN

1 : 350

NOTES:

- MAY BE WITHIN A BUSHFIRE AREA. WILL NEED TO CONSIDER QLD BUSHFIRE REQUIREMENTS.
- FIRE EQUIPMENT REQUIREMENTS HAVE NOT BEEN CONSIDERED AT THIS STAGE.
  - LOCATION & NUMBER OF HYDRANTS
  - LOCATION & NUMBER OF FIRE HOSE REELS
  - ACCESS & EGRESS
- CROSSOVER REQUIREMENTS TO BE CONFIRMED.
- VEHICLE ACCES TO BE CONSIDERED AS PER SHIRE RECOMMENDADTION - MONIER RD NOT ROAD TRAIN ACCESSIBLE
- LOCATION OF SERVICES.
- OTHER LOCAL GOVERNMENT REQUIREMENTS.

DEVELOPMENT SUMMARY

ROCKHAMPTON REGIONAL COUNCIL
PLANNING SCHEME VERSION 4.4

ADDRESS	LOT 30 MONIER RD, PARKHURST, QLD 4702
ZONING	LOW IMPACT INDUSTRY
SITE AREA	22,650m² (2.265ha)
LAND USE	BULK STORAGE YARD

No.	Description	Date
A	INITIAL DRAFT	17/09/2024
B	REVISED DRAFT - TEMP WORKSHOP ORENTATED TO FRONT TO ROAD	25/09/2024
C	REVISED DRAFT - LAYOUT CHANGES TO CLIENT BRIEF	22/10/2024
D	PARKING MODIFICATIONS, OFFICES REDUCED, FUEL CELL RELOCATED, NOTES AMENDED FOR CLARITY	29/10/2024
E	OFFICE AMENITIES ADDED. MINOR CHANGES TO NOTES	31/10/2024
F	PARKING & OFFICE LAYOUTS AMENDED	06/11/2024
G	LOCATION ON SITE REVISED & ADDITONAL SITE DETAILS ADDED TO COUNCIL REQUIREMENTS	15/11/2024
H	REVISIONS TO HARDSTANDING	21/11/2024
J	WASH BAY MOVED. SITE FINISHES FUTHER CLARIFIED	29/11/2024

AUSPAN

PERTH
5 MARTIN PLACE
CANNINGVALE WA 6A55

ALBANY
169 CHESTER PASS ROAD
MILPARA WA 6330

GNOWANGERUP
41 QUINN STREET
GNOWANGERUP WA 6355

PHONE: 1300 271 220

QUBE

PROJECT	PROPOSED BULK STORAGE LOT	DRAWING	SITE - PLAN
ADDRESS	LOT 30 MONIER RD, PARKHURST, QLD 4702	CLIENT	QUBE
SCALE	1 : 350 @ A1	PROJECT NUMBER	TK3285
DATE	29/11/2024	REVISION	J
DESIGNED	ER	DRAWING NUMBER	SK100
DRAWN	ER		

Appendix B: Rational Method Calculations

B-1: Pre-Development

Time of Concentration					Catchment Info					
t_c	21.358	mins	*Time of concentration*		**Area**	2.2674	ha	*Catchment area*		
Friend's Equation					f_i	0	decimal	*Fraction impervious*		
L	120	m	*Sheet flow length*		$^1I_{10}$	66	mm/hr	*10% AEP 1hr rainfall intensity*		
n	0.045	unitless	*Horton's Roughness*		C_{10}	0.66	unitless	*Discharge coefficient*		
S	1.7	%	*Slope of surface*		**Climate Change Factor**		N/A			
t	21.358	min	*Overland travel time*		**Urbanisation**		Urban			

Rational Method										
Event		63.21%	0.5EY	0.2EY	10%	5%	2%	1%	1% + CC	
F_y		0.80	0.85	0.95	1.00	1.05	1.15	1.20	1.20	factor
^tI_y		70.127	86.638	105.77	122.2	140.65	165.84	186.3	186.3	mm/hr
C_y		0.528	0.561	0.627	0.66	0.693	0.759	0.792	0.792	factor
Q_y		0.2332	0.3061	0.4177	0.508	0.6139	0.7928	0.9293		m^3/s

Figure 7 - EX01 rational method calculations

B-2: Post-Development

Time of Concentration					Catchment Info					
t_c	9.6667	mins	*Time of concentration*		**Area**	1.0411	ha	*Catchment area*		
Standard Inlet Time					f_i	0.65	decimal	*Fraction impervious*		
t	6	min	*Standard Inlet time*		$^1I_{10}$	66	mm/hr	*10% AEP 1hr rainfall intensity*		
					C_{10}	0.8125	unitless	*Discharge coefficient*		
Pipe Flow Time					**Climate Change Factor**		N/A			
L	220	m	*Length of flow*		**Urbanisation**		Urban			
V	1	m/s	*Pipe Velocity*							
t	3.6667	min	*Pipe Flow Time*							

Rational Method										
Event		63.21%	0.5EY	0.2EY	10%	5%	2%	1%	1% + CC	
F_y		0.80	0.85	0.95	1.00	1.05	1.15	1.20	1.20	factor
^tI_y		98.08	121.53	147.93	170.27	196.53	230.93	259.2	259.2	mm/hr
C_y		0.65	0.6906	0.7719	0.8125	0.8531	0.9344	0.975	0.975	factor
Q_y		0.1844	0.2427	0.3302	0.4001	0.4849	0.624	0.7309	0.7309	m^3/s

Figure 8 - DE01 rational method calculations

Time of Concentration				Catchment Info					
t_c	16.952	mins	*Time of concentration*	**Area**	1.2263	ha	*Catchment area*		
Friend's Equation				f_i	0	decimal	*Fraction impervious*		
L	60	m	*Sheet flow length*	$^1I_{10}$	66	mm/hr	*10% AEP 1hr rainfall intensity*		
n	0.045	unitless	*Manning's "n"*	C_{10}	0.66	unitless	*Discharge coefficient*		
S	1.7	%	*Slope of surface*	**Climate Change Factor**			N/A		
t	16.952	min	*Overland travel time*	**Urbanisation**		Urban			

Rational Method										
Event		63.21%	0.5EY	0.2EY	10%	5%	2%	1%	1% + CC	
F_y		0.80	0.85	0.95	1.00	1.05	1.15	1.20	1.20	factor
^tI_y		78.64	97.042	118.75	136.97	157.8	186.24	208.46	208.46	mm/hr
C_y		0.528	0.561	0.627	0.66	0.693	0.759	0.792	0.792	factor
Q_y		0.1414	0.1854	0.2536	0.3079	0.3725	0.4815	0.5624		m^3/s

Figure 9 - DE02 rational method calculations

Rockhampton Office
232 Bolsover St, Rockhampton
Gracemere Office
1 Ranger St, Gracemere
Mount Morgan Office
32 Hall St, Mount Morgan

Council reference:	D/21-2025
SARA reference:	2503-45-93 SRA
Applicant reference:	GTP2457
Enquiries to:	Aidan Murray
Telephone:	07 4936 8099

20 March 2025

Qube Bulk Pty Ltd
C/-Gideon Town Planning
PO BOX 450
ROCKHAMPTON QLD 4700

Dear Sir/Madam

INFORMATION REQUEST – DEVELOPMENT APPLICATION D/21-2025 FOR MATERIAL CHANGE OF USE FOR A TRANSPORT DEPOT – SITUATED AT LOT 30 MONIER ROAD, PARKHURST – DESCRIBED AS LOT 30 ON SP251639

Council refers to your application received by Council on 25 February 2025.

Council officers have undertaken a detailed assessment of the development application and require you to provide further information to address the following issues:

1.0 Vehicle Access and Manoeuvring Areas

1.1 Please revise the proposal such that all manoeuvring areas are appropriately asphalt sealed or concreted. Council will permit the sections that are not frequented by daily traffic to remain as a compacted road base or similar however all manoeuvring areas must be sealed.

1.2 Please provide amended proposal plans in accordance with item 1.1 above.

2.0 Stormwater Management Plan

2.1 Please revise the Stormwater Management Plan to reflect the additional impervious areas resulting from Item 1 above.

3.0 Infrastructure Charges

3.1 Please confirm the changed impervious area (m^2) resulting from amendments requested in Item 1 to assist Council with the calculation of infrastructure charges.

Under section 13 of the Development Assessment Rules, the Applicant has three (3) options available in response to this information request. The Applicant must give the Assessment Manager:

1. all of the information requested; or
2. part of the information requested, together with a notice requiring the Assessment Manager and each referral agency to proceed with the assessment of the application; or
3. a notice:
    i. stating the Applicant does not intend to supply any of the information requested; and
    ii. requiring the Assessment Manager and each referral agency to proceed with the assessment of the application.

Response to this further information request should be forwarded to:

General.Enquiries@rrc.qld.gov.au or;
Development Assessment Section
Rockhampton Regional Council
PO Box 1860
ROCKHAMPTON QLD 4700

A response needs to be received within a period of three (3) months from the date of this letter, In accordance with section 68 (1) of the *Planning Act 2016* and sections 12 and 13 of the Development Assessment Rules. Please forward your response to this information request to Council at your earliest convenience, in order for the assessment of your application to progress further.

Should you have any queries regarding the above information request, please contact the undersigned on 07 4936 8099.

Yours faithfully

Aidan Murray
Senior Planning Officer
Planning and Regulatory Services

Information Request Response Form
(to be returned to the Assessment Manager with the response)

I _____ choose to respond to the Assessment Manager's Information Request:

- □ in full;

  OR

- □ in part, with this notice requiring the Assessment Manager and each referral agency to proceed with the assessment of the application;

  OR

- □ stating that I do not intend to supply any of the information requested; and requiring the Assessment Manager and each referral agency to proceed with the assessment of the application.

A copy of the response to the Assessment Manager's information request has been provided to all Referral Agencies nominated on the Confirmation Notice.

I understand the requirements of this Information Request as listed above.

Signed : _____ Date : _____

Position : _____

14 April 2025

GIDEON
TOWN PLANNING

Rockhampton Regional Council
PO BOX 1860
Rockhampton QLD 4700

Attention: Aidan Murray
Via Email: developmentadvice@rrc.qld.gov.au

Dear Aidan,

RESPONSE TO INFORMATION REQUEST – DEVELOPMENT APPLICATION D/21-2025 FOR A MATERIAL CHANGE OF USE FOR A TRANSPORT DEPOT SITUATED AT 30 MONIER ROAD, PARKHURST – DESCRIBED AS LOT 30 ON SP251639

On behalf of our client, **Qube Bulk Pty Ltd**, and per Part 3, Section 13 of the Development Assessment Rules, we respond to all items included in the Information Request issued by Rockhampton Regional Council on 20 March 2025.

Should Council require any further discussion on this matter, please do not hesitate to contact me on 07 4806 6959 or info@gideontownplanning.com.au.

Regards,

Gideon Genade
Principal Town Planner

Encl.: Appendix A – Response to Information Request
Appendix B – Amended Proposal Plans – Rev C
Appedix C – Revised Stormwater Management Plan – Rev B

APPENDIX A

Response to Information Request

1.0 VEHICLE ACCESS AND MANOEUVRING AREAS

1.1 Please revise the proposal such that all manoeuvring areas are appropriately asphalt sealed or concreted. Council will permit the sections that are not frequented by daily traffic to remain as a compacted road base or similar however all manoeuvring areas must be sealed.

