

Our Ref: 57057-002-01
QA: es

29 May 2024
Assessment Manager
Burdekin Shire Council
145 Young Street
AYR QLD 4807
Attention:

Development Assessment

Dear Sir/Madam,
DEVELOPMENT APPLICATION
Development Permit for Material Change of Use
52 Sixth Street, 55-53 and 55-57 Eighth Avenue, Home Hill
We act on behalf of the Applicant, Richard Bonato, in relation to the
abovementioned application.
Please find enclosed a Development Application seeking a Development Permit for
Material Change of Use (Multiple Dwelling and Extension to Existing Car Wash) at
52
Sixth Street, 55-53 and 55-57 Eighth Avenue, Home Hill.
In accordance with Burdekin Shire Council's schedule of fees and charges
2023/2024, the development application fee is \$2,712.00. This includes:
Multiple Dwelling (Code)
Car Wash (Code)

\$1,356.00
\$1,356.00
\$2,712.00

The fee will be paid directly to council by the applicant upon receipt of
Council's
application reference number.
Thank you in advance and please do not hesitate in contacting the undersigned
should you require further information.

Yours faithfully,

Emma Staines
Town Planner

Brazier Motti Pty Ltd
Encl.

Development Application

595 Flinders Street, Townsville Q 4810 P 07 4772 1144 E
townsville@braziermotti.com.au W www.braziermotti.com.au

D E V E L O P M E N T
D E V E L O P M E N T

A P P L I C A T I O N
P E R M I T F O R:

S E E K I N G

A

Material Change of Use (Multiple Dwelling &
Extension to Existing Car Wash)
on behalf of

RICHARD BONATO

at

52 SIXTH STREET, HOME HILL

51-53 EIGHTH AVENUE, HOME HILL

55-57 EIGHTH AVENUE, HOME HILL

on

LOT 161 ON H6166

LOT 162 ON H6166

LOT 163 ON H6166

Brazier Motti have prepared this report for the sole purposes of Richard Bonato for the specific purpose of a Development Application seeking a Development Permit for Material Change of Use (Multiple Dwelling and Extension to Existing Car Wash) at 52 Sixth Street, 55-53 and 55-57 Eighth Avenue, Home Hill.

In preparing this report we have assumed that all information and documents provided to us by others, such as the client, other consultants acting on the client's behalf or government agencies, to be complete, accurate and current.

Signed on behalf of Brazier Motti Pty Ltd

EMMA STAINES
Town Planner
Brazier Motti Pty Ltd
Signed by reviewer

ANNE ZAREH
Senior Town Planner
Brazier Motti Pty Ltd

BRAZIER MOTTI
595 Flinders Street
Townsville Q 4810
Ph: 4772 1144
Final: May 2024
Prepared by: EJS
QA: es.az
Job No: 57057-002-01

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INTRODUCTION

This town planning report has been prepared on behalf of the Applicant, Richard Bonato, in support of a Development Application seeking a Development Permit for Material Change of Use to establish a Multiple Dwelling and to extend the existing Car Wash on land at 52 Sixth Street, 55-53 and 55-57 Eighth Avenue, Home Hill being formally described as Lots 161, 162 and 163 on H6166. The development application is made in accordance with section 51 of the Planning Act 2016 and contains the mandatory supporting information specified in the applicable development application form, included in Appendix

A.

The subject site is located within the Burdekin Shire Council local government area and the applicable planning scheme for use by the Assessment Manager is the Burdekin Shire Council Planning Scheme 2022 ("the Planning Scheme").

In accordance with the Planning Scheme, the application is subject to code assessment and therefore public notification will not be required.

To assist in Council's determination of this development application, this planning report covers the following matters:

Section 2:-

A site description including the site characteristics and its immediate surrounds.

Section 3:-

A detailed description of the development proposal.

Section 4:-

A review of the relevant legislation provisions.

Section 5:-

A review of the planning framework.

Section 6:-

An assessment of the proposal against the Burdekin Shire Council Planning Scheme 2022.

Section 7:-

Conclusion and recommendation.

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2.0

THE SITE

The subject site is located at 52 Sixth Street, 55-53 and 55-57 Eighth Avenue, Home Hill being formally described as Lots 161, 162 and 163 on H6166. It is situated approximately 10 kilometres south of Ayr.

The certificate of title confirming ownership of the site by Richard James Bonato and Karen Jan Bonato is included Appendix B.

Figure 1 below shows an aerial of the site over 3 titles and its immediate surrounds. The Smart Map is included in Appendix B which confirms the site area, tenure and surrounding cadastre.

Figure 1: Aerial image of the site and immediate surrounds

Source: Queensland Globe, 2024

Lot 163 has frontage to Eighth Avenue and is 1,214m². The site is currently improved by a vacant building that has historically operated as a commercial premises comprising three (3) separate tenancies. The rear of the site is vacant. The existing building area is 330m². The building façade is built to boundary and includes an awning over the width of the paved footpath. Figures 2 and 3 below depict the building from the street frontage.

Figure 2: Image of existing building on Lot 163

Figure 3: Image of existing awning over footpath

Source: Google Street View, 2024

Source: Tony Ferraris Building Design, 2024

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Lot 162 has dual frontage to Eighth Avenue and Sixth Street and is 1,214m². The site contains a car wash that was approved by Burdekin Shire Council in September 2017 (Council ref: CONS17/0008). Vehicular access is afforded off Sixth Street at two locations to ensure effective movement of development traffic entering and exiting the site. The driveway closet to Eighth Avenue is entry only. Lot 161 has frontage to Sixth Street and is 1,012m². The site contains a portion of the approved car wash mentioned above, including building area and paved driveway. The rear of the site is vacant. An additional two way access is provided from this site to Sixth Street. The car wash has a combined gross floor area (GFA) of 285.04m². It includes:

- 1 automatic wash bay;
- 1 self-serve wash bay
- 1 large self-serve wash bay;
- 3 vacuum bays;
- 1 dog wash bay;
- 1 plant room with mezzanine floor;
- 1 office;
- Bulk bin storage area;
- 10 on site vehicle parking spaces;
- Concrete crossovers and driveway; and
- Landscaping and grassed areas.

Figure 4 show the carwash from the Eighth Avenue and Sixth Street intersection.
Figure 4: Image of existing car wash

Source: Google Street View, 2024

The site is included in Council's reticulated water and sewer service area and connected to all relevant infrastructure that is appropriately managed to deal with the demand generated by the existing and historical uses. A sewer pipe traverses the rear of Lot 163 to connect to Lot 162. A sewer manhole is located on the southern side of the common boundary of Lots 163 and 162. A water line also runs along the length of the western boundary of Lot 161. The subject site is serviced by an existing overhead electricity supply located within Eighth Avenue and Telstra telecommunication infrastructure within the road corridor. The land is wholly contained within the Centre Zone for the purposes of the Planning Scheme. Figure 5 below shows an extract of the Planning Scheme zone map.

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Figure 5: Extract of Burdekin Shire Council Zone Map

Source: Burdekin Shire Council Planning Scheme, 2022

Overall, the pattern and zoning of development, in the vicinity of the site comprises a mix of commercial, community and residential type land uses.

Land adjoining the site, fronting Eighth Avenue comprises a range of commercial uses and activities including shops, health care services and food and drink outlets. Many buildings are vacant or are undergoing repairs / renovations.

Land further east of the site, is characterised by low- medium density residential and includes mainly single detached dwellings and dual occupancies.

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3.0

THE PROPOSAL

This report details an application seeking a Development Permit for Material Change of Use to extend the existing car wash and to establish a multiple dwelling within the existing building on the subject site described above.

3.1

DEFINITION OF PROPOSED USE

In accordance with Schedule 1.1 of the Planning Scheme, the proposed land use is defined as:

Multiple Dwelling:

A residential use of premises involving 3 or more dwellings, whether attached or detached, for separate households.

Car Wash:

The use of premises for the commercial cleaning of motor vehicles.

3.2

PROPOSED DEVELOPMENT

The Applicant proposes to refurbish the vacant premises fronting Eighth Avenue to activate the main street character and ensure consolidation of the town centre. The proposal also seeks to extend the existing car wash to cater for the growth of the established, local business.

The purpose of the proposed conversion of a commercial premises to a residential premises is to provide additional housing within an existing urban area to assist in addressing the current housing supply constraints. The proposal facilitates infill development without impacting on existing infrastructure networks.

The proposal plan, showing the location of all existing and proposed buildings and structures, on site carparking and landscaping in relation to site boundaries is included in Appendix C. Specially, the proposal comprises:

- Amalgamation of the three existing lots into 1 lot;
- 4, 1-bedroom residential units with allocated parking arrangements;
- 3 visitor vehicle parking spaces;
- 2 self-serve wash bays;
- 1 machinery room;
- 1 covered carpark and 1 uncovered car park; and
- Landscaping and concrete driveway.

Water, Sewer & Stormwater

The subject site is currently connected to Council's reticulated water and sewer infrastructure. It is not anticipated any new connections or upgrades will be required to service the proposed development given the historical use of premises would have had a greater demand on the network than that proposed by this application. Stormwater will discharge to the existing kerb and channel at Sixth Street.

Electricity and Telecommunications

The site will maintain its current connections to the existing electrical and telecommunications services located within the road reserve. No changes to these arrangements will be made to facilitate the development.

3.2.1

Multiple Dwelling

Traffic, Access and Carparking

6 single carports will be located to the rear of the 3 residential units fronting Eighth Avenue and unit 4 is provided with a single car garage. 3 additional visitor parking spaces are provided across the site.

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Vehicular access to the site will be provided via the existing concrete crossover and driveway at 52 Sixth Street. The amalgamation of the three lots will ensure lawful access arrangements are provided for the development.

Signage and pavement marking will be provided on site in accordance with Australian Standards to delineate the direction of traffic entering and existing the site.

Waste Management

A designated refuse storage area is provided on site, suitable to accommodate wheelie bins (recycling and general waste) that will be collected by Council on the relevant collection days.

3.2.2

Extension to existing Carwash

The existing car wash will be extended to the north, to the rear of proposed units 1-3. It will comprise two new manual car wash bays, a machinery room, 1 covered car parking space and 1 open car parking space. The existing concrete driveway will also be extended to allow development traffic to seamlessly use the new wash bays.

Operation & Staff

The car wash will continue to operate as it currently does in accordance with CONS17/0008. No changes to the operating hours, number of staff and refuse collection arrangements are proposed as part of this development application.