1.2 Please provide amended proposal plans in accordance with item 1.1 above.

RESPONSE: Refer to *Appendix B – Amended Proposal Plans*.

2.0 STORMWATER MANAGEMENT PLAN

2.1 Please revise the Stormwater Management Plan to reflect the additional impervious areas resulting from Item 1 above.

RESPONSE: Refer to *Appendix C – Revised Stormwater Management Plan.*

3.0 INFRASTRUCTURE CHARGES

3.1 Please confirm the changed impervious area (m²) resulting from amendments requested in Item 1 to assist Council with the calculation of infrastructure charges.

RESPONSE: As per the revised proposal plans, the total impervious area is 6,313 m^2.

APPENDIX B

Amended Proposal Plans – Rev C

APPENDIX C

Revised Stormwater Management Plan – Rev B

MCE
McMurtrie Consulting Engineers

Engineering reimagined.

Transport Depot at 30 Monier Drive, Parkhurst (Lot 30 on SP251639)

Stormwater Management Plan

DATE
11 April 2025

REF
R050-24-25_SMP

CLIENT
Auspan Group

COMMERCIAL IN CONFIDENCE

Engineering reimagined.

Contact Information

McMurtrie Consulting Engineers Pty Ltd
ABN 25 634 181 294

Rockhampton Office
63 Charles Street
North Rockhampton, QLD 4701

www.mcmengineers.com
(07) 4921 1780
mail@mcmengineers.com

Document Information

Prepared for	Auspan Group
Document Name	Stormwater Management Plan
Job Reference	R050-24-25_SMP
Revision	B

Document History

Revision	Date	Description of Revision	Prepared by	Approved by		
				Name	Signature	RPEQ No
A	3/02/2025	Original Issue	T. Lisle	C. Hewitt		05141
B	11/04/2025	RFI Response	T. Lisle	C. Hewitt		05141

Contents

Appendices

1 Introduction

1.1 Project Overview

McMurtrie Consulting Engineers have been commissioned by Auspan Group (the Client) to undertake a site-based Stormwater Management Plan to support a Development Application for a Material Change of Use, for a Transport Depot. The site is located at 30 Monier Road, Parkhurst, on land described as Lot 30 on SP251639, and is shown in Figure 1.

Figure 1 - Site location plan

The aim of this SMP is to demonstrate that the proposed development will comply with Council planning scheme requirements, QUDM (IPWEAQ, 2016), Australian Rainfall and Runoff (Ball, et al., 2019) and the State Planning Policy (DILGP, 2017).

1.2 Methodology

The assessment methodology adopted for this SMP is summarised below.

- Broadly identify the contributing catchments to the project.
- Identify Lawful Point of Discharge (LPOD) for the site stormwater runoff.
- Estimate peak discharge runoff for pre-development and post-development scenarios.
- Identify potential mitigation and management strategies to ensure no worsening to downstream catchments and infrastructure.

1.3 Data Sources

The background data used to undertake this assessment were collected from the following sources:

- ARR data hub
- Elvis - Elevation and Depth – Foundation Spatial Data hub
  - 2015 Rockhampton 1m DEM

2 Site Characteristics

2.1 Pre-Development

The site is a vacant lot located between two existing industrial uses to the north and south, with Monier Road and the North Coast Rail Corridor located on the western boundary and a drainage feature forming part of Limestone Creek to the east.

The existing lot falls to the south, typically on 1.7% grade, and is generally flat across the grade. Towards the southern boundary some channelisation of sheet flow is likely occurring.

2.1.1 Internal Catchments

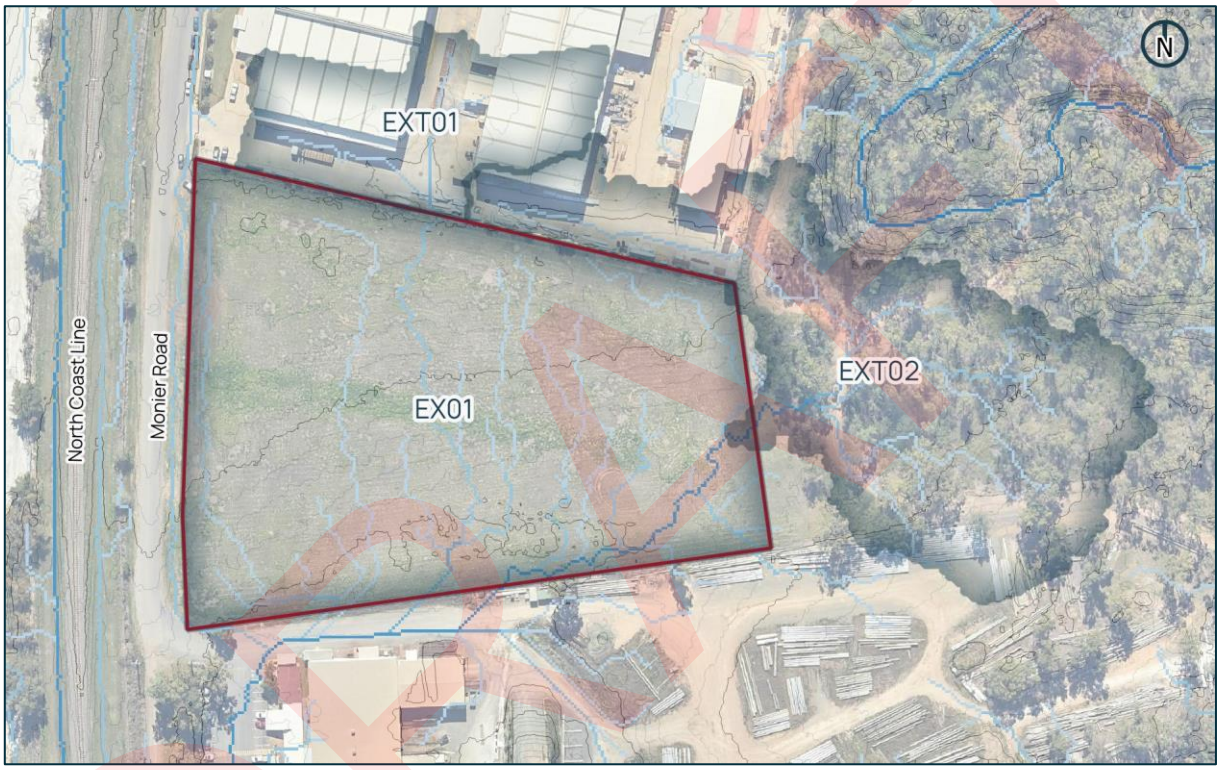


Figure 2 – Pre-development catchment layout plan

2.1.2 External Catchments

As can be seen, there are two external catchments relevant to the site – EXT01 and EXT02.

2.1.3 Lawful Point of Discharge

The lawful point of discharge for existing catchment EX01 is the south of the site, which is the common boundary shared with Lot 218 on LN2517.

2.2 Post-Development

The proposed development involves the construction of a Transport Depot, which requires significant paved areas for vehicular circulation, as well as an office structure, sheds, carparks and general concrete hardstand areas. A substantial area of gravel hardstand is proposed, which for the purpose of the hydrologic analysis has been assumed to have an impervious fraction of 0.5.

2.2.1 Internal Catchments

Given the development is proposed to only occur on half the lot, the site will be broken into two sub-catchments as shown in Figure 3.

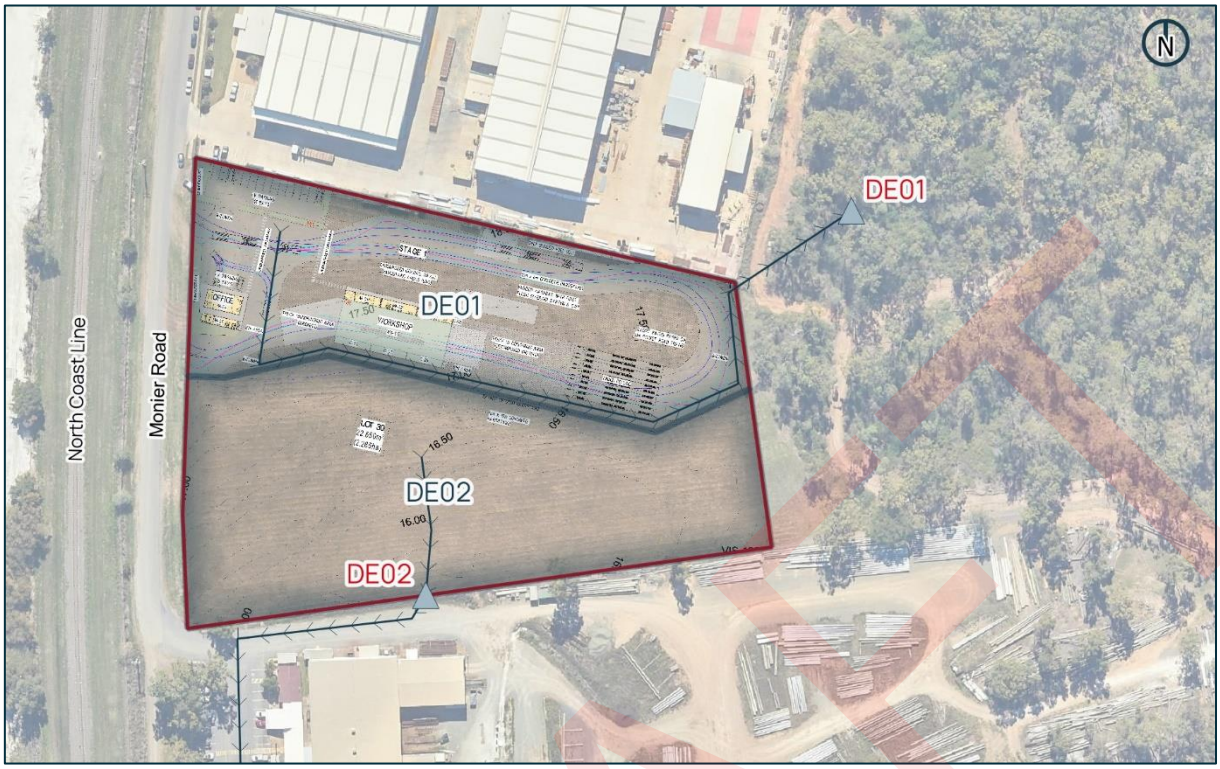


Figure 3 – Post-development catchment layout plan

As can be seen, it is proposed to discharge DE01, which is the developed portion of existing catchment EX01, to the drainage feature east of the site. This is discussed further in the following sections of this report. Undeveloped catchment DE02 will maintain it's pre-development drainage regime.

2.2.2 External Catchments

While two external catchments are identified for the development, it is expected that they won't materially impact the site or require infrastructure to accommodate. EXT01, which was north of the site, is likely drained via the internal drainage network on the northern lot, while EXT02 flows through the undeveloped portion (DE02) of the site.

2.2.3 Lawful Point of Discharge

It is proposed to reconfigure the LPOD for catchment DE01 to ensure that nuisance is not created as a result of introducing the mandatory Level IV allotment drainage. The proposal is to discharge directly to the unnamed drainage feature east of the site, which is part of the Limestone Creek catchment. The drainage feature is understood to be on Reserve land, with a number of existing easements assumedly for drainage. Given the land currently functions as a major overland flow path, and is presumed to be within the control of a Government Authority, this proposal is seen to result in a LPOD.

2.3 Flooding

The site is impacted by local catchment flooding (Limestone Creek catchment).

As shown in Figure 4, the site is covered by the Flood Hazard Overlay for the Local Catchment DFE category. It is noted that there is no Planning Area 1 or 2 overlays covering the site.

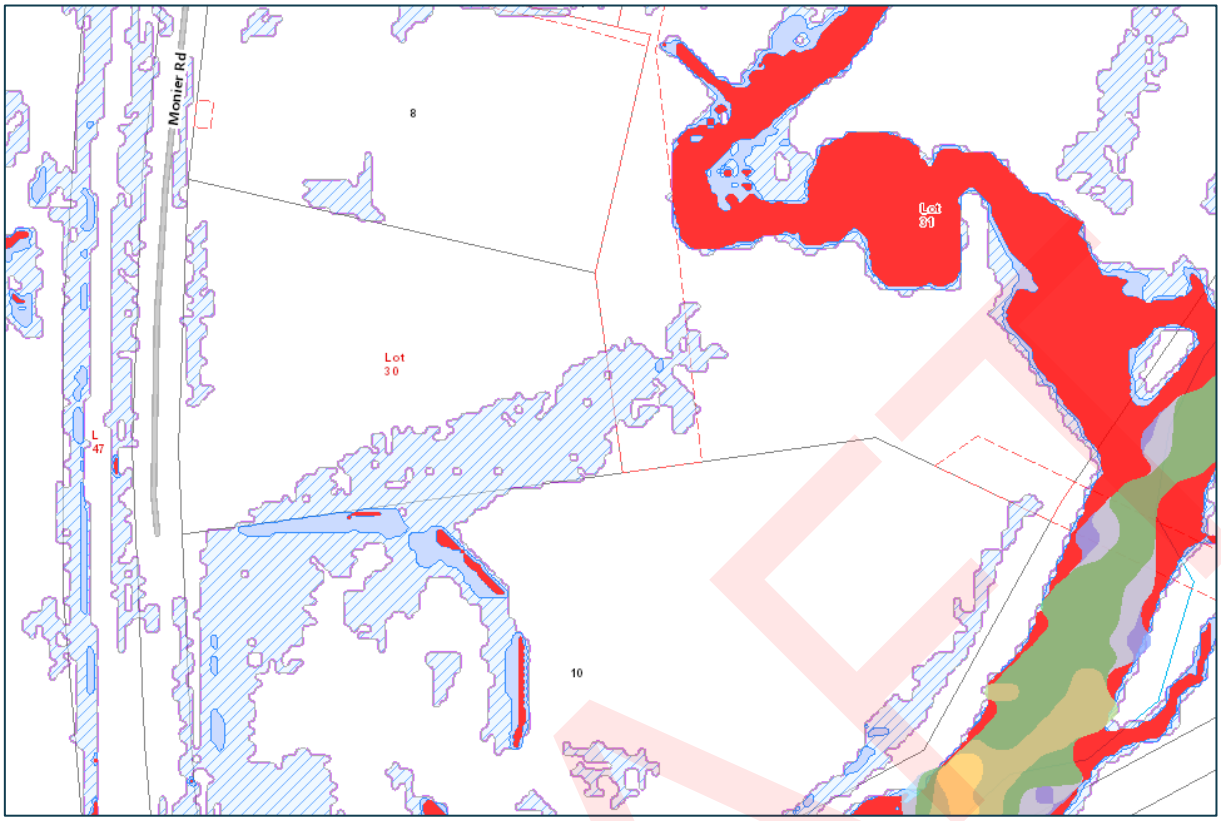


Figure 4 - Flood overlay mapping (Rockhampton Regional Council, 2025)

The proposed development is not expected to materially impact the flooding on either the subject site, nor the surrounding properties or infrastructure. Generally, the area of land on the site proposed to be developed is not covered by any overlays, and therefore the impact on flooding is seen to be negligible.

3 Hydrology

3.1 Hydrologic Modelling Approach

Given the relatively simple geometry and consistency of catchment parameters between the pre-development and post-development scenarios, the Rational Method will be utilised to determine the peak runoff rate at the LPOD for each internal catchment. The use of the Rational Method in such cases is consistent with QUDM (IPWEAQ, 2016) Section 4.2.1.

3.2 Catchment Hydrologic Parameters

Table 1 present the input data for the development site in pre-development and post-development conditions.

Table 1 – Catchment parameters

Parameter	Pre-Development	Post-Development	
	EX01	DE01	DE02
Area (ha)	2.2654	1.0215	1.2439
Fraction Impervious (decimal)	0	0.80	0
Time of Concentration (mins)	21.358	9.667	16.952

Detailed rational method calculations are provided in Appendix B.

Table 2 - Rational method summary

Parameter		Pre-Development	Post-Development	
		EX01	DE01	DE02
Flow (m^3/s)	63.20% AEP	0.233	0.189	0.141
	0.5 EY	0.306	0.249	0.185
	0.2 EY	0.417	0.339	0.254
	10% AEP	0.508	0.411	0.308
	5% AEP	0.613	0.498	0.373
	2% AEP	0.792	0.641	0.482
	1% AEP	0.928	0.735	0.562
0.5 EY Change (%)			**42.17%**	
1% AEP Change (%)			**39.79%**	

Table 2 summarises the results of the rational method calculations, showing that there is an increase in peak runoff from the site as a result of the increase in impervious area. It is noted that this increase does not consider the split between discharge to the eastern drainage feature and discharge to the southern boundary, which is discussed further in following sections of this report

4 Hydraulics

4.1 Stormwater Management Strategy

In order to ensure the development does not result in a nuisance to downstream properties, namely Lot 218 on LN2517, or the Monier Road reserve and rail corridor, it is proposed to formalise an outlet to the drainage feature located to the east of the site. The outlet will serve to discharge the Level IV allotment drainage that was requested to be provided as part of the pre-lodgement meeting held with Council. In doing so, the overall quantum of water discharging to the above named places of concern will be reduced, meaning that the peak runoff will also be reduced. It is noted that when the runoff from DE01 exceeds the capacity of the allotment drainage, it will overtop into catchment DE02.

The proposed drainage layout is shown in Figure 5.

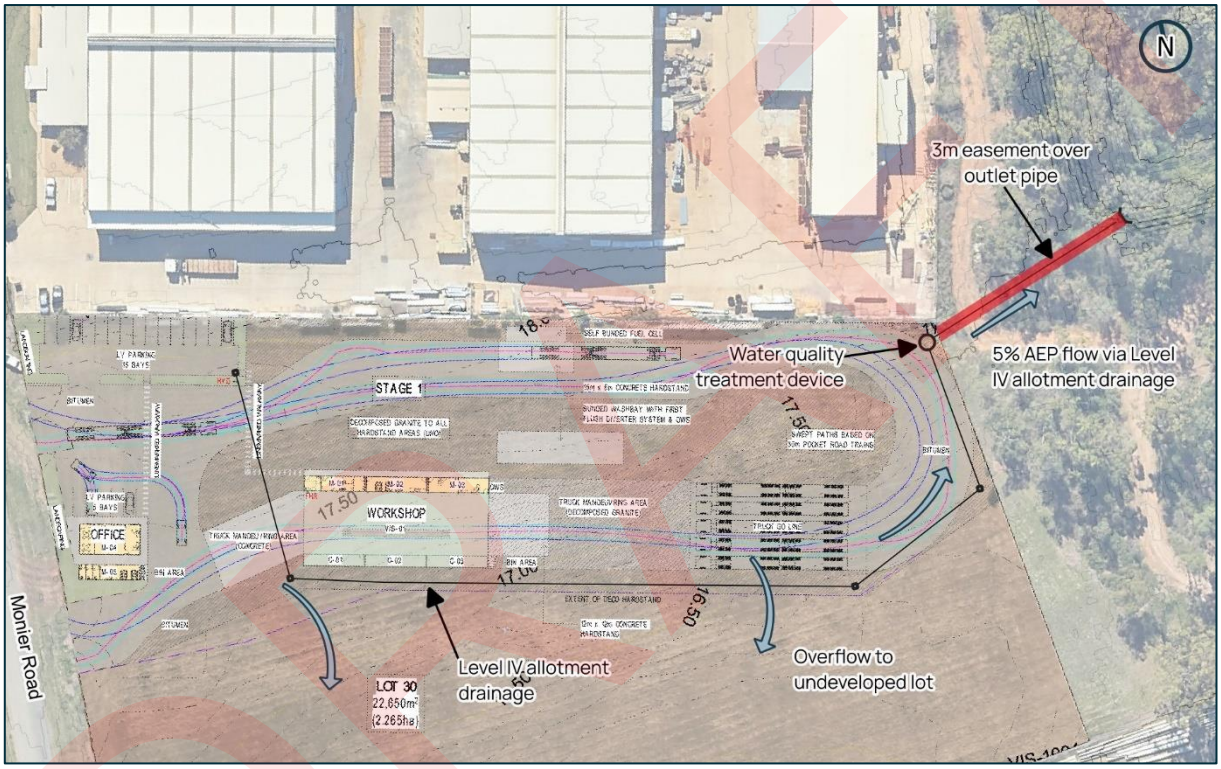


Figure 5 – Proposed drainage layout

4.2 Level IV Allotment Outlet Effect on Peak Runoff

In order to quantify the actual impact of discharging water to the drainage feature as proposed, the design capacity required by the Level IV allotment drainage, being the 5% AEP event runoff from catchment DE01, has been removed from the summed rational method calculation results, as shown in Table 3, where the change to runoff at the LPOD of catchment DE02 has been calculated thus:

$$\boldsymbol{Column\ E} = MAX(0, Column\ B - Column\ D) + Column\ C$$

Table 3 - Calculation of Level IV allotment outlet effect on peak runoff

		A	B	C	D	E
Parameter		**EX01 Runoff**	**DE01 Runoff**	**DE02 Runoff**	**DE01 5% AEP Runoff (Level IV Allotment Drainage Capacity)**	**Discharge to DE02 LPOD**
Flow (m^3/s)	63.20% AEP	0.233	0.189	0.141	0.498	**0.141**
	0.5 EY	0.306	0.249	0.185	0.498	**0.185**
	0.2 EY	0.417	0.339	0.254	0.498	**0.254**
	10% AEP	0.508	0.411	0.308	0.498	**0.308**
	5% AEP	0.613	0.498	0.373	0.498	**0.373**
	2% AEP	0.792	0.641	0.482	0.498	**0.624**
	1% AEP	0.928	0.735	0.562	0.498	**0.800**

As can be seen, as substantial decrease in runoff being directed to the LPOD of catchment DE02, and by extension Lot 218 on LN2517, the Monier Road reserve and rail corridor, has been achieved. Hence, no worsening or nuisance is expected as a result.