Traffic, Access and Carparking

As the site will be amalgamated, access to the extension will be via the existing crossovers and driveways off Sixth Street.

The 3 existing access locations will be retained to service the carwash. Access driveway 1 will continue to be ingress only. Access driveway 2 will continue to be ingress and egress to service the carwash and access driveway 3 will continue to be ingress and egress that services the car wash and the proposed residential units as mentioned in section 3.2.1 of this report.

Signage and pavement marking will be provided on site in accordance with Australian Standards to delineate the direction of traffic entering and existing the site.

Waste Management

A designated refuse storage area is provided on site, suitable to accommodate two skip bins that will be collected by a private waste collection company as required.

3.2.3

Infrastructure Charges

The historical use of the site was for a Shop (IGA) and the credit applied to the previously approved car wash far exceeded the adopted charge (CONS17/0008). Therefore, the remaining credit is to be applied to this development application in addition to the credit applicable for the existing lawful commercial premises on Lot 163 on H6166.

In accordance with CONS17/0008, a \$49,500.00 discount was applicable to the car wash and only \$27,125.00 was adopted. The remaining credit is \$22,375.00.

The total GFA of the existing lawful premises on Lot 163 on H6166 is approximately 258m² comprising a credit of approximately \$14,190.00.

In accordance with the Burdekin Shire Council Infrastructure Charges Resolution (No. 2) 2018, the adopted charge for a 1-bedroom dwelling is \$7,000.00 and the charge for commercial (retail) is \$55.00 per m² of GFA and \$10.00 per m² impervious area.

Table 1 – Infrastructure Charges Calculation
Adopted Charge (Total)

Description

Number of Units Unit of Measure

Residential (1- or
2-bedroom

4

\$ per dwelling
dwelling)

Commercial
(Retail) - Car

140.93m²

\$ per m² GFA
wash extension

Commercial
\$ per
(Retail) - Car

619.715m²
impervious m²

wash extension
GFA

Charge Rate

Reference

Amount

\$7,000.00

CR Table 2.1

\$28,000.00

\$55.00

CR Table 2.2

\$7,751.15

\$10.00

CR Table 2.2

\$6,197.15

\$41,948.30

Discounts (Total)

Description

Commercial
(Retail) – Shop

Commercial
(Retail) – Shop

remaining from
CONS17/0008 Charges

Resolution (No.1)
2015

Number of Units

Unit of Measure

Charge Rate

Reference

Amount

258m2

\$ per m2 GFA

\$55.00

CR Table 2.2

\$14,190.00

900m2

\$ per m2 GFA

\$55.00

CR Table 2.2

\$22,375.00

\$36,565.00

Levied Charge

Adopted Charge

Discount

Total

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\$41,948.30

\$36,565.00

\$5,383.30

4.0

RELEVANT LEGISLATION

4.1

COMMONWEALTH LEGISLATION

The application is not subject to assessment against Commonwealth legislation. It is not anticipated that development of this land will trigger assessment against the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC), as it is not anticipated that the development will significantly impact upon a matter of national environmental significance.

4.2

THE PLANNING ACT 2016

The Planning Act 2016 provides the framework for coordinating local, regional and state planning. Given the nature of the development, the application requires assessment against this legislation.

4.3

STATE ASSESSMENT AND REFERRALS

The Development Assessment Rules (DA Rules) incorporates a referral process, established through the Planning Regulation 2017, enabling relevant State agencies to have input in the assessment process. Consideration of the proposed development against Schedule 10 of the Planning Regulation 2017 determined that the proposal triggers referral for the matters identified in Table 2 below.

Table 2 – Referral Triggers

MATTER

State Transport Infrastructure

STATUTORY TRIGGER

Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Item 1
Development application for a material change of use, other than an excluded material change of use, that is assessable development under a local categorising instrument, if all or part of the premises—
(a) are within 25m of a State transport corridor; or
(b) are a future State transport corridor; or
(c) are—
(i) adjacent to a road that intersects with a State-controlled road; and
(ii) within 100m of the intersection

For State Transport Infrastructure, referral will be undertaken to the State Assessment and Referral Agency (SARA). Development will be guided by outcomes sought by the State Development Assessment Provisions to the extent relevant for State Transport being State Code 1: Development in a State Controlled Road Environment.

A copy of the mapping is included in Appendix E and an assessment against State Code 1 is included in Appendix F.

4.4

STATE PLANNING POLICY

In accordance with section 1.2.1 – State planning policy of the Planning Scheme, the Planning Minister is satisfied that the State Planning Policy (SPP) July 2017 is appropriately integrated into the Burdekin Shire Council Planning Scheme in full. Hence, for the purposes of this development, we consider that assessment of the proposal against the provisions of the SPP is not required, and all relevant matters will be dealt with under the provisions of the Planning Scheme.

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4.5

ASSESSMENT MANAGER AND PLANNING SCHEME

Burdekin Shire Council is nominated as the Assessment Manager for the application. The applicable planning scheme is the Burdekin Shire Council Planning Scheme 2022.

4.6

PUBLIC NOTIFICATION

Under the provisions of the Planning Act 2016, the proposed development is subject to code assessment at this location, therefore Public Notification is not required.

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5.0

THE PLANNING FRAMEWORK

The Planning Scheme seeks to achieve outcomes through the identification of a number of overall outcomes, performance outcomes and acceptable outcomes. However, it should be noted that the Planning Scheme is performance based. That means that the acceptable solutions are to be read as offering one way of achieving compliance with a code but do not prohibit alternate solutions where the performance outcomes can be shown to be met. Land identified within the Planning Scheme is categorised by a number of zones and precincts to guide development across the region. The Planning Scheme further identifies a range of overlays that may impact the land, these are governed by overlay codes.

5.1

LAND DESIGNATION

In accordance with the Planning Scheme, the site is included within the Centre Zone and is identified as affected by the following overlays:

- Acid sulfate soils overlay map; and
- Flood hazard overlay map.

As stated in Section 3.3.2 (4) Where development is proposed on premises partly affected by an overlay, the category of development or assessment for the overlay only relates to the part of the premises affected by the overlay. For the purposes of this development application, assessment is required against the Flood hazard overlay code.

5.2

LEVEL OF ASSESSMENT, ASSESSMENT BENCHMARKS AND APPLICABLE CODES

Table 3.4.1 of the Planning Scheme identifies material change of use for a Multiple Dwelling and Car Wash as assessable development and is subject to code assessment for the purposes of this development application. The assessment table identifies that an application requires assessment against the following codes:

- Centre zone code;
- Development works code; and
- Flood hazard overlay code.

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A complete assessment of the proposed development against the relevant assessment benchmarks nominated by the Planning Scheme is provided below.

6.1

ZONE CODE PROVISIONS

6.1.1 Centre Zone Code

The proposed development is nominated for assessment against the centre zone code.

The purpose of the centre zone is to provide for a variety of uses and activities to service all or part of the local government area, including, for example, administrative, business, community, cultural, entertainment, professional, residential or retail uses or activities.

The purpose of the code will be achieved through the following overall outcomes:

- (a) land included in the centre zone in Ayr, Home Hill and Brandon accommodates a mix of uses, including commercial, community, government, entertainment and permanent and visitor accommodation activities;
- (b) retail and commercial services in each centre are provided at a level commensurate with the population served by the centre;
- (c) development assists in consolidating the centre zone in each town;
- (d) development in the centre zone creates an active main street character along Edwards and Queen Streets in Ayr and Eighth Avenue in Home Hill, through:
 - (i) accommodating retail, café, personal service or other uses generating frequent visitation by pedestrians at street level;
 - (ii) buildings built to the street alignment with awnings over footpaths;
 - (iii) a high proportion of glazed or open building façade at street level;
 - (iv) minimising vehicle access points; and
 - (v) convenient pedestrian connections between blocks using arcades or laneways, where practical;
- (e) on other streets, development prioritises pedestrian movement and safety, address the street and create a consistent building alignment;
- (f) built form is of a height and scale consistent with surrounding development in the centre zone;
- (g) development minimises impacts on the character and amenity of nearby land which is not included in the centre zone.

Response

The proposed development at this location provides a service to support local residents and the wider region. The scale of the proposal is consistent with the IGA that historically operated on site. The car wash is a use anticipated by adjoining landowners and the community. A complete assessment against the relevant benchmarks of the code is provided below:

P01 – Complies

All buildings, existing and proposed, on site are 1 storey and site cover does not exceed 75%.

The existing building fronting Eighth Avenue is to be retained including the

existing awning provided over the adjoining, paved footpath.

Vehicle parking spaces are identified on the proposal plans in Appendix C. The spaces are located to the rear of the buildings and are not provided at the street frontage.

P02 - Complies

For a multiple dwelling, the minimum requirement is:

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- (a) 1 covered car parking space per dwelling
- (b) 1 covered space per 5 dwellings; and
- (c) 1 paved washing bay per 5 dwellings where there are more than 5 dwellings or more on the premises.

As shown on the proposal plan, 2 carports spaces are allocated to each units 1, 2 and 3 and 1 garage space is provided to unit 4. 3 additional visitor car parking spaces are provided across the site.

No acceptable outcome is nominated for a car wash use. However, all existing carparking spaces associated with the approved car wash will be retained and 2 more provided on site. 1 covered and 1 uncovered between the existing water tank and existing vacuum bay, as shown on the development plans. Furthermore, 6 parallel spaces are provided on the Sixth Street frontage and 3 along the Eighth Avenue frontage. An additional 17 centre street spaces are available for the length of the site frontage in Sixth Street.

P03 – Complies

All illumination coming from the subject site will not exceed 8 lux when measured at any point 1.5m outside of the boundary of the property at any level from ground level up. This is consistent with the requirements of a commercial use within the centre zone.

Lighting can be reasonably conditioned as part of an approval to ensure the development has no additional impact on the surrounding amenity.

P04 – Complies

The subject site is connected to Council's reticulated water supply and sewer system.

P05 – Complies

The extension to the existing car wash is not of a scale that would detract from the function of other Home Hill commercial uses, nor will it undermine the function of Ayr or other towns.

P06 – Complies

The proposal is for an extension of the existing car wash on site and for the refurbishment of a vacant premises to establish a multiple dwelling offering a mix of uses consistent with the centre zone.

P07 – Alternate outcome

The residential component of the proposal permits pedestrian activity at street level despite not being a retail or commercial use. Access to each unit is provided via a secure entry way. The paved footpath and awning provided along the Eighth Avenue frontage which connects to a concrete path provided along the Sixth Street frontage will be retained to encourage active transport.

P08 – Alternate outcome

A secure entry way is provided to each unit along the street frontage to ensure a certain level of privacy to maintained. However, the façade will be designed to create an attractive streetscape.

P09 – Not applicable

It is not practical to include any arcades or laneways in this development scenario.

P010 – Complies

No vehicle access is provided from Eighth Avenue.

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P011 - Complies

Pedestrian access is provided to each residential unit directly from the street frontage. Legible property numbering will be provided.

P012 - Complies

No blank walls are proposed along the street frontages.

P013 - Complies

The original roof cap will be retained on the existing building. This screens all plant equipment and retains the character of the locality.

P014 - Complies

No car parking, vehicular access or driveways are proposed along Eighth Avenue. The 3 existing access locations along the Sixth Street frontage will be retained to service the whole site.

P015 - Complies

The rear of the site will be visible from the footpath surrounding the site between buildings and structures and through the car wash bays. No concealment or entrapments spaces will be created as a result of the siting of the development. Lighting, signage and defined building entrances are incorporated into the design.

P016 - Complies

Given the nature of the development, no shade trees are proposed on site. The parking spaces exclusive to each residential unit will be undercover carports and a garage for unit 4. All users of the carwash will be undercover within a cleaning bay.

Low scale landscaping is provided around the boundaries of the site to enhance the appearance of the development.

P017 - Complies

No additional landscaping is proposed along the Eighth Avenue frontage given the existing building is built to boundary and a footpath is provided for the width of the verge to the kerb. The existing landscaping provided along the sixth street frontage will be retained, including the grassed area in the southern corner of the site.

P018 - Complies

The site does not adjoin a residential zoned land however, the car wash will continue to operate in accordance with the existing approval. It is not anticipated that two additional manual wash bays will significantly impact on the amenity of the centre zone.

Given the site will be predominantly impervious, the development should not generate any dust.

P019 - Not applicable

The development does not adjoin residential zoned land.

P020 - Not applicable

The development does not adjoin residential zoned land.

P021 - Complies

All services and plant equipment are enclosed within the machinery rooms.

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P022 - Complies

As shown on the site plan, all external areas comprise concrete driveway or landscaped area.

Given the above, the proposed development is considered consistent with the purpose, overall outcomes and performance outcomes of the Centre Zone Code.

6.3

DEVELOPMENT CODES

6.3.1 Development Works Code

The proposal is nominated for assessment against the Development works code. The purpose of this code is to ensure that development provides services to a standard which is efficient, effective and reflects community expectations, enhances the lifestyle of the community, and minimises impacts on neighbours, the streetscape and the environment.

Response

The proposed development at this location provides a service to support local residents and the wider region. The scale and nature of the proposal is consistent with what has historically operated on site and is a use anticipated by adjoining landowners. A complete assessment against the relevant benchmarks of the code is provided below:

P01 - Complies

Minor filling will be required to shape the site. Technical details will be provided to Council at Operational Work stage.

P02 - Complies

All material will be free of potential contaminants.

P03 - Complies

It is not anticipated that any excavation is required.

P04 - Complies

Stormwater Management has been assessed by Civil IQ and a SWMP is included in Appendix D.

P05 - Not applicable

P06 - Complies

Technical details will be provided to Council at Operational Work stage.

Following construction, all external areas will be sealed via concrete driveway or landscaping to ensure visual amenity is maintained.

P07 - Complies

Details on soil erosion and sedimentation will be provided to Council at Operational Work stage.

P08 - P011 - Not applicable

P012 - Compiles

The development will retain its current connections to Council's reticulated water, sewer and stormwater networks.

P013 - Compiles

No changes to the existing connections are proposed to facilitate the proposed development.

P014 - P016 - Not applicable

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P017 - Complies

The site is connected to the nbn and Telstra telecommunications networks and is serviced by an existing Ergon Energy overhead electricity supply located within Eighth Avenue and Sixth Street.

P018 - Complies

A stormwater quality assessment has been undertaken by Civil IQ to assess the impacts associated with the proposed development which determined that a minor increase in pollutant loads in comparison to the predevelopment scenario, however alternate results show no worsening impact in pollutant loads in comparison to the pre-development historical scenario.

For further information, refer to the SWMP in Appendix D.

P019 - Complies

Stormwater run-off from the development site has been assessed by Civil IQ which found that comparison of predevelopment and post-development water quantity using DRAINS resulted in a minor increase in flow rates for the local site catchment, however, in comparison to the pre-development historical scenario circa 2009, there is no flow impacts associated with the development.

For further information, refer to the SWMP in Appendix D.

P020 - Complies

Given the nature of the development, majority of the site will be impervious (concrete driveway) to facilitate the movement of traffic on site efficiently. Landscaping is proposed sporadically around the boundary of the development site and the grassed area at the frontage will be retained to maximise opportunity for infiltration.

P021 - Complies

Stormwater infrastructure is located in Eighth Avenue and Sixth Street. Most of the site catchment flows from northwest towards east via overland sheet flow towards Sixth Street. The site stormwater runoff is then intercepted by the existing kerb and channel fronting the subject site prior discharging into the underground pits/pipes system in the roads.

P022 - Complies

The proposed development does not involve major excavation or filling that would otherwise disturb acid sulfate soils.

P023 - Complies

The subject site has frontage to Eighth Avenue (the Bruce Highway) which is a state-controlled road and secondary frontage to Sixth Street which is a local road. The site is ideal for a car wash given the location and high traffic volumes.

The existing network is capable of servicing the multiple dwelling given it only proposes 4, 1-bedroom units.

P024 - Complies

The siting and design of the existing car wash ensure a safe environment is provided for pedestrians, cyclists and vehicles using the site. The ultimate development design allows for clear efficient flow of traffic.

P025 - Complies

The existing access driveways were previously approved by Council and no changes are proposed. Given separate ingress and egress points are provided the site able to be easily manoeuvred by vehicles with trailers and delivery vehicles where required.

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The wheelie bins for the multiple dwelling will be collected from the Sixth Street frontage by Council waste collection vehicles therefore they will not require access within the site.

P026 – Complies

The separate ingress and egress locations ensure all vehicles can enter and exit in a forward direction. For the multiple dwelling, standard vehicles can enter the designated car parking spaces and will turn around on site to exit in a forward direction. Ample space is provided across the development site to ensure adequate vehicle manoeuvrability for users of the development.

P027 – P028 – Complies

For a multiple dwelling, the minimum requirement is:

- (a) 1 covered car parking space per dwelling
- (b) 1 covered space per 5 dwellings; and
- (c) 1 paved washing bay per 5 dwellings where there are more than 5 dwellings or more on the premises.

As shown on the proposal plan, 2 carports spaces are allocated to each units 1, 2 and 3 and 1 garage space is provided to unit 4. 3 additional visitor car parking spaces are provided across the site.

No acceptable outcome is nominated for a car wash use. However, all existing carparking spaces associated with the approved car wash will be retained and 2 more provided on site. 1 covered and 1 uncovered between the existing water tank and existing vacuum bay, as shown on the development plans. Furthermore, 6 parallel spaces are provided on the Sixth Street frontage and 3 along the Eighth Avenue frontage. An additional 17 centre street spaces are available for the length of the site frontage in Sixth Street.

P029 – Not applicable

P030 – Complies

As the multiple dwelling is proposed within the existing building that is built to boundary, it is not possible to incorporate an earth mound or noise barrier. Therefore, noise attenuation measures comprising building treatments and construction materials (acoustic insulation, laminated and double-glazed windows, solid doors and window and door seals) will be incorporated along the façade at building work stage. Furthermore, the bedroom of each unit is located at the rear of the building furthest from the SCR.

P031 – Not applicable

No acoustic walls are proposed as part of the development.

P032 – Complies

Adequate lighting will be provided to the exteriors of each building. The site will also benefit from existing street lighting along Eighth Avenue and Sixth Street.

P033 – P034 Complies

A landscape strip is included within the road reserve along the Eighth Avenue frontage. Given the nature of the existing premises, no additional landscaping is proposed. The amenity and environmental values of the site will not be impacted upon.

P035 – Complies

A designated refuse storage area is provided along the north-eastern boundary of the site. The storage area is of a size to accommodate two bulk bins and 8 wheelie bins as indicated on the proposed site plan in Appendix C. It is screened from view to ensure no impact on streetscape.

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P036 - Complies

The car wash incorporates a drainage system that collects all waste water in accordance with CONS17/0008. This system will be extended to catch the additional liquid waste produced from the new car wash bays.

P037 - Complies

As above.

P038 - P040 - Not Applicable

The proposed development does not require access by common private title.

The proposed development is consistent with the purpose and overall outcomes of the Development works code.

6.4

OVERLAY CODES

6.4.1 Flood Hazard Overlay Code

The proposal is nominated for assessment against the Flood hazard overlay code. The purpose of the code will be achieved through the following overall outcomes:

(a) in an urban zone or rural residential zone, reconfiguration of land does not result in additional lots on land

subject to high or extreme flood hazard;

(b) elsewhere, reconfiguration is designed to ensure each lot is provided with:

(i) a building envelope to accommodate a dwelling house with floor levels above the defined flood

level; and

(ii) vehicular access from a public road to the building envelope that is free of high or extreme flood hazard;

(c) in the rural, low density residential, township or emerging community zones, new dual occupancies or more

intensive residential uses, or worker or tourist accommodation uses are not established on land subject to

medium, high or extreme flood hazard, and any redevelopment of an existing use does not substantially

increase the number of people accommodated or requiring evacuation from the site;

(d) unless necessary to meet a significant community need:

(i) new critical or vulnerable uses are not established in a flood hazard area; and

(ii) any redevelopment of an existing use does not substantially increase the number of people

accommodated or requiring evacuation from the site;

(e) development in a flood hazard area otherwise occurs in the way intended in the relevant zone;

(f) development in a flood hazard area is designed to ensure the safety of people, reduce vulnerability to the

hazard and, for critical uses, minimise disruption to services;

(g) development involving the bulk storage or manufacture of hazardous materials does not increase the risk

to public safety or the environment in a flood hazard event;

(h) development does not worsen the severity of, or exposure to, the hazard on other properties;

(i) flood flow conveyance paths and flood storage volumes of the floodplain are maintained;

(j) the cost to the public of measures to mitigate flood risks is minimised;

(k) development supports effective and efficient disaster management capacity and capabilities.