While it is acknowledged that an increase in discharge to the drainage feature to the east of the site, and hence the Limestone Creek, is proposed, this is seen to be acceptable from a hydrologic point of view. All runoff from the site originally drained to Limestone Creek via the unformalised drainage in Monier Road south of the site, so there is no change to runoff volume, only time of concentration. Using the Stream Power equation, the increase in travel time is estimated to be 4 minutes, which is negligible in the context of the whole catchment, of which Limestone Creek represents an approximately 16km creek.

5 Stormwater Quality

The State Planning Policy 2017 (SPP) identifies the State Government's interests in water quality, and the performance outcomes relevant to evidence compliance.

The proposed development is for an urban purpose of greater than 2,500 m^2 and therefore triggers the water quality assessment benchmarks set out in the SPP (DILGP, 2017) for MCU or ROL works.

The development of the land has the potential to increase the pollutant loads of stormwater runoff and downstream watercourses. During the construction phase of the development, disturbances to the ground have the potential to significantly increase sediment loads entering downstream drainage systems and watercourses. The operational phase of the development will potentially increase the amount of sediment and nutrient runoff from the site.

5.1 Construction Phase

The application is likely to require operational works for an urban purpose that involves disturbing a land area 2500m^2 or greater in size.

5.1.1 Design Objectives

The relevant design objectives for Operational Works during the construction phase are as presented in Appendix 2, Table A of the SPP.

The following subsections propose strategies to address each issue category identified in the Design Objectives.

5.1.1.1 Erosion Control

1. Implementation of a staging plan (where feasible) to ensure clearing and construction works minimise the exposure time for soils.
2. Protection of exposed soils from wind and rain driven erosion by way of temporary surface cover.
3. Implementation of short-term stabilisation of exposed soils prior to the removal of sediment controls from the site.

5.1.1.2 Sediment Control

1. Implementation of dirty water diversion drains to direct internal and contaminated flows to the site sediment controls.
2. Where exposed areas exceed 2500m^2, provide sediment controls that are designed, implemented and maintained to a standard which would achieve at least 80% of the average annual runoff volume of the contributing catchment treated to 50mg/L of TSS and pH in the range of 6.5-8.5.
    a. This will generally be achieved by providing a Type F (or Type D where dispersive soils are expected on the site) sediment basin.

5.1.1.3 Litter, Hydrocarbons and Other Contaminants

1. Provide, as part of the Contractor's site management plans, appropriate consideration for gross pollutant and litter disposal to avoid their release to the site or site drainage.
2. Maintain on the site adequate spill kits and ensure appropriate measures are in place in the event of a spill.
3. Identify and implement a procedure, as part of the Contractor's site management plans, for the lawful disposal of contaminants at an authorised facility.

5.1.1.4 Waterway Stability and Flood Flow Management

1. Where measures are required to meet post-construction waterway stability objectives, generally this will be achieved by over-sizing the sediment basin.

2. All drainage, erosion and sediment controls to be located within a flood prone area are designed to ensure non-worsening for all events up to and including the 1% AEP event.

5.1.2 Erosion Hazard Assessment

The determination of the site erosion hazard level is to be based on the annual soil loss due to erosion, as determined by the Revised Universal Soil Loss Equation (RUSLE):

$$A = R.K.LS.C.P$$

$$A = 3834.731 \times 0.05 \times 0.36 \times 1 \times 1.3$$

$$A = 89.73$$

where;

A	=	annual soil loss due to erosion (t/ha/yr)
R	=	rainfall erosivity factor
K	=	soil erodibility factor
LS	=	topographic factor derived from slope length and slope gradient
C	=	cover and management factor
P	=	erosion control practice factor

The annual soil loss due to erosion can be used, in conjunction with the *Best Practice Erosion and Sediment Control* (IECA, 2018) manual to determine the standard of sediment control device required to achieve 'best practice'. Table 4 presents a reproduction of Table B1 from the Appendix B of the manual.

Table 4 - Sediment control standard (default) based on soil loss rate, reproduced from (IECA, 2018)

Catchment Area (m2)	Soil Loss (t/ha/yr)		
	Type 1	Type 2	Type 3
250	N/A	N/A	Type 3 sediment trap
1000	N/A	N/A	All cases
2500	N/A	>75	75
>2500	>150	150	75
>10,000	>75	N/A	75

Therefore, 'Type 2' controls are required for the site.

5.1.3 Legislative Context

Section 493A of the Environmental Protection Act 1994 states that an act that causes serious or material environmental harm, or a breach of s.440ZG of the same, is unlawful unless it is authorised by one of the provisions listed in s.493A(2). If a release is not expressly permitted by a condition provision listed under s.493A, or the approval is silent on the matter, the lawfulness of the release needs to be determined by assessing compliance with s.319 General Environmental Duty (GED).

Section 319 (GED) requires that all reasonable and practicable measures be taken to prevent or minimise environmental harm including water contamination and environmental nuisance. Demonstrating compliance with the GED constitutes a defence against offences.

In the context of sites greater than 2500m^2, which as per the State Planning Policy require treatment of runoff to 50mg/L total suspended solids, that a Type A or Type B sediment basin cannot reasonably or practicably be provided, effective erosion control can be implemented in lieu of requiring sediment controls (Department of Environment and Science, 2023).

5.1.4 Drainage Control

Drainage controls are to include clean and dirty water diversion drains that limit the effective catchment of the construction site. All drainage controls are to be lined to limit erosion.

The hydraulic design criteria provided by the SPP will be adopted as per Table 5. Details of drainage control works will be provided at the Operational Works design stage.

Table 5 - Stormwater management design objectives for temporary drainage works, reproduced from (DILGP, 2017)

Temporary Drainage Works	Anticipated Operational Design Life and Minimum Design Storm Event		
	‹ 12 Months	**12-24 Months**	**› 24 Months**
Drainage structure	39% AEP	18% AEP	10%AEP
Where located immediately up-slope of an occupied property that would be adversely affected by the failure or overtopping of the structure	10% AEP		
Culvert crossing	63% AEP		

5.1.5 Erosion and Sediment Controls

5.1.5.1 Erosion Controls

Type 3 sediment controls are unlikely to measurably achieve the treatment requirements (50mg/L total suspended solids) for exposed areas greater than 2500m^2 as prescribed by the SPP. In order to ensure compliance, it is recommended that exposed areas be minimised during construction (to less than 2500m^2). This can be achieved by effectively stabilising surfaces, which is defined as a surface that does not have visible evidence of soil loss (including subsoil) caused by sheet, rill or gully erosion, or lead to sedimentation or water contamination.

Appropriate methods of stabilising exposed surfaces could include:

- Staging clear and grub works to maintain the maximum natural/existing cover, where that cover is reasonably likely to effectively stabilise the surface.
- Hydromulch, bonded fibre matrix or other sprayed surface protection layers.
- Erosion control blankets.
- Compost/mulch blankets.

All clear and grubbing, earthworks, site works, and landscaping works should be appropriately staged to ensure that effective stabilisation is achieved.

Details of erosion control works will be provided at the Operational Works design stage.

5.1.5.2 Sediment Controls

Type 3 sediment controls should be implemented as part of the operational works design in accordance with Table 6, as reproduced from Table 4.5.3 of the manual.

Table 6 - Default classification of sediment control techniques, reproduced from (IECA, 2008)

Type 1	Type 2	Type 3
Sheet flow treatment techniques		
– Buffer zone capable of infiltrating 100% of stormwater runoff or process water – Infiltration basin or sand filter bed capable of infiltrating 100% of flow	– Buffer zone capable of infiltrating the majority of flows from design storms – Compost/mulch berm	– Buffer zone – Filter fence – Modular sediment trap – Sediment fence
Concentrated flow treatment techniques		

– Sediment basin (sized in accordance with design standard)	– Block & aggregate drop inlet protection – Excavated sediment trap with Type 2 outlet – Filter sock – Filter tube dam – Mesh & aggregate drop inlet protection – Rock & aggregate drop inlet protection – Rock filter dam – Sediment trench	– Coarse sediment trap – Excavated drop inlet protection – Excavated sediment trap with Type 3 outlet – Fabric drop inlet protection – Fabric wrap field inlet sediment trap – Modular sediment trap – Straw bale barrier – U-Shaped sediment trap
De-watering sediment control techniques (selection not based on soil loss rate)		
– Type F/D sediment basin – Stilling pond	– Filter bag or filter tube – Filter pond – Filter tube dam – Portable sediment tank – Settling pond – Sump pit	– Compost berm – Filter fence – Grass filter bed – Hydrocyclone – Portable sediment tank – Sediment fence
Instream sediment control techniques (selection not based on soil loss rate)		
– Pump sediment-laden water to an off-stream Type F or Type D sediment basin or higher filtration system	– Filter tube barrier – Modular sediment barrier – Rock filter dam – Sediment weir	– Modular sediment barrier – Sediment filter cage

Details of sediment control works will be provided at the Operational Works design stage.

5.2 Operational Phase

5.2.1 Design Objectives

The stormwater quality design objectives relevant to the site, as prescribed by the State Planning Policy are:

- Total Suspended Solids (TSS) - 85% removal of mean annual load.
- Total Phosphorous (TP) – 60% removal of mean annual load.
- Total Nitrogen (TN) – 45% removal of mean annual load.
- Gross Pollutants ›5mm – 90% removal of mean annual load.

5.2.2 MUSIC Model

In order to assess the efficiency of a treatment train with regards to removal of pollutants, *Model for Urban Stormwater Improvement Conceptualisation (MUSIC)*, version 6.3, was utilised. In all instances, the MUSIC Modelling Guidelines (WaterbyDesign, 2018) were followed with regards to the following key model parameters:

- Rainfall Runoff Parameters – Commercial and Industrial adopted per Table A1.2.
- Pollutant Export Parameters – Industrial adopted per Table 3.9.

The following meteorological data was adopted, as sourced from BOM (courtesy of eWater):

- Pluviograph & PET Data – Rockhampton (Station 39083).

The MUSIC model layout and results are shown in Figure 6.

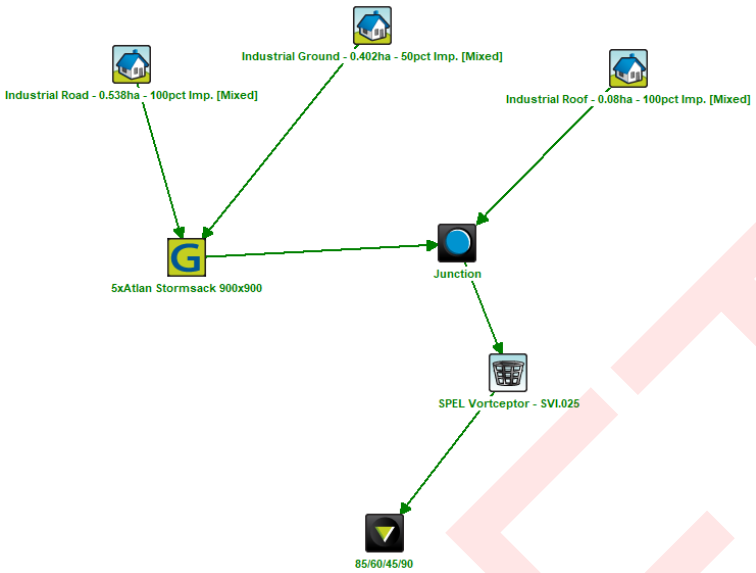


Figure 6 - MUSIC model layout & results

The proposed treatment train effectiveness is shown in Table 7.