Response

The subject site is identified in the medium hazard flood area (river flood event) and the rear of 52 Sixth Street

contains low - medium flood hazard area (local rain flood event).

P01 - Complies

The site will be amalgamated into 1 parcel reducing the number of lots in the flood hazard area. Furthermore, the

site is not impacted by high or extreme flood hazard.

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P02 – Not applicable
The proposal does not involve critical or vulnerable uses.

P03 – Not applicable
The site is not within the rural, low density residential, township or emerging community zones.

P04 – Not applicable
The site is not within the rural, low density residential, township or emerging community zones and the proposal does not involve worker or tourist accommodation uses.

P05 – Not applicable
The development does not involve an existing use mentioned in P02, P03 or P04.

P06 – Not applicable
The proposal does not involve critical or vulnerable uses.

P07 – Complies
Details on soil erosion and sedimentation will be provided to Council at Operational Work stage.

P08 – Complies
The development does not involve the manufacture or storage of hazardous materials.

P09 – Not applicable
The development is not for extractive industry, aquaculture, animal keeping or intensive animal husbandry.

P010 – Complies
All proposed structures will be built to the applicable Australian Standards in order to withstand flood hazard.

P011 – Not applicable
The development does not require new infrastructure that will become a public asset.

P012 – Not applicable
The proposal does not involve critical or vulnerable uses.

P013 – Not applicable
The proposal does not involve critical or vulnerable uses.

P014 – Not applicable
The proposal does not create any new lots that require a building envelope.

P015 – Not applicable
The proposal does not create any new lots or establish any building envelopes.

P016 – Complies
Stormwater run-off from the development site has been assessed by Civil IQ which found that comparison of predevelopment and post-development water quantity using DRAINS resulted in a minor increase in flow rates for the local site catchment, however, in comparison to the pre-development historical scenario circa 2009, there is no flow impacts associated with the development.
For further information, refer to the SWMP in Appendix D.

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P017 - Complies

Minor filling will be required to shape the site and all work will be contained within the site, on private land.

Technical details will be provided to Council at Operational Work stage.

P018 - Complies

The proposal incorporates adequate access arrangements to a constructed, local road to ensure safe evacuation in the event of a flood.

The proposed development is consistent with the purpose and overall outcomes of the Flood hazard overlay code.

Richard Bonato | 57057-002-01

CONCLUSION

This proposal details a development application to Burdekin Shire Council seeking a Development Permit for

Material Change of Use to extend the existing car wash and to establish a multiple dwelling within the existing

building at 52 Sixth Street, 55-53 and 55-57 Eighth Avenue, Home Hill.

An assessment against the relevant planning instruments confirms the proposal can be supported in this

circumstance, given:

- the built form will remain consistent with that established in the surrounding locality;
- the proposal permits adaptive re-use of a premises along a major transport route;
- the development provides additional housing within an existing urban area to assist in addressing the current housing supply constraints;
- the proposal facilitates infill development without impacting on existing infrastructure networks;
- the development benefits the local community providing a service and generating economic activity;
- access, car parking and manoeuvring areas can reasonably be accommodated;
- the proposed development ensures cost-effective provision and operation of existing infrastructure networks; and
- the proposal does not increase the exposure of risk to people and property to natural hazards (flood).

Given the above facts and circumstances the proposal can be favourably considered and we recommend that

Council approve the development subject to reasonable and relevant conditions.

Richard Bonato | 57057-002-01

APPENDIX A
Development Application Form 1 & Land Owners Consent

DA Form 1 – Development application details

Approved form (version 1.4 effective 15 December 2023) 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)

Richard Bonato c/- Brazier Motti Pty Ltd

Contact name (only applicable for companies)

Emma Staines

Postal address (P.O. Box or street address)

595 Flinders Street

Suburb

Townsville City

State

Queensland

Postcode

4810

Country

Australia

Contact number

4772 1144

Email address (non-mandatory)

Emma.staines@braziermotti.com.au
0437 538 193

Mobile number (non-mandatory)

Fax number (non-mandatory)

Applicant's reference number(s) (if applicable)

57057-002-01

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).

Unit No.

a)

b)

c)

Street No.

Street Name and Type

Suburb

52

Sixth Street

Home Hill

Postcode

Lot No.

Plan Type and Number (e.g. RP, SP)

Local Government Area(s)

4806

161

H6166

Burdekin Shire Council

Unit No.

Street No.

Street Name and Type

Suburb

51-53

Eighth Avenue

Home Hill

Postcode

Lot No.

Plan Type and Number (e.g. RP, SP)

Local Government Area(s)

4806

162

H6166

Burdekin Shire Council

Unit No.

Street No.

Street Name and Type

Suburb

55-57

Eighth Avenue

Home Hill

Postcode

Lot No.

Plan Type and Number (e.g. RP, SP)

Local Government Area(s)

4806

163

H6166

Burdekin Shire Council

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

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

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)

Northings(s)

Zone Ref.

54

55

56

Datum

Local Government Area(s) (if applicable)

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

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DA Form 1 – Development application details

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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):

Multiple dwelling and extension to existing car wash

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

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6.3) Additional aspects of development

Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application
Not required

Section 2 – Further development details

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

Material change of use

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 (m²)
(if applicable)

Multiple dwelling

A residential use of premises involving 3 4
or more dwellings, whether attached or
detached, for separate households.

Car wash

The use of premises for the commercial
cleaning of motor vehicles.

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

Yes

No

Division 2 – Reconfiguring a lot

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

9.1) What is the total number of existing lots making up the premises?
9.2) What is the nature of the lot reconfiguration? (tick all applicable boxes)
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:

Rural Residential

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?

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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

Lot on plan description

Proposed lot

2

Area (m)

Lot on plan description

Area (m2)

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

Drainage work

Landscaping

Stormwater

Earthworks

Signage

Water infrastructure

Sewage infrastructure

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

Burdekin Shire Council

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

Yes – a copy of the decision notice is attached to this development application

The local government is taken to have agreed to the superseded planning scheme request – relevant documents

attached

No

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DA Form 1 – Development application details

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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)

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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 Part 3 of 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 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules.
Further advice about information requests is contained in the DA Forms Guide.

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DA Form 1 – Development application details

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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

Approval

Development application

Assessment
manager

Reference number

Date

CONS17/0008

18/09/2017

Burdekin Shire
Council

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 69: 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.

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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.des.qld.gov.au for further information.

Water resources

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

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

No

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

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

-
-
-

Taking or interfering with underground water through an artesian or subartesian bore: complete DA Form 1 Template 1

Taking or interfering with water in a watercourse, lake or spring: complete DA 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 <https://planning.dsdmip.qld.gov.au/>. For a development application involving waterway barrier works, complete DA Form 1 Template 4.

Marine activities

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

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

No

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

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DA Form 1 – Development application details

Version 1.4– 15 December 2023

Quarry materials from a watercourse or lake

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

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

No

Note: Contact the Department of Natural Resources, Mines and Energy at www.dnrme.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 and Science at www.des.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.dnrme.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.des.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.des.qld.gov.au for information requirements regarding development of Queensland heritage places.

Name of the heritage place:

Place ID:

Brothels

23.14) Does this development application involve a material change of use for a brothel?

Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the Prostitution Regulation 2014

No

Decision under section 62 of the Transport Infrastructure Act 1994

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

Yes - this application will be taken to be an application for a decision under section 62 of the Transport

Infrastructure Act 1994 (subject to the conditions in section 75 of the Transport Infrastructure Act 1994 being satisfied)

No

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DA Form 1 - Development application details

Version 1.4- 15 December 2023

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

23.16) 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.dsdmip.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

Yes

Note: See the Planning Regulation 2017 for referral requirements

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.

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DA Form 1 – Development application details

Version 1.4– 15 December 2023

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

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DA Form 1 – Development application details

Version 1.4– 15 December 2023

APPENDIX B
Current Title Search and Smart Map

Current Title Search
Queensland Titles Registry Pty Ltd
ABN 23 648 568 101
Title Reference:

20628156

Search Date:

08/05/2024 12:33

Date Title Created:

14/03/1962

Request No:

47937558

Previous Title:

20577237, 20577238

ESTATE AND LAND
Estate in Fee Simple
LOT 161

CROWN PLAN H6166
Local Government: BURDEKIN

REGISTERED OWNER
Dealing No: 717614704

01/11/2016

RICHARD JAMES BONATO
KAREN JAN BONATO

JOINT TENANTS

EASEMENTS, ENCUMBRANCES AND INTERESTS
1.

Rights and interests reserved to the Crown by
Deed of Grant No. 20183226 (ALLOT 11 SEC 47)

2.

MORTGAGE No 719870197 29/01/2020 at 11:15
AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED A.C.N. 005
357 522

ADMINISTRATIVE ADVICES
NIL
UNREGISTERED DEALINGS
NIL

Caution - Charges do not necessarily appear in order of priority
** End of Current Title Search **

COPYRIGHT QUEENSLAND TITLES REGISTRY PTY LTD [2024]
Requested by: D-ENQ GLOBALX

www.titlesqld.com.au

Current Title Search
Queensland Titles Registry Pty Ltd
ABN 23 648 568 101
Title Reference:

20644038

Search Date:

08/05/2024 12:34

Date Title Created:

22/04/1963

Request No:

47937580

Previous Title:

20385157, 20385158

ESTATE AND LAND
Estate in Fee Simple
LOT 163

CROWN PLAN H6166
Local Government: BURDEKIN

REGISTERED OWNER
Dealing No: 721631637

20/04/2022

KAREN JAN BONATO
RICHARD JAMES BONATO

JOINT TENANTS

EASEMENTS, ENCUMBRANCES AND INTERESTS
1.

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Deed of Grant No. 20190106 (ALLOT 13 SEC 47)

ADMINISTRATIVE ADVICES
NIL
UNREGISTERED DEALINGS
NIL

** End of Current Title Search **

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Page 1/1

Current Title Search
Queensland Titles Registry Pty Ltd
ABN 23 648 568 101
Title Reference:

20224150

Search Date:

08/05/2024 12:34

Date Title Created:

27/05/1924

Request No:

47937571

Previous Title:

20183226

ESTATE AND LAND
Estate in Fee Simple
LOT 162

CROWN PLAN H6166
Local Government: BURDEKIN

REGISTERED OWNER
Dealing No: 717614704

01/11/2016

RICHARD JAMES BONATO
KAREN JAN BONATO

JOINT TENANTS

EASEMENTS, ENCUMBRANCES AND INTERESTS
1.