Table 7 - Treatment train effectiveness - receiving node

Parameter	Sources	Residual Load	Reduction (%)	Target (%)
Flow (ML/yr)	5.35	5.35	0	N/A
Total Suspended Solids (kg/yr)	1700	262	84.6	85
Total Phosphorus (kg/yr)	2.94	0.531	81.9	60
Total Nitrogen (kg/yr)	12.3	5.88	52.1	45
Gross Pollutants (kg/yr)	137	1.54	98.9	90

While the Total Suspended Solids target has not been met (by 0.4%), the site over-performs on all other reduction targets. Upgrading the UPT unit was determined to be the only way to achieve compliance, which for such a marginal improvement was seen to be an unreasonable cost imposition. As such, the minor non compliance is seen to be negligible and dispensation is requested on the matter.

5.2.3 Stormwater Quality Improvement Device/s

The following Stormwater Quality Improvement Device/s (SQIDs) are proposed:

- 5x 900x900 Atlan StormSacks
- SPEL Vortceptor SVI.025

For the most current information on each product, refer to the manufacturer's website. The proposed layout is shown indicatively in Figure 5.

5.2.4 Maintenance

Maintenance should be provided in accordance with the manufacturer's specifications.

6 Summary

6.1 Conclusion

The development of the site will result in an overall reduction in runoff to the south of the site by introducing a Level IV allotment drainage system. Minor increase to flows in the drainage feature east of the site are expected, however this will be negligible. Onsite stormwater filtration devices are proposed to treat the runoff from the site in accordance with the State Planning Policy requirements. It is noted that a marginal non-compliance for Total Suspended Solids is proposed, with a shortfall on target reduction percentages of 0.4%, however this is seen to be acceptable.

6.2 Qualifications

This stormwater management plan has been prepared by MCE to support a Development Application for Material Change of Use, for a Transport Depot. The site is located at 30 Monier Road, Parkhurst, on land described as Lot 30 on SP251639.

The analysis and overall approach were specifically catered to the requirement of this project and may not be applicable beyond this scope. For this reason, any other third parties are not authorised to utilise this report without further input and advice from MCE.

Whilst this report accurately assesses the catchment hydrology performance using industry-standard theoretical techniques and engineering practices, actual future observed catchment flows may vary from those predicted herein.

It is acknowledged that, due to the general course of coordination of a development application, some discrepancies may arise between the architectural layout shown within this document and the finalised architectural plans submitted by the Applicant. Generally, this does not constitute a material impact to the proposed development from an engineering perspective. Conservative engineering principles have been applied with consideration to earthworks, stormwater and servicing. As such, any concern should be suitable for conditioning as part of the detailed design process (i.e. to be finalised at the Operational Works stage).

References

Ball, J., Babister, M., Nathan, R., Weeks, W., Weinmann, E., Retallick, M., & Testoni, I. (2019). Australian Rainfall and Runoff: A Guide to Flood Estimation. Commonwealth of Australia (Geoscience Australia).

Department of Environment and Science. (2023). Releases to waters from land developement sites and construction sites 2500m2 and greater. *Procedural Guide: Environmental Protection Act 1994*.

DILGP. (2017, July). State Planning Policy. Department of Infrastructure, Local Government and Planning.

IECA. (2008). *Best Practice Erosion and Sediment Control.* Picton NSW: International Erosion Control Association (Australasia).

IECA. (2018). *Best Practice Erosion and Sediment Control - Appendix B.* Picton NSW: International Erosion Control Association (Australasia).

IPWEAQ. (2016). Queensland Urban Drainage Manual - Fourth Edition. Institute of Public Works Engineering Australiasia, Queensland.

WaterbyDesign. (2018, November). MUSIC Modelling Guidelines.

Appendix A: Development Layout Plan

REFER TO ATTACHMENT

NOTE: NEW KERBS & DRAINAGE CHANNEL TO MONIER RD TO FOLLOW EXISTING ROAD COUNTOURS & SHAPING

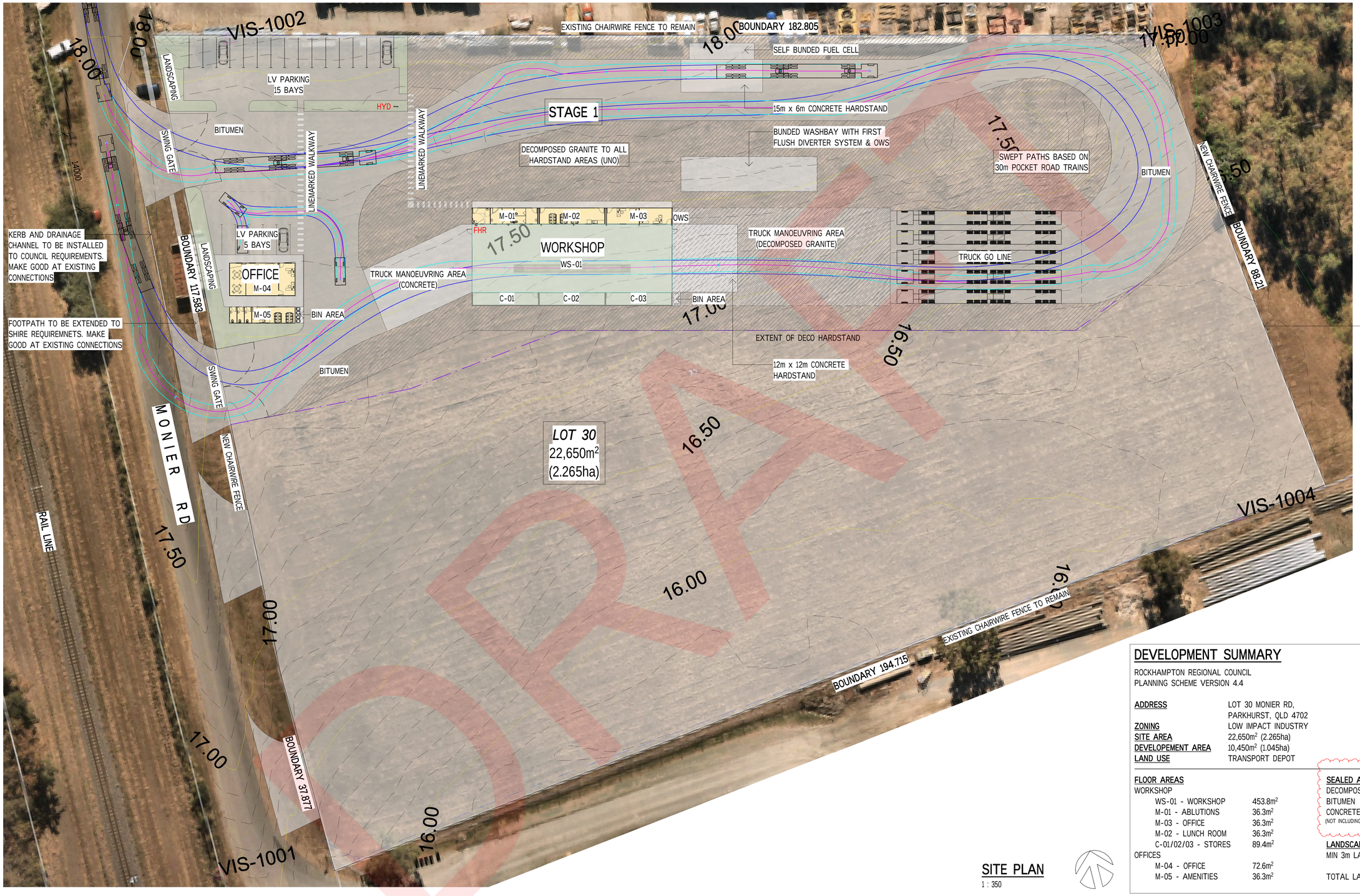
6500 | 37500 PARKING BAYS | 2500 | 51500

12520 | 12500 PARKING BAYS | 2500 | 30780

13920 | 12000 OFFICE | 32380 | 36600 WORKSHOP

41730 = 6000 + 6000 + 2000 + 14730 DRIVE + 6000 + 7000 + 17840 WORKSHOP + 11000 OFFICE + 3220

31670 = 6000 + 6000 + 2000 + 14730 DRIVE + 3220



DEVELOPMENT SUMMARY

ROCKHAMPTON REGIONAL COUNCIL
PLANNING SCHEME VERSION 4.4

ADDRESS	LOT 30 MONIER RD, PARKHURST, QLD 4702
ZONING	LOW IMPACT INDUSTRY
SITE AREA	22,650m² (2.265ha)
DEVELOPEMENT AREA	10,450m² (1.045ha)
LAND USE	TRANSPORT DEPOT

FLOOR AREAS

WORKSHOP	
WS-01 - WORKSHOP	453.8m²
M-01 - ABLUTIONS	36.3m²
M-03 - OFFICE	36.3m²
M-02 - LUNCH ROOM	36.3m²
C-01/02/03 - STORES	89.4m²
OFFICES	
M-04 - OFFICE	72.6m²
M-05 - AMENITIES	36.3m²

B

SEALED AREAS

DECOMPOSED GRANITE	4,015m²
BITUMEN	4,425m²
CONCRETE HARDSTAND/PAVE (NOT INCLUDING CROSSOVERS)	717m²

LANDSCAPING

MIN 3m LANDSCAPING STRIP TO MONIER RD

TOTAL LANDSCAPING AREA 284m²

SITE PLAN

1 : 350

No.	Description	Date
A	ISSUED FOR DA	30/01/2025
B	AMENDED EXTENTS TO BITUMEN HARDSTAND	21/03/2025

AUSPAN
PERTH
5 MARTIN PLACE
CANNINGVALE WA 6A55
ALBANY
169 CHESTER PASS ROAD
MILPARA WA 6330
GNOWANGERUP
41 QUINN STREET
GNOWANGERUP WA 6355
PHONE: 1300 271 220

QUBE

PROJECT: PROPOSED TRANSPORT DEPOT
ADDRESS: LOT 30 MONIER RD, PARKHURST, QLD 4702
CLIENT: QUBE
DRAWING: SITE - PLAN
SCALE: 1 : 350 @ A1
DATE: 21/03/2025
DESIGNED: ER
DRAWN: ER
PROJECT NUMBER: TK3285
REVISION: B
DRAWING NUMBER: A101

Appendix B: Rational Method Calculations

B-1: Pre-Development

Time of Concentration				Catchment Info					
t_c	21.358	mins	*Time of concentration*	**Area**	2.2654	ha	*Catchment area*		
Friend's Equation				f_i	0	decimal	*Fraction impervious*		
L	120	m	*Sheet flow length*	$^1I_{10}$	66	mm/hr	*10% AEP 1hr rainfall intensity*		
n	0.045	unitless	*Horton's Roughness*	C_{10}	0.66	unitless	*Discharge coefficient*		
S	1.7	%	*Slope of surface*	**Climate Change Factor**		N/A			
t	21.358	min	*Overland travel time*	**Urbanisation**		Urban			

Rational Method										
Event		63.21%	0.5EY	0.2EY	10%	5%	2%	1%	1% + CC	
F_y		0.80	0.85	0.95	1.00	1.05	1.15	1.20	1.20	factor
^tI_y		70.127	86.638	105.77	122.2	140.65	165.84	186.3	186.3	mm/hr
C_y		0.528	0.561	0.627	0.66	0.693	0.759	0.792	0.792	factor
Q_y		0.233	0.3059	0.4173	0.5075	0.6134	0.7921	0.9285		m^3/s

Figure 7 - EX01 rational method calculations

B-2: Post-Development

Time of Concentration				Catchment Info					
t_c	9.6667	mins	*Time of concentration*	**Area**	1.0215	ha	*Catchment area*		
Standard Inlet Time				f_i	0.8027	decimal	*Fraction impervious*		
t	6	min	*Standard Inlet time*	$^1I_{10}$	66	mm/hr	*10% AEP 1hr rainfall intensity*		
				C_{10}	0.8508	unitless	*Discharge coefficient*		
Pipe Flow Time				**Climate Change Factor**		N/A			
L	220	m	*Length of flow*	**Urbanisation**		Urban			
V	1	m/s	*Pipe Velocity*						
t	3.6667	min	*Pipe Flow Time*						

Rational Method										
Event		63.21%	0.5EY	0.2EY	10%	5%	2%	1%	1% + CC	
F_y		0.80	0.85	0.95	1.00	1.05	1.15	1.20	1.20	factor
^tI_y		98.08	121.53	147.93	170.27	196.53	230.93	259.2	259.2	mm/hr
C_y		0.6807	0.7232	0.8083	0.8508	0.8934	0.9784	1	1	factor
Q_y		0.1894	0.2494	0.3393	0.4111	0.4982	0.6412	0.7355	0.7355	m^3/s

Figure 8 - DE01 rational method calculations

Time of Concentration				Catchment Info				
t_c	16.952	mins	*Time of concentration*	**Area**	1.2263	ha	*Catchment area*	
Friend's Equation				f_i	0	decimal	*Fraction impervious*	
L	60	m	*Sheet flow length*	$^1I_{10}$	66	mm/hr	*10% AEP 1hr rainfall intensity*	
n	0.045	unitless	*Manning's "n"*	C_{10}	0.66	unitless	*Discharge coefficient*	
S	1.7	%	*Slope of surface*	**Climate Change Factor**		N/A		
t	16.952	min	*Overland travel time*	**Urbanisation**		Urban		

Rational Method										
Event		63.21%	0.5EY	0.2EY	10%	5%	2%	1%	1% + CC	
F_y		0.80	0.85	0.95	1.00	1.05	1.15	1.20	1.20	factor
^tI_y		78.64	97.042	118.75	136.97	157.8	186.24	208.46	208.46	mm/hr
C_y		0.528	0.561	0.627	0.66	0.693	0.759	0.792	0.792	factor
Q_y		0.1414	0.1854	0.2536	0.3079	0.3725	0.4815	0.5624		m^3/s

Figure 9 - DE02 rational method calculations

SITE ADDRESS:

LOT 30 MONIER RD, PARKHURST, QLD 4702

PROJECT:

PROPOSED TRANSPORT DEPOT

DRAWING SCHEDULE

DWG#	SHEET NAME	REV	DATE
A000	COVER PAGE	C	26/03/2025
A100	SITE - SURVEY & LOCALITY PLAN	C	26/03/2025
A101	SITE - PLAN	C	26/03/2025
A200	FLOOR PLANS	C	26/03/2025
A300	ELEVATIONS	C	26/03/2025

Perth
5 Martin Place
Canningvale, WA 6155

Albany
169 Chesterpass Road
Milpara, WA 6330

Gnowangerup
15 Corbett Street
Gnowangerup, WA 6335

Phone: 1300 271 220

PROJECT NUMBER:

TK3285

STN	EASTING	NORTHING	LEVEL
VIS-1003	245221.129	7418955.675	17.494
VIS-1001	245022.125	7418844.235	16.675
VIS-1002	245057.455	7418993.006	18.260
VIS-1004	245218.539	7418867.051	16.212

FEATURE	DESCRIPTION
	Contours MINOR
	Contours MAJOR
	FENCE
	POST
	Edge of Road
	Road Crown
	survey/Surface/CHANGE GRADE
	VEGETATION
	POLE LV
	CONTROL POINTS

Rev	Description	Drawn	Checked	Date
A	Original Issue	RB	RB	20/01/25

This plan is prepared from a combination of field survey and existing records for the purpose of designing new constructions on the land and should not be used for any other purpose. The title boundaries shown hereon were not marked by the author at the time of survey and have been determined by plan dimensions only and not by field measurement. Services shown hereon have been located where possible by field survey. If not able to be located, services may have been plotted from the records of relevant authorities where available. Prior to any demolition, excavation or construction on the site, the relevant authority should be contacted for possible location of further underground services and detailed locations of all services. This note is an integral part of this plan.

Contour and Detail

PROJECT:

LOCATION: 30 Monier Road Parkhurst

Real Property Description:

CLIENT: Auspan

Horizontal Datum: Grid Via MGA2020

Vertical Datum: AHD

Local Authority: RCC

Contour Interval: 0.1m

VISION SURVEYS

Airlie Beach | Mackay | Townsville | Rockhampton | Brisbane | Gold Coast

E : admin@visionsurveysqld.com.au P : 13000VISION

Scale: 1: 1000 @A3 | Drawing No: CD001

Drawn: RB | Sheet: 1 OF 1

Surveyor: JV | Revision: A

LOCALITY PLAN

No.	Description	Date
A	ISSUED FOR DA	30/01/2025
B	AMENDED EXTENTS TO BITUMEN HARDSTAND	21/03/2025
C	FURTHER REFINEMENTS TO HARDSTAND AREAS	26/03/2025

AUSPAN

PERTH
5 MARTIN PLACE
CANNINGVALE WA 6A55

ALBANY
169 CHESTER PASS ROAD
MILPARA WA 6330

GNOWANGERUP
41 QUINN STREET
GNOWANGERUP WA 6355

PHONE: 1300 271 220

QUBE

PROJECT: PROPOSED TRANSPORT DEPOT

ADDRESS: LOT 30 MONIER RD, PARKHURST, QLD 4702

DRAWING: SITE - SURVEY & LOCALITY PLAN

CLIENT: QUBE

SCALE: 1 : 15000 @ A1

DATE: 26/03/2025

DESIGNED: ER

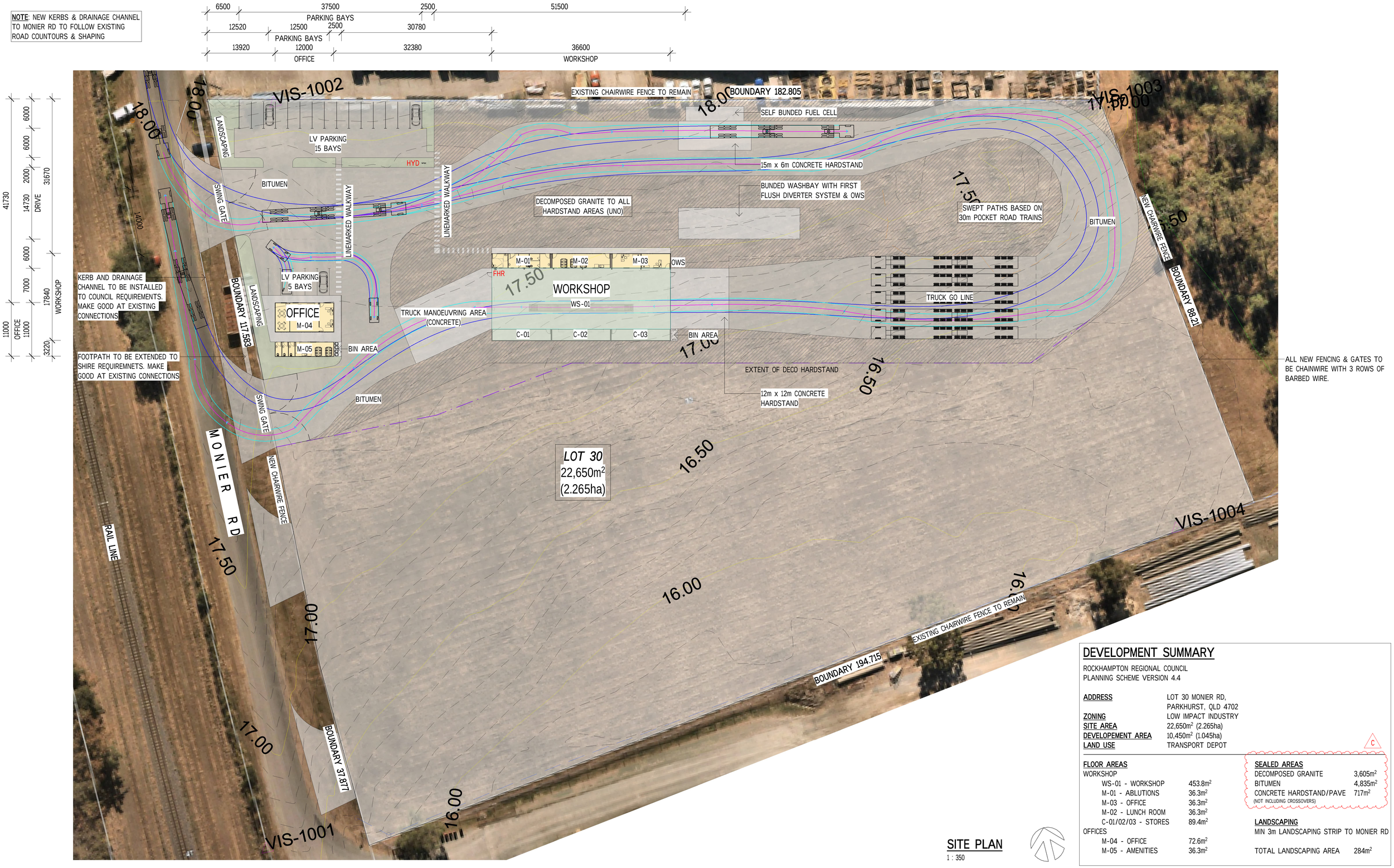
DRAWN: ER

PROJECT NUMBER: TK3285

REVISION: C

DRAWING NUMBER: A100

NOTE: NEW KERBS & DRAINAGE CHANNEL TO MONIER RD TO FOLLOW EXISTING ROAD COUNTOURS & SHAPING



DEVELOPMENT SUMMARY

ROCKHAMPTON REGIONAL COUNCIL
PLANNING SCHEME VERSION 4.4

ADDRESS	LOT 30 MONIER RD, PARKHURST, QLD 4702
ZONING	LOW IMPACT INDUSTRY
SITE AREA	22,650m² (2.265ha)
DEVELOPEMENT AREA	10,450m² (1.045ha)
LAND USE	TRANSPORT DEPOT