Rights and interests reserved to the Crown by
Deed of Grant No. 20183226 (ALLOT 12 SEC 47)

2.

MORTGAGE No 719870197 29/01/2020 at 11:15
AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED A.C.N. 005
357 522

ADMINISTRATIVE ADVICES
NIL

UNREGISTERED DEALINGS
NIL

Caution - Charges do not necessarily appear in order of priority
** End of Current Title Search **

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Requested by: D-ENQ GLOBALX

www.titlesqld.com.au

543

55

147°24'53".919

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FH

724369

1012m²

RP

724369

2

RP727033

FH

EA

161

H6166

46m²

1

RP727033

FH

160

H6166

B

RP718604

19°39'54".351

721551

RP

1

155

H6166

FH

1012m²

154

H6166

RP

19°39'54".351

60

147°24'57".499

C
RP724369

FH

101m²

BA

7825

RP
RP

50

7825

300m²

718604
718604

163
H6166

FH

382m²
GF
RP
RP

50

FH

727033
727033

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830m²

FH

1012m²

162
H6166

1214m²

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19°39'58".353

19°39'58".353

3946m²

147°24'53".919

147°24'57".499
543

STANDARD MAP NUMBER
8358-12424

0

15

55 0m E

30

543

45

60

75
m

HORIZONTAL DATUM:GDA94

ZONE:55

SCALE 1 : 750

SUBJECT PARCEL DESCRIPTION

CLIENT SERVICE STANDARDS

147°24'55".709
19°39'56".352
0.54 KM

GDA

SmartMap
An External Product of
SmartMap Information Services

MAP WINDOW POSITION &
NEAREST LOCATION

HOME HILL

60

PRINTED 08/05/2024

DCDB
Lot/Plan

162/H6166

Area/Volume

1214m²

Tenure

FREEHOLD

Local Government

BURDEKIN SHIRE

Locality

HOME HILL

Segment/Parcel

35691/1

DCDB

Based upon an extraction from the
Digital Cadastral Data Base

07/05/2024

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(c) The State of Queensland,
(Department of Resources) 2024.

APPENDIX C
Development Plans prepared by Tony Ferraris Consulting Building Design

PROJECT

DRAWN

APPROVED

SCALE

DATE

SHEET

SITE

-

REV

SUBJECT

APPROVED

DATE

REVISION

APPENDIX D
Preliminary Stormwater Management Report prepared by Civil IQ

Preliminary Stormwater Management Plan Report

Home Hill Car Wash Extension
and Unit Development
Reference No: MISC-0014
Prepared for Richard Bonato
23 February 2024

IntroductionDocument Control

Document Control

Document

Preliminary Stormwater Management Plan Report

File Location

Z:\Civil IQ Doc\Projects\000 Minor Projects\MISC-014 - Home Hill Carwash\08.
Reporting

Project Name:

Home Hill Car Wash Extension and Unit Development

Project Number:

MISC-014

Revision Number

01

Revision History

Revision No.

Date

Prepared By

Reviewed By

Approved For Issue
By

01

23 February 2024

Mark Hausfeld

Kate McLean

Mark Hausfeld

Issue Register

Distribution List

Date Issued

Number of Copies

Richard Bonato

23 February 2024

1

civil IQ Company Details

Approved by

Mark Hausfeld (RPEQ No: 12608)

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Signature

Telephone

0434 940 509

Email

mark@civil-iq.com.au

PRELIMINARY STORMWATER MANAGEMENT PLAN
REPORT

Home Hill Car Wash Extension and Unit Development
Prepared for Richard Bonato

Civil IQ Internal Ref: GSP-001
23 February 2024

2

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PRELIMINARY STORMWATER MANAGEMENT PLAN REPORT

Home Hill Car Wash Extension and Unit Development
Prepared for Richard Bonato

Civil IQ Internal Ref: GSP-001
23 February 2024

Introduction

Richard Bonato, the owner of 51 - 57 Eighth Avenue, Home Hill, has engaged Civil IQ to prepare a Preliminary Stormwater Management Plan (SWMP) for the development of the Home Hill Car Wash extension and unit development project. The development is proposed on Lot 163 Plan H6166, and partial Lot 161 Lot H6166. The first stage of the car wash has completed construction and is located on Lot 162 H6166 and partial Lot 161 H6166, as shown on Figure 1.

Figure 1: Existing site location and land tenure (Source: Queensland Globe)

1.1

Scope of Works

The agreed scope of works for the Preliminary SWMP is:

- Import survey data into 12d/ cad and develop local catchments for the site
 - Prepare a local rainfall runoff routing DRAINS model for the site to model the pre and post development scenarios and determine impacts associated with increase in impervious areas to peak flow for the 50%, 2% and 1% AEP events (to document frequent and rarer storm events as raised by Council)
 - Prepare a preliminary water quality model for the site using MUSIC to determine requirements to the SPP 2017
 - Prepare a Preliminary Stormwater Management Plan drawing to show stormwater and water quality requirements to mitigate impacts for the site
 - Prepare a RPEQ certified report documenting the assessment, calculations and reference to the requirements of guidelines and assessments
- Burdekin Shire Council (BSC) has provided initial advice for development of this Preliminary SWMP, however, as this project is not associated with a Development Application (DA), there are no specific conditions at this stage. A Registered Professional Engineer of Queensland (RPEQ) assessment and report is a requirement by BSC.

1.2

Information and Data

The following information and data were provided to Civil IQ for preparation of the Preliminary SWMP:

PRELIMINARY STORMWATER MANAGEMENT PLAN
REPORT

Home Hill Car Wash Extension and Unit Development
Prepared for Richard Bonato

Civil IQ Internal Ref: GSP-001
23 February 2024

•

Site Development Plans by Tomarchio Designs dated 16 May 2023

•

Detail and Level Survey Plan by Brazier Motti dated 16 November 2023

1.3

Pre-Development Site Description (Existing)

The pre-development site is located on the corner of Sixth Street and Eighth Avenue, with address 51 to 57 Eighth Avenue, Home Hill, as shown in Figure 1. The southern side of the site has recently been constructed and is operating as the Home Hill Car Wash. This developed area of the site generally has fall to the south with fall to Sixth Street and Eighth Avenue. On the northern side of the site, an existing concrete building is located on the western boundary. At the rear of this building is a large concrete slab, adjoining a hardstand/ gravel area. The north eastern section of the site consists of grass. The northern section is very flat but typically grades to the north to the common hardstand/ gravel area.

Adjacent properties to the east typically fall to Sixth Street or Ninth Avenue further east, with trunk drainage utilising Sixth Street and Eighth Avenue. Adjacent properties to the north typically grade north or toward the trunk drainage in Eighth Avenue. There are no overland flow paths associated with the proposed development footprint in reference to BSC's Planning Scheme Flood Hazard Overlay Map OM7.7b for Local Rain Event, as shown circled in Figure 2.

Figure 2: Local Rain Event Map OM7.7b (Source: BSC Planning Scheme)

From assessment of aerial imagery, cadastre and the provided detailed survey, the total area of the proposed development is 2,226 m², consisting of:

- Impervious area – 1,407 m². Consisting of existing buildings, concrete slabs and hardstand/ gravel areas - 63% impervious
- Pervious area – 819 m² – 37% pervious

An assessment of the recent history of the site has been undertaken to compare the existing scenario prior to the recent Home Hill Car Wash construction. As can be seen in Figure 3, a historical image from 2009 shows an IGA shopping building and associated concrete/ hardstand areas over the majority of the site. Only a small area of supplementary grassed area existing to the north. The impervious area associated with this recent history is on the order of 90% impervious, exceeding the proposed 63% from the current development.

PRELIMINARY STORMWATER MANAGEMENT PLAN REPORT

Home Hill Car Wash Extension and Unit Development
Prepared for Richard Bonato

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23 February 2024

Figure 3: Historical aerial imagery 2009 (Source: Queensland Globe)

1.4

Post-Development Site Description

The post-development site layout is provided in Appendix A. The layout proposes extension works to the recently constructed Home Hill Car Wash and proposes carparking and driveway areas, with associated buildings. The extension works proposes to match to levels and grades at the common interface through the middle of the site. To achieve this, minor filling of the site is required and is anticipated up to 300mm/ 400mm. There is no impact to the local rain event overland flow for the pre-development scenario. From assessment of the proposed development layout, and the total development area of the total area of 2,226 m², comparison of impervious and pervious areas are:

- Impervious area – 1,968 m² – 88% impervious
- Pervious area – 258 m² – 12% pervious

These percentages are very similar to the recent history impervious area percentage as discussed in Section 1.3.

1.5

Regional Flooding

Regional flooding associated with the proposed development site is referenced to BSC's Planning Scheme Flood Hazard Overlay Map OM7.7a for Flood Hazard, as shown circled in Figure 4. The site is designated as a medium flood hazard with water depths in the vicinity of 1 m over the site during regional flooding events.

PRELIMINARY STORMWATER MANAGEMENT PLAN

REPORT

Home Hill Car Wash Extension and Unit Development
Prepared for Richard Bonato

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23 February 2024

Figure 4: River Flood Hazard Map OM7.7a (Source: BSC Planning Scheme)

PRELIMINARY STORMWATER MANAGEMENT PLAN
REPORT

Home Hill Car Wash Extension and Unit Development
Prepared for Richard Bonato

Civil IQ Internal Ref: GSP-001
23 February 2024

Hydrologic and Hydraulic Assessment

A hydrologic and hydraulic assessment has been undertaken to assess the pre-development and post-development scenarios.

2.1

DRAINS Modelling

DRAINS is a leading practice Australian industry rainfall runoff routing model which incorporates the latest requirements of Australian Rainfall and Runoff (ARR) 2019 guidelines. ARR 2019 procedures incorporated into the DRAINS model utilises sets of ensembles of rainfall patterns and recommends ensembles of 10 patterns over single design storms. In accordance with ARR 2019, results for storm events in DRAINS references a median storm in critical AEP ensembles.