C

FLOOR AREAS	
WORKSHOP	
WS-01 - WORKSHOP	453.8m²
M-01 - ABLUTIONS	36.3m²
M-03 - OFFICE	36.3m²
M-02 - LUNCH ROOM	36.3m²
C-01/02/03 - STORES	89.4m²
OFFICES	
M-04 - OFFICE	72.6m²
M-05 - AMENITIES	36.3m²

SEALED AREAS	
DECOMPOSED GRANITE	3,605m²
BITUMEN	4,835m²
CONCRETE HARDSTAND/PAVE (NOT INCLUDING CROSSOVERS)	717m²

LANDSCAPING
MIN 3m LANDSCAPING STRIP TO MONIER RD

TOTAL LANDSCAPING AREA 284m²

SITE PLAN
1 : 350

No.	Description	Date
A	ISSUED FOR DA	30/01/2025
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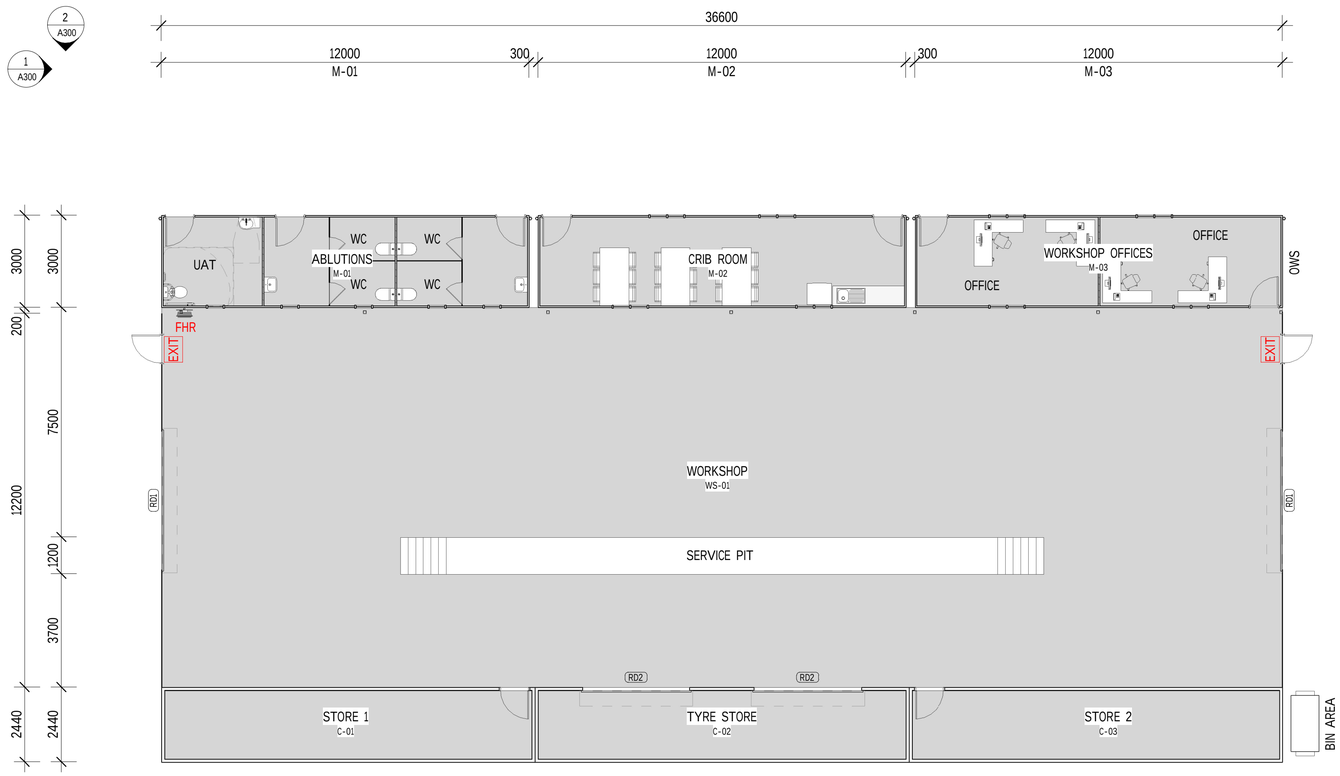
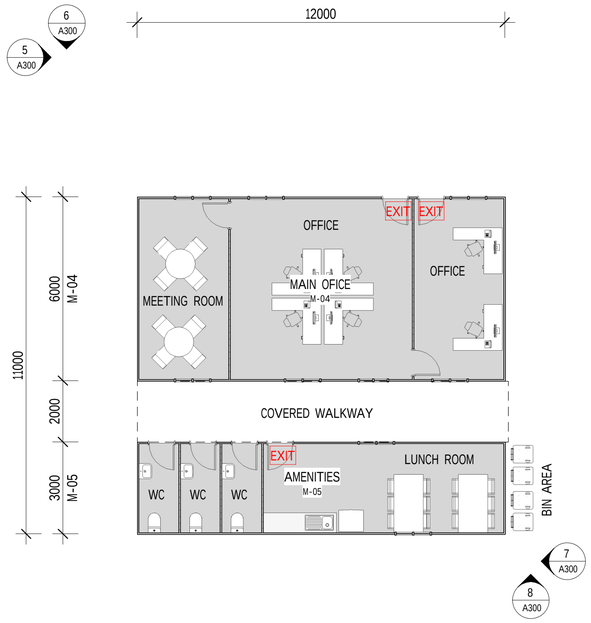
GNOWANGERUP WA 6355
PHONE: 1300 271 220

QUBE

PROJECT	PROPOSED TRANSPORT DEPOT	DRAWING	SITE - PLAN
ADDRESS	LOT 30 MONIER RD, PARKHURST, QLD 4702	CLIENT	QUBE
SCALE	1 : 350 @ A1	PROJECT NUMBER	TK3285
DATE	26/03/2025	REVISION	C
DESIGNED	ER	DRAWING NUMBER	A101
DRAWN	ER		





FLOOR PLAN - OFFICES

1 : 100

FLOOR PLAN - WORKSHOP

1 : 100

NOTE: THESE DRAWINGS ARE TOO BE READ IN CONJUNCTION WITH SUPPLIERS DOCUMENTATION FOR THE DOME STRUCTURE & THE MODULAR BUILDINGS

BUILDING SCHEDULE

MARK	NAME	TYPE	AREA
C-01	STORE 1	CONTAINER	27 m²
C-02	TYRE STORE	CONTAINER	27 m²
C-03	STORE 2	CONTAINER	27 m²
M-01	ABLUTIONS	MODULAR	35 m²
M-02	CRIB ROOM	MODULAR	35 m²
M-03	WORKSHOP OFFICES	MODULAR	35 m²
M-04	MAIN OFICE	MODULAR	70 m²
M-05	AMENITIES	MODULAR	35 m²
WS-01	WORKSHOP	DOME SHELTER	454 m²

DOOR SCHEDULE

MARK	HEIGHT	WIDTH	FINISH	COUNT
RD1	4000	4500	SHALE GREY OR SIMILAR	2
RD2	2400	3500		2

No.	Description	Date
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GNOWANGERUP
41 QUINN STREET
GNOWANGERUP WA 6355

PHONE: 1300 271 220

QUBE

PROJECT: PROPOSED TRANSPORT DEPOT

ADDRESS: LOT 30 MONIER RD, PARKHURST, QLD 4702

CLIENT: QUBE

DRAWING: FLOOR PLANS

SCALE: 1 : 100 @ A1

DATE: 26/03/2025

DESIGNED: ER

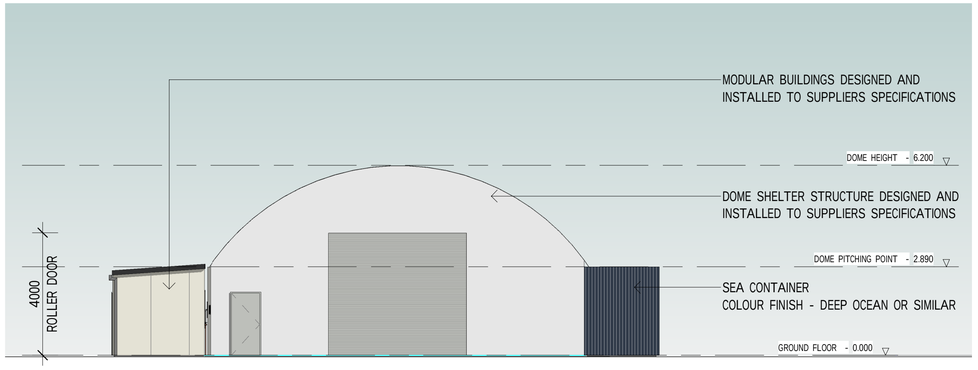
DRAWN: ER

PROJECT NUMBER: TK3285

REVISION: C

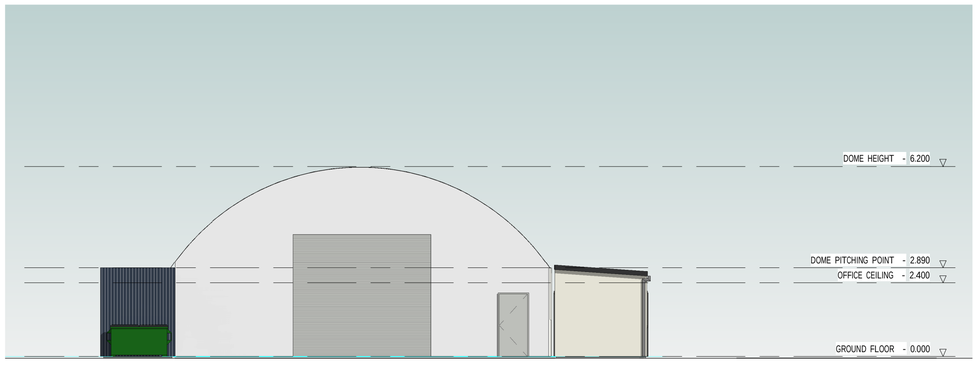
DRAWING NUMBER: A200

NOTE: THESE DRAWINGS ARE TOO BE READ IN CONJUNCTION WITH SUPPLIERS DOCUMENATIONS FOR THE DOME STRUCTURE & THE MODULAR BUILDINGS