2.1.1

DRAINS Model Rainfall Inputs

Rainfall depth data was extracted from the Bureau of Meteorology (BoM) website as shown in Table 1. The data was extracted for the following coordinates representing the project site:

-

-19.6656 degrees (S) Latitude

-

147.4155 degrees (E) Longitude

Table 1: BoM rainfall depth data (mm)
Duration

50% AEP

20% AEP

10% AEP

5% AEP

2% AEP

1% AEP

1 min

2.96

4.08

4.79

5.46

6.29

6.9

2 min

5.26

7.35

8.69

9.96

11.5

12.6

3 min

7.34

10.2

12.1

13.8

16.0

17.5

4 min

9.25

12.8

15.2

17.3

20.0

21.9

5 min

11

15.2

17.9

20.5

23.6

25.9

10 min

18.1

24.9

29.2

33.2

38.3

42

15 min

23.5

32.2

37.8

43.0

49.5

54.2

20 min

27.8

38.2

44.8

50.9

58.7

64.2

25 min

31.4

43.2

50.8

57.8

66.5

72.9

30 min

34.5

47.6

55.9

63.7

73.4

80.5

45 min

41.9

58.1

68.5

78.3

90.4

99.3

1 hour

47.5

66.2

78.3

89.7

104

114

1.5 hour

55.8

78.5

93.3

107

125

138

2 hour

62.1

87.9

105

121

142

157

3 hour

71.6

102

123

142

168

187

4.5 hour

82.0

118

143

167

199

223

6 hour

90.2

131

159

186

223

251

Temporal pattern data was extracted from the ARR Data Hub.

2.1.2

Hydrological Model Inputs

The ILSAX/ Horton hydrological model was setup within DRAINS and was selected due to its applicability for the urban environment. Inputs applicable to this model are:

-

Impervious area depression storage – 1 mm

-

Supplementary area depression storage – 1 mm

-

Pervious area depression storage – 5 mm

2.1.3

DRAINS Assessment and Results

DRAINS models were developed for the pre-development and post-development scenarios to determine the critical median flows for the 20% annual exceedance probability (AEP) (5 year average recurrence interval (ARI)) and 1% AEP (100 year ARI) storm events. DRAINS modelling for the recent history of the site, as discussed in Section 1.3, is

PRELIMINARY STORMWATER MANAGEMENT PLAN
REPORT

Home Hill Car Wash Extension and Unit Development
Prepared for Richard Bonato

Civil IQ Internal Ref: GSP-001
23 February 2024

included also for comparison and discussion. The DRAINS modelling results for peak flows for all scenarios are provided in Table 2.

Table 2: Peak flow comparisons for pre-development and post-development scenarios
Storm Event

Peak Flows Critical Median Storm Flow Ensembles (m³/s)
Pre-Dev Scenario

Pre-Dev Scenario Historic

Post-Dev Scenario

20% AEP

0.083

0.098

0.096

1% AEP

0.148

0.173

0.171

The results show a minor increase in flows of 15% in comparison of peak flow rates, for both the 20% and 1% AEP, for the pre-development and post-development scenarios. For the pre-development recent history scenario, there is no increase in peak flow rates for both the pre-development and post-development scenarios. DRAINS results outputs are provided in Appendix B.

2.2

Lawful Point of Discharge

Section 3.9 of the Queensland Urban Drainage Manual (QUDM), Fourth Edition (IPWEA Queensland, 2017) describes that the lawful point of discharge must comply with all laws (Federal, State, Local and common law), and is the developer's responsibility that it is compliant to all laws in carrying out stormwater and development works including not causing a nuisance. However, Section 3.9.1 of QUDM also states that the term 'lawful point of discharge' has no prescribed legal meaning, but states a process for determination of the lawful point of discharge as:

-

Whether the proposed development will alter the site's stormwater discharge characteristics in a manner that may substantially damage a third-party property:

–

If not, then no further steps are required to obtain tenure for a lawful point of discharge

Therefore, from the outcomes of the DRAINS modelling and assessment undertaken in this Section, the proposed

development does not impact the flow regime for all storm events up to the 1% AEP upon discharge the existing drainage network in Sixth Street.

PRELIMINARY STORMWATER MANAGEMENT PLAN
REPORT

Home Hill Car Wash Extension and Unit Development
Prepared for Richard Bonato

Civil IQ Internal Ref: GSP-001
23 February 2024

Stormwater Quality Assessment

A stormwater quality assessment has been undertaken to assess the impacts associated with the proposed project.

3.1

MUSICX Modelling

MUSICX is Australia's leading practice model for urban stormwater improvement conceptualisation for water sensitive urban design (WSUD). MUSICX modelling has been undertaken for this project for comparison of nutrient and suspended solids loads for the pre-development, post-development scenarios and pre-development historical scenarios.

3.1.1

MUSICX Model Inputs

3.1.1.1

Climate Data

Meteorological inputs into the MUSICX model were sourced and summarised below:

-
-

Pluviograph rainfall data in 6-minute timesteps sourced from Ayr DPI Research Station, with location coordinates:

–

-19.617 degrees (S) Latitude

–

147.376 degrees (E) Longitude

Potential Evapotranspiration (PET) data was sourced from Table A1-1 of the MUSIC Modelling Guidelines, (Healthy Land and Water, 2018), for Station number 33002 at Ayr DPI Research Station

3.1.1.2

Catchments

The development of the MUSICX model layout scenarios was undertaken in review of existing detailed survey data and the proposed site development plan. The catchment area for all scenarios is 0.2226 Ha is the total site area for the project including the existing car wash site.

3.1.1.3

Source Nodes

The land uses and percentage imperviousness adopted for source nodes in the MUSICX model is relative to the Effective Impervious Area (EIA), which is defined as the directly connected

impervious area and is input into MUSICX as a percentage of the total surface area (TSA). All scenarios are nominated as mixed urban source nodes, with variable surface material with an assigned impervious percentage of 100% of TSA.

3.1.2

MUSICX Layout Schematics

The MUSICX model schematic layout is shown in Figure 5.

Figure 5: MUSICX schematic layout for the pre-development scenario

PRELIMINARY STORMWATER MANAGEMENT PLAN
REPORT
Home Hill Car Wash Extension and Unit Development
Prepared for Richard Bonato

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23 February 2024

3.1.3

Treatment Nodes

No treatment nodes have been applied to the model.

3.1.4

MUSIC Results Discussion and Comparison

The results of the MUSICX model are summarised in this section. Outputs from the MUSICX model for mean annual loads has been undertaken to determine the relative difference in pollutant loads between the pre-development and post-development scenarios and are summarised in Table 3.

Table 3: MUSICX mean annual load results – Pre-development and post -development scenarios

MUSICX Mean Annual Loads

Pre-Development Loads

Post-Development Loads

% Difference

Total Suspended Solids (kg/yr)

234.6

289.9

23%

Total Phosphorus (kg/yr)

0.48

0.586

22%

Total Nitrogen (kg/yr)

3.38

4.09

21%

The results show a minor increase in pollutant loads in comparison to the pre-development scenario.

Outputs from the MUSICX model for mean annual loads has been undertaken to determine the relative difference in pollutant loads between the pre-development historical and post-development scenarios and are summarised in Table 3.

Table 4: MUSICX mean annual load results – Pre-development historical and post-development scenarios

Pre-Development Historical

MUSICX Mean Annual Loads

Post-Development Loads

% Difference

Loads

289.9

Total Suspended Solids (kg/yr)

296

-2%

0.586

Total Phosphorus (kg/yr)

0.6

-2%

Total Nitrogen (kg/yr)

4.12

4.09

-0.7%

The results show a no worsening impact in pollutant loads in comparison to the pre-development historical scenario.

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Conclusion

This preliminary SWMP was prepared to develop an overarching assessment of water quantity and quality for the Home Hill Car Wash Expansion and Unit Development project. Key outcomes of the project are summarised below:

- Comparison of pre-development and post-development water quantity using DRAINS resulted in a minor increase in flow rates for the local site catchment, however, in comparison to the pre-development historical scenario circa 2009, there is no flow impacts associated with the development
- Comparison of pre-development and post-development water quality using MUSICX resulted in a minor increase in pollutant loads for suspended solids and nutrients for the local site catchment, however, in comparison to the pre-development historical scenario circa 2009, there is no pollutant load impacts associated with the development
- In consideration of the history of development associated with the site, it has until very recently been almost fully impervious, and is most recently associated with the demolished IGA building and carparking areas. This scenario, which is the pre-development historical scenario should be used as the basis for the predevelopment scenario, which was relevant during the design and sizing of associated trunk stormwater infrastructure
- The site is not impacted by overland flow/ local rain events
- The site is impacted by regional flooding to a depth of approximately 1 m. The minor filling associated with the proposed development will have a negligible impact on flood levels and surrounding private property
- This report is a Preliminary SWMP with further project development required in the Development Application (DA) with BSC

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Site Development Plan by Tomarchio Designs

PRELIMINARY STORMWATER MANAGEMENT PLAN
REPORT

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Prepared for Richard Bonato

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23 February 2024

13

2000 mm

VISITOR CARPARK

VISITOR CARPARK

CARPORT - UNIT 3
Roller Door

CARPORT - UNIT 3

VISITOR CARPARK

UNIT 4 - GARAGE

6000 mm

CARPORT - UNIT 2

CARPORT - UNIT 2

CARPORT - UNIT 1

UNIT 1
COURTYARD

RAISED
GARDEN BEDS

A

Site Development Plan
scale: NTS

A3

57 Eighth Avenue, Home Hill | Bonato

May 16, 2023

These plans are indicative only. Please confirm all measurements on site

@tomarchiodesigns
jetomarchio@gmail.com
0428 844 892

Pg. 03

DRAINS Modelling Results

PRELIMINARY STORMWATER MANAGEMENT PLAN REPORT

Home Hill Car Wash Extension and Unit Development
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Pre-Development Scenario DRAINS Results - 20% AEP

Post-Development Scenario DRAINS Results - 1% AEP

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MUSIC Modelling Results

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Pre-Development Scenario MUSIC outputs

Post-Development Scenario MUSIC outputs

Pre-Development Historical Scenario MUSIC outputs

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Prepared for Richard Bonato

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Preliminary Stormwater Management Plan

PRELIMINARY STORMWATER MANAGEMENT PLAN
REPORT

Home Hill Car Wash Extension and Unit Development
Prepared for Richard Bonato

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23 February 2024

APPENDIX E
SARA Mapping

State Assessment and Referral Agency
Date: 28/05/2024

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Matters of Interest for all selected Lot Plans
Water resource planning area boundaries
State-controlled road
Area within 25m of a State-controlled road

Matters of Interest by Lot Plan
Lot Plan: 162H6166 (Area: 1214 m2)
Water resource planning area boundaries
State-controlled road
Area within 25m of a State-controlled road
Lot Plan: 163H6166 (Area: 1214 m2)
Water resource planning area boundaries
State-controlled road
Area within 25m of a State-controlled road
Lot Plan: 161H6166 (Area: 1012 m2)
Water resource planning area boundaries

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Date: 28/05/2024

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APPENDIX F
Response to State Code 1: Development in a State Controlled Road
Environment

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

Table 1.1 Development in general
Performance outcomes

Acceptable outcomes

Buildings, structures, infrastructure, services and utilities

P01 The location of the development does not create a A01.1 Development is not located in a state-controlled safety hazard for users of the state-controlled road.

AND

A01.2 Development can be maintained without requiring access to a state-controlled road.

P02 The design and construction of the development does not adversely impact the structural integrity or physical condition of the state-controlled road or road transport infrastructure.

No acceptable outcome is prescribed.

P03 The location of the development does not obstruct road transport infrastructure or adversely impact the operating performance of the statecontrolled road.

No acceptable outcome is prescribed.

Response

Complies

The existing awning on the existing building fronting Eighth Avenue will be retained however, new development will not be located in the road.

AND

Complies

No access to a state-controlled road is required as part of this development.

Complies

The multiple dwelling has been designed within the extent of the existing building and the extension to the car wash however it is not anticipated this work will adversely impact the structural integrity of the road.

Complies

The multiple dwelling has been designed with the extent of the existing building fronting the SCR. No changes to the exterior of the structure are proposed that would obstruct road transport infrastructure.

The extension to the carwash is situated to the rear of the existing building, set back more than 35m from the SCR and will not cause any obstructions.

All access to and from the site is from Sixth Street and no changes to this arrangement are proposed that would otherwise impact on the operating performance of the SCR.

P04 The location, placement, design and operation of advertising devices, visible from the state-controlled road, do not create a safety hazard for users of the state-controlled road.

No acceptable outcome is prescribed.

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

Complies

No signage will be visible from the SCR.

Page 1 of 16

Performance outcomes

Acceptable outcomes

Response

P05 The design and construction of buildings and structures does not create a safety hazard by distracting users of the state-controlled road.

A05.1 Facades of buildings and structures fronting the state-controlled road are made of non-reflective materials.

Complies

The façade of the building fronting the SCR does not incorporate reflective materials.

AND

AND

A05.2 Facades of buildings and structures do not direct or reflect point light sources into the face of oncoming traffic on the state-controlled road.

Complies

All materials used for the façade of the multiple dwelling fronting the SCR will not be reflective so to that they do not direct or reflect light into oncoming traffic.

AND

A05.3 External lighting of buildings and structures is not directed into the face of oncoming traffic on the state-controlled road.

AND

A05.4 External lighting of buildings and structures does not involve flashing or laser lights.

AND

Complies

All lighting associated with the development will be directed away from the SCR.

AND

Complies

No flashing or laser lights are proposed.

P06 Road, pedestrian and bikeway bridges over a state-controlled road are designed and constructed to prevent projectiles from being thrown onto the statecontrolled road.
Landscaping

P07 The location of landscaping does not create a safety hazard for users of the state-controlled road.

A06.1 Road, pedestrian and bikeway bridges over the state-controlled road include throw protection screens in accordance with section 4.11 of the Design Criteria for Bridges and Other Structures Manual, Department of Transport and Main Roads, 2020.

Standard conditions to safeguard these aspects are expected.

Not applicable

No roads or pedestrian and bikeway bridges are proposed as part of this development.

A07.1 Landscaping is not located in a state-controlled road.

Complies

No landscaping is proposed within the SCR.

AND

AND

State Development Assessment Provisions v3.0

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

Page 2 of 16

Performance outcomes

Acceptable outcomes

Response

A07.2 Landscaping can be maintained without requiring access to a state-controlled road.

Complies

All existing and proposed landscaping is contained within the site and does not require access to the SCR for maintenance.

AND

A07.3 Landscaping does not block or obscure the sight lines for vehicular access to a state-controlled road.

AND

Complies

No trees, shrubs or bushes are proposed within the site fronting the SCR that could obscure sight lights. The existing grassed area to the front of the car wash will remain grassed area.

Stormwater and overland flow

P08 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of the state-controlled road.

P09 Stormwater run-off or overland flow from the development site does not result in a material worsening of the operating performance of the statecontrolled road or road transport infrastructure.

P010 Stormwater run-off or overland flow from the development site does not adversely impact the structural integrity or physical condition of the statecontrolled road or road transport infrastructure.

P011 Development ensures that stormwater is lawfully discharged.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

Complies

A Storm Water Management Plan was prepared by Civil IQ to develop an overarching assessment of water quantity and quality for the development which determined that there are no flow impacts associated with the development. The SWMP is included in Appendix E.

Complies

As above.

No acceptable outcome is prescribed.

Complies

As above.

A011.1 Development does not create any new points of discharge to a state-controlled road.

Complies

No additional discharge points to the state-controlled road are required to facilitate the development.

AND

AND

A011.2 Development does not concentrate flows to a state-controlled road.

State Development Assessment Provisions v3.0

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

Complies

Performance outcomes

Acceptable outcomes

Response

AND

Flows are concentrated to Sixth Street as shown on the preliminary Stormwater Management Plan in the SWMP in Appendix E.

A011.3 Stormwater run-off is discharged to a lawful point of discharge.

AND

A011.4 Development does not worsen the condition of an existing lawful point of discharge to the state-controlled road.

AND

Complies

Stormwater run-off is discharged to Sixth Street and to the kerb and channel of Eighth Avenue.

AND

Complies

The proposal is not anticipated to worsen the condition of the existing points of discharge as demonstrated in the SWMP in Appendix E.

Flooding

P012 Development does not result in a material worsening of flooding impacts within a state-controlled road.

A012.1 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (within +/- 10mm) to existing flood levels within a state-controlled road.

AND

A012.2 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing peak velocities within a state-controlled road.

AND

A012.3 For all flood events up to 1% annual exceedance probability, development results in negligible impacts (up to a 10% increase) to existing time of submergence of a state-controlled road.

Complies

The SWMP in Appendix E found that the pre and post development stormwater regime remains the same when taking into consideration the history of the site, which was fully impervious, before the demolition of the IGA building and carparking areas. Therefore, the development will not result in material worsening of flood impacts.

AND

Complies

As above.

AND

Complies

As above.

Drainage Infrastructure

Performance outcomes

Acceptable outcomes

Response

P013 Drainage infrastructure does not create a safety hazard for users in the state-controlled road.

A013.1 Drainage infrastructure is wholly contained within the development site, except at the lawful point of discharge.

Complies

All infrastructure is contained within the development site.

AND

AND

A013.2 Drainage infrastructure can be maintained without requiring access to a state-controlled road.

Complies

All infrastructure is contained within the development site and does not require access to the SCR for maintenance.

Complies

No changes to the existing drainage infrastructure within Eighth Avenue is proposed to facilitate the development.

P014 Drainage infrastructure associated with, or within, a state-controlled road is constructed, and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network.

No acceptable outcome is prescribed.

Table 1.2 Vehicular access, road layout and local roads

Performance outcomes

Acceptable outcomes

Vehicular access to a state-controlled road or within 100 metres of a state-controlled road intersection

P015 The location, design and operation of a new or

No acceptable outcome is prescribed.

changed access to a state-controlled road does not compromise the safety of users of the state-controlled road.

P016 The location, design and operation of a new or

No acceptable outcome is prescribed.

changed access does not adversely impact the functional requirements of the state-controlled road.

P017 The location, design and operation of a new or

No acceptable outcome is prescribed.

changed access is consistent with the future intent of the state-controlled road.

P018 New or changed access is consistent with the

No acceptable outcome is prescribed.

access for the relevant limited access road policy:

1. LAR 1 where direct access is prohibited; or
2. LAR 2 where access may be permitted, subject to

assessment.

P019 New or changed access to a local road within 100 No acceptable outcome is prescribed.

metres of an intersection with a state-controlled road

State Development Assessment Provisions v3.0

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

Response

Not applicable

No access to the SCR is proposed.

Not applicable

No access to the SCR is proposed.

Not applicable

No access to the SCR is proposed.

Not applicable

The site is not located on a limited access road.

Complies

Performance outcomes

Acceptable outcomes

Response

No acceptable outcome is prescribed.

No physical changes to the existing access to Sixth Street are proposed. The access crossover closest to the SCR will continue to be entry to the site only in accordance with CONS17/0008.

Complies

No physical changes to the existing access to Sixth Street are proposed. The access crossover closest to the SCR will continue to be entry to the site only in accordance with CONS17/0008.

does not compromise the safety of users of the statecontrolled road.

P020 New or changed access to a local road within 100 metres of an intersection with a state-controlled road does not adversely impact on the operating performance of the intersection.

Public passenger transport and active transport

P021 Development does not compromise the safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure.

P022 Development maintains the ability for people to access public passenger transport infrastructure, public passenger services and active transport infrastructure.

P023 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.

P024 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure.

Table 1.3 Network impacts

Performance outcomes

P025 Development does not compromise the safety of users of the state-controlled road network.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

Not applicable

No public passenger transport infrastructure, public passenger services or active transport infrastructure is located within the vicinity of the site.

Not applicable

No public passenger transport infrastructure, public passenger services or active transport infrastructure is located within the vicinity of the site.

Not applicable

No public passenger transport infrastructure, public

passenger services or active transport infrastructure is located within the vicinity of the site.

Not applicable

No public passenger transport infrastructure, public passenger services or active transport infrastructure is located within the vicinity of the site.

Acceptable outcomes

Response

No acceptable outcome is prescribed.

Complies

The existing building operated as a commercial premises comprising three separate tenancies which would generate a higher rate of development traffic than 4 1-bedroom units.

State Development Assessment Provisions v3.0

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

Page 6 of 16

Performance outcomes

P026 Development ensures no net worsening of the operating performance of the state-controlled road network.

P027 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.

P028 Development involving haulage exceeding 10,000 tonnes per year does not adversely impact the pavement of a state-controlled road.

P029 Development does not impede delivery of planned upgrades of state-controlled roads.

P030 Development does not impede delivery of corridor improvements located entirely within the state-controlled road corridor.

Acceptable outcomes

No acceptable outcome is prescribed.

Response

The extension to the carwash comprises 2 additional manual wash bays, a machinery room and 2 car parking spaces. It is not anticipated the extension will generate an unreasonable amount of additional development traffic.

Complies

As above.

No acceptable outcome is prescribed.

Complies

All traffic movements are directed to Sixth Street.

No acceptable outcome is prescribed.