ELEVATION 1 : 100 — 1 / A200

ELEVATION 1 : 100 — 2 / A200



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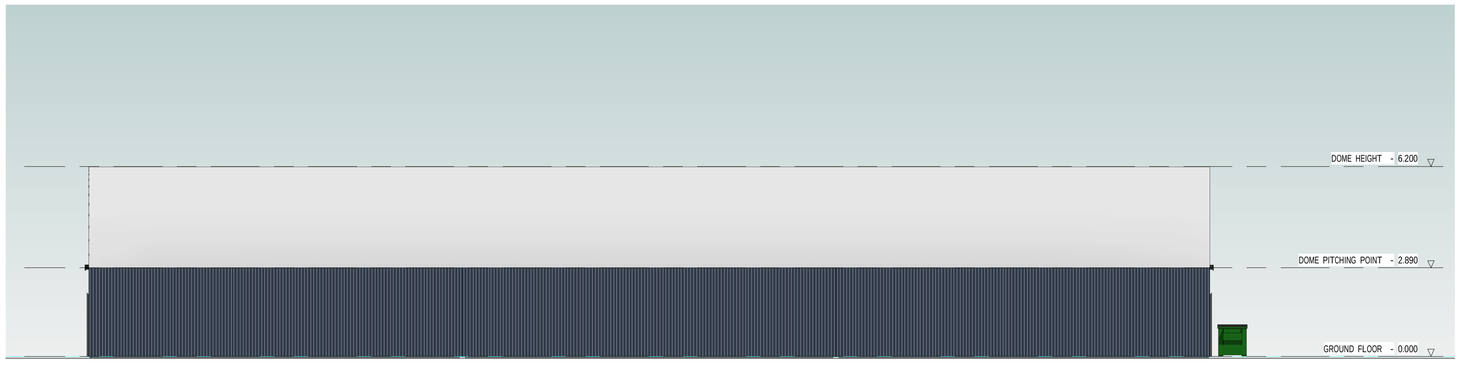
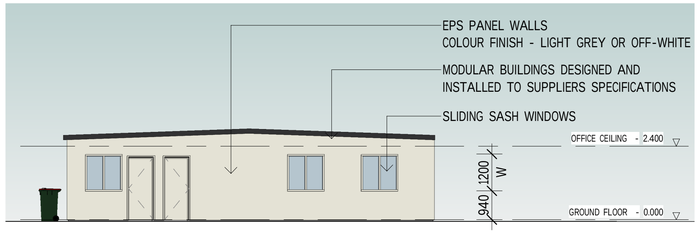


ELEVATION 1 : 100 — 4 / A200

ELEVATION 1 : 100 — 5 / A200



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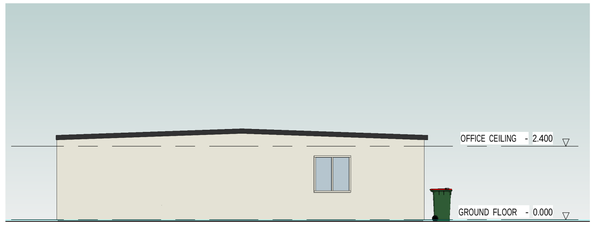
ELEVATION 1 : 100 — 7 / A200



ELEVATION 1 : 100 — 8 / A200

No.	Description	Date
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GNOWANGERUP WA 6355

PHONE: 1300 271 220

QUBE

PROJECT: PROPOSED TRANSPORT DEPOT

ADDRESS: LOT 30 MONIER RD, PARKHURST, QLD 4702

DRAWING: ELEVATIONS

CLIENT: QUBE

SCALE: 1 : 100 @ A1

DATE: 26/03/2025

DESIGNED: ER

DRAWN: ER

PROJECT NUMBER: TK3285

REVISION: C

DRAWING NUMBER: A300

Queensland Government

SARA reference: 2503-45093 SRA
Council reference: D/21-2025
Applicant reference: GTP2457

19 March 2025

Qube Bulk Pty Ltd
c/- Gideon Town Planning
PO Box 450
ROCKHAMPTON QLD 4700
gg@gideontownplanning.com.au

Attention: Gideon Genade

Dear Mr Genade,

Referral confirmation notice
(Given under section 7 of the Development Assessment Rules)

The development application described below is taken to be properly referred to the State Assessment and Referral Agency (SARA) under Part 2: Referral of the Development Assessment Rules.

Location details

Street address:	30 Monier Road, Parkhurst
Real property description:	Lot 30 SP251639
Local government area:	Rockhampton Regional Council

Application details

Development permit	Material change of use for Transport Depot

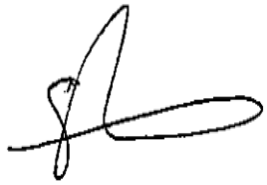
The referral confirmation period ended on 19 March 2025. SARA's assessment will be under the following provisions of the Planning Regulation 2017:

- 10.9.4.1.1.1 Development impacting on State transport infrastructure and thresholds
- 10.9.4.2.4.1 Material change of use of premises near a State transport corridor

For further information please contact Lawson Costello, Planning Officer, on (07) 4924 2914 or via email RockhamptonSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Fitzroy & Central regional office
Level 2, 209 Bolsover Street, Rockhampton
PO Box 113, Rockhampton QLD 4700

Yours sincerely



Carl Porter
A/ Manager Planning

cc Rockhampton Regional Council, enquiries@rrc.qld.gov.au

Development Assessment Rules—Representations about a referral agency response

The following provisions are those set out in sections 28 and 30 of the Development Assessment Rules[1] regarding **representations about a referral agency response**

Part 6: Changes to the application and referral agency responses

28 Concurrence agency changes its response or gives a late response

28.1. Despite part 2, a concurrence agency may, after its referral agency assessment period and any further period agreed ends, change its referral agency response or give a late referral agency response before the application is decided, subject to section 28.2 and 28.3.

28.2. A concurrence agency may change its referral agency response at any time before the application is decided if—

(a) the change is in response to a change which the assessment manager is satisfied is a change under section 26.1; or

(b) the Minister has given the concurrence agency a direction under section 99 of the Act; or

(c) the applicant has given written agreement to the change to the referral agency response.[2]

28.3. A concurrence agency may give a late referral agency response before the application is decided, if the applicant has given written agreement to the late referral agency response.

28.4. If a concurrence agency proposes to change its referral agency response under section 28.2(a), the concurrence agency must—

(a) give notice of its intention to change its referral agency response to the assessment manager and a copy to the applicant within 5 days of receiving notice of the change under section 25.1; and

(b) the concurrence agency has 10 days from the day of giving notice under paragraph (a), or a further period agreed between the applicant and the concurrence agency, to give an amended referral agency response to the assessment manager and a copy to the applicant.

---

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

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

Part 7: Miscellaneous

30 Representations about a referral agency response

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

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

Queensland Government

SARA reference: 2503-45093 SRA
Council reference: D/21-2025
Applicant reference: GTP2457

31 March 2025

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

Attention: Aidan Murray

Dear Mr Murray,

SARA referral agency response—30 Monier Road, Parkhurst

(Referral agency response given under section 56 of the *Planning Act 2016*)

The development application described below was confirmed as properly referred by the State Assessment and Referral Agency (SARA) on 19 March 2025.

Response

Outcome:	Referral agency response – No requirements Under section 56(1)(a) of the *Planning Act 2016*, SARA advises it has no requirements relating to the application.
Date of response:	31 March 2025
Advice:	Advice to the applicant is in **Attachment 1**
Reasons:	The reasons for the referral agency response are in **Attachment 2**

Development details

Description:	Development permit – Material change of use for Transport depot
SARA role:	Referral agency
SARA trigger:	Schedule 10, Part 9, Division 4, Subdivision 1, Table 1, Item 1 (Planning Regulation 2017) Development impacting on State transport infrastructure and thresholds Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1 (Planning Regulation 2017)

Fitzroy & Central regional office
Level 2, 209 Bolsover Street, Rockhampton
PO Box 113, Rockhampton QLD 4700

	Material change of use of premises near a State transport corridor
SARA reference:	2503-45093 SRA
Assessment manager:	Rockhampton Regional Council
Street address:	30 Monier Road, Parkhurst
Real property description:	Lot 30 SP251639
Applicant name:	Qube Bulk Pty Ltd
Applicant contact details:	c/- Gideon Town Planning PO Box 450 ROCKHAMPTON QLD 4700 info@gideontownplanning.com.au
Human Rights Act 2019 considerations:	A consideration of the 23 fundamental human rights protected under the *Human Rights Act 2019* has been undertaken as part of this decision. It has been determined that this decision does not limit human rights

Representations

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

Copies of the relevant provisions are in **Attachment 3**.

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

For further information please contact Lawson Costello, Planning Officer, on (07) 4924 2914 or via email RockhamptonSARA@dsdilgp.qld.gov.au who will be pleased to assist.

Yours sincerely

Carl Porter
A/ Manager Planning

cc Qube Bulk Pty Ltd, gg@gideontownplanning.com.au

enc Attachment 1 - Advice to the applicant
Attachment 2 - Reasons for referral agency response
Attachment 3 - Representations about a referral agency response provisions

Attachment 1—Advice to the applicant

General advice	
1.	Terms and phrases used in this document are defined in the *Planning Act 2016* its regulation or the State Development Assessment Provisions (SDAP), (version 3.2). If a word remains undefined it has its ordinary meaning.

Attachment 2—Reasons for referral agency response

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

The reasons for SARA's decision are:

SARA assessed the development application against the following code of the State Development Assessment Provisions (SDAP) version 3.2:

- State code 2: Development in a railway environment
- State code 6: Protection of state transport networks

The development complies with all relevant performance outcomes of State code 2: Development in a railway environment (version 3.2). Specifically:

- The development does not result in an increase in the likelihood or frequency of accidents, fatalities or serious injury for users of a railway.
- The development does not adversely impact the structural integrity or physical condition of railways, rail transport infrastructure or other rail infrastructure within a railway corridor.
- The development does not compromise the operating performance of railway corridors.

The development complies with all relevant performance outcomes of State code 6: Protection of state transport networks (version 3.2). Specifically:

- The development does not create a safety hazard for users of state transport infrastructure by increasing the likelihood or frequency of a fatality or serious injury.
- The development does not result in a worsening of the physical condition or operating performance of the state transport network.

Material used in the assessment of the application:

- the development application material and submitted plans
- *Planning Act 2016*
- Planning Regulation 2017
- the SDAP, version 3.2, as published by SARA
- the Development Assessment Rules
- SARA DA Mapping system
- Section 58 of the *Human Rights Act 2019*

Attachment 3— Representations about a referral agency response provisions

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17 April 2025

Rockhampton Regional Council
PO Box 1860
ROCKHAMPTON QLD 4700

GIDEON
TOWN PLANNING

ATTENTION: Aidan Murray

Via Email**:** DevelopmentAdvice@rrc.qld.gov.au

RE: NOTICE OF INTENTION TO COMMENCE PUBLIC NOTIFICATION – D/21-2025 FOR MATERIAL CHANGE OF USE FOR A TRANSPORT DEPOT – SITUATED AT 30 MONIER ROAD, PARKHURST – DESCRIBED AS LOT 30 ON SP251639.

In accordance with section 17.2 of the Development Assessment Rules, I intend to start the public notification required under section 17.1 on Tuesday 22nd April 2025.

At this time, I can advise that I intend to:

☒ Publish a notice in: **CQ Today (hardcopy version)** on **Saturday 19th April 2025.**

And

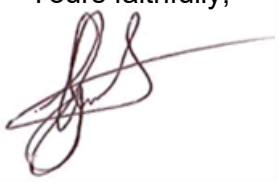
☒ Place a notice on the premises in the way prescribed under the Development Assessment Rules on **Thursday 17th April 2025.**

And

☒ Notify the owners of all lots adjoining the premises the subject of the application on **Thursday 17th April 2025.**

If you wish to discuss this matter further, please contact me via the details below.

Yours faithfully,



Gideon Genade
Principal Town Planner

0402 066 532 gg@gideontownplanning.com.au gideontownplanning.com.au
PO Box 450, Rockhampton QLD 4700 ABN 849 2892 5088