Not applicable

No acceptable outcome is prescribed.

Complies

No acceptable outcome is prescribed.

Complies

Table 1.4 Filling, excavation, building foundations and retaining structures

Performance outcomes

Acceptable outcomes

P031 Development does not create a safety hazard for users of the state-controlled road or road transport infrastructure.

No acceptable outcome is prescribed.

P032 Development does not adversely impact the operating performance of the state-controlled road.

No acceptable outcome is prescribed.

P033 Development does not undermine, damage or cause subsidence of a state-controlled road.

No acceptable outcome is prescribed.

State Development Assessment Provisions v3.0

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

Response

Complies

No building foundations or retaining structures are proposed visible from the SCR that would create safety hazards.

Complies

All traffic associated with the construction of the development will access the site via Sixth Street. It is not anticipated to impact on the operation of the SCR.

Complies

All work associated with the development is to the rear of the site away from the SCR. It is not expected to cause damage to the SCR.

Page 7 of 16

Performance outcomes

Acceptable outcomes

Response

P034 Development does not cause ground water disturbance in a state-controlled road.

No acceptable outcome is prescribed.

P035 Excavation, boring, piling, blasting and fill compaction do not adversely impact the physical condition or structural integrity of a state-controlled road or road transport infrastructure.

No acceptable outcome is prescribed.

Complies

Stormwater quality was assessed in the SWMP in Appendix D.

Complies

No major excavation or fill is required that would otherwise cause impact on the operating performance of the state-controlled road and intersection.

P036 Filling and excavation associated with the construction of new or changed access do not compromise the operation or capacity of existing drainage infrastructure for a state-controlled road.

No acceptable outcome is prescribed.

Not applicable

No new or change access are proposed.

Table 1.5 Environmental emissions

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

Performance outcomes

Acceptable outcomes

Response

Reconfiguring a lot

Involving the creation of 5 or fewer new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor

P037 Development minimises free field noise intrusion A037.1 Development provides a noise barrier or earth

Not applicable

from a state-controlled road.

mound which is designed, sited and constructed:

The development does not create any new lots.

1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);

2. in accordance with:

a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads,

2013;
b. Technical Specification-MRTS15 Noise
Fences, Transport and Main Roads, 2019;
c. Technical Specification-MRTS04 General
Earthworks, Transport and Main Roads, 2020.
OR

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

Performance outcomes

Acceptable outcomes

Response

A037.2 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

A037.3 Development provides a solid gap-free fence or other solid gap-free structure along the full extent of the boundary closest to the state-controlled road.

Involving the creation of 6 or more new residential lots adjacent to a state-controlled road or type 1 multi-modal corridor

P038 Reconfiguring a lot minimises free field noise

A038.1 Development provides noise barrier or earth

Not applicable

intrusion from a state-controlled road.

mound which is designed, sited and constructed:

The development does not create any new lots.

1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);

2. in accordance with:

a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;

b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;

c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.

OR

A038.2 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.

Material change of use (accommodation activity)

Ground floor level requirements adjacent to a state-controlled road or type 1 multi-modal corridor

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Performance outcomes

Acceptable outcomes

P039 Development minimises noise intrusion from a state-controlled road in private open space.

A039.1 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. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;
 - b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;
 - c. Technical Specification-MRTS04 General Earthworks, Transport and Main Roads, 2020.

Response

Complies

As the multiple dwelling is proposed within the existing building that is built to boundary, it is not possible to incorporate an earth mound or noise barrier. Therefore, noise attenuation measures comprising building treatments and construction materials (acoustic insulation, laminated and doubleglazed windows, solid doors and window and door seals) will be incorporated along the façade at building work stage. Furthermore, the bedroom of each unit is located at the rear of the building furthest from the SCR.

OR

A039.2 Development achieves the maximum free field acoustic level in reference table 2 (item 2.2) for private open space by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.

P040 Development (excluding a relevant residential building or relocated building) minimises noise intrusion building or relocated building) provides a noise barrier from a state-controlled road in habitable rooms at the or earth mound which is designed, sited and facade.

constructed:

1. to achieve the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms;
2. in accordance with:
 - a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;

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Complies

As the multiple dwelling is proposed within the existing building that is built to boundary, it is not possible to incorporate an earth mound or noise barrier. Therefore, noise attenuation measures comprising building treatments and construction materials (acoustic insulation, laminated and doubleglazed windows, solid doors and window and door seals) will be incorporated along the façade at building work stage. Furthermore, the bedroom of each unit is located at the rear of the building furthest from the SCR.

Performance outcomes

Acceptable outcomes

- b.
- c.

Response

Technical Specification-MRTS15 Noise
Fences, Transport and Main Roads, 2019;
Technical Specification-MRTS04 General
Earthworks, Transport and Main Roads, 2020.

OR

P041 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).

A040.2 Development (excluding a relevant residential building or relocated building) achieves the maximum building façade acoustic level in reference table 1 (item 1.1) for habitable rooms by alternative noise attenuation measures where it is not practical to provide a noise barrier or earth mound.
No acceptable outcome is provided.

Not applicable

Building treatments and construction materials (acoustic insulation, laminated and double-glazed windows, solid doors and window and door seals) will be incorporated for each unit to minimise road noise.
Above ground floor level requirements (accommodation activity) adjacent to a state-controlled road or type 1 multi-modal corridor
P042 Balconies, podiums, and roof decks include:
No acceptable outcome is provided.

Not applicable

1. a continuous solid gap-free structure or balustrade
The development is ground floor only.
(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.

P043 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 provided.

Not applicable

building or relocated building) are designed and constructed using materials to achieve the maximum internal acoustic level in reference table 3 (item 3.1).
The development is ground floor only.
Material change of use (other uses)
Ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor
P044 Development:

No acceptable outcome is provided.

Not applicable

1. provides a noise barrier or earth mound that is designed, sited and constructed:
The development is for a multiple dwelling and extension to car wash only.

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

Performance outcomes

Acceptable outcomes

- 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. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;
 - 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 2 (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.
- P045 Development involving a childcare centre or educational establishment:
1. provides a noise barrier or earth mound that is designed, sited and constructed:
 2. to achieve the maximum building facade acoustic level in reference table 1 (item 1.2);
 3. in accordance with:
 - a. Chapter 7 integrated noise barrier design of the Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise), Department of Transport and Main Roads, 2013;
 - b. Technical Specification-MRTS15 Noise Fences, Transport and Main Roads, 2019;
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No acceptable outcome is provided.

Response

Not applicable

The development is for a multiple dwelling and extension to car wash only.

Performance outcomes

Acceptable outcomes

Response

c. Technical Specification-MRTS04 General
Earthworks, Transport and Main Roads, 2020;
or

4. 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.

P046 Development involving:

No acceptable outcome is provided.

Not applicable

1. indoor education areas and indoor play areas; or

The development is for a multiple dwelling and

2. sleeping rooms in a childcare centre; or

extension to car wash only.

3. patient care areas in a hospital achieves the maximum internal acoustic level in reference table

3 (items 3.2-3.4).

Above ground floor level requirements (childcare centre, educational establishment, hospital) adjacent to a state-controlled road or type 1 multi-modal corridor

P047 Development involving a childcare centre or

No acceptable outcome is provided.

Not applicable

educational establishment which have balconies,

The development is for a multiple dwelling and

podiums or elevated outdoor play areas predicted to

extension to car wash only.

exceed the maximum free field acoustic level in

reference table 2 (item 2.3) due to noise from a statecontrolled road 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);

2. highly acoustically absorbent material treatment

for the total area of the soffit above balconies or

elevated outdoor play areas.

P048 Development including:

No acceptable outcome is provided.

Not applicable

1. indoor education areas and indoor play areas in a

The development is for a multiple dwelling and

childcare centre or educational establishment; or

extension to car wash only.

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).

Air, light and vibration

State Development Assessment Provisions v3.0

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

Performance outcomes

Acceptable outcomes

P049 Private open space, outdoor education areas and outdoor play areas are protected from air quality impacts from a state-controlled road.

A049.1 Each dwelling or unit has access to a private open space which is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.

Response

Not applicable

The development is for a multiple dwelling and extension to car wash only.

OR

A049.2 Each outdoor education area and outdoor play area is shielded from a state-controlled road by a building, solid gap-free fence, or other solid gap-free structure.

A050.1 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}.

P050 Patient care areas within hospitals are protected from vibration impacts from a state-controlled road or type 1 multi-modal corridor.

Not applicable

The development is for a multiple dwelling and extension to car wash only.

AND

A050.2 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}.

P051 Development is designed and sited to ensure light No acceptable outcomes are prescribed.

from infrastructure within, and from users of, a statecontrolled road or type 1 multi-modal corridor, does not:

1. intrude into buildings during night hours (10pm to 6am);
2. create unreasonable disturbance during evening hours (6pm to 10pm).

Table 1.6: Development in a future state-controlled road environment

Performance outcomes

Acceptable outcomes

P052 Development does not impede delivery of a future state-controlled road.

A052.1 Development is not located in a future statecontrolled road.

State Development Assessment Provisions v3.0

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

Complies

A secure entry way is provided to the front of each residential unit fronting the SCR. This will minimise light intrusion from the SCR. Furthermore, there will be no

window openings on the southern wall of unit 1 that would let in light.

Response

Not applicable

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Performance outcomes

Acceptable outcomes

Response

OR ALL OF THE FOLLOWING APPLY:

The development is not located within a future statecontrolled road environment.

A052.2 Development does not involve filling and excavation of, or material changes to, a future statecontrolled road.

AND

A052.3 The intensification of lots does not occur within a future state-controlled road.

AND

P053 The location and design of new or changed access does not create a safety hazard for users of a future state-controlled road.

P054 Filling, excavation, building foundations and retaining structures do not undermine, damage or cause subsidence of a future state-controlled road.

P055 Development does not result in a material worsening of stormwater, flooding, overland flow or drainage impacts in a future state-controlled road or road transport infrastructure.

P056 Development ensures that stormwater is lawfully discharged.

A052.4 Development does not result in the landlocking of parcels once a future state-controlled road is delivered.

A053.1 Development does not include new or changed access to a future state-controlled road.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

A056.1 Development does not create any new points of discharge to a future state-controlled road.

Not applicable

The development is not located within a future statecontrolled road environment.

Not applicable

The development is not located within a future statecontrolled road environment.

Not applicable

The development is not located within a future statecontrolled road environment.

Not applicable

The development is not located within a future statecontrolled road environment.

AND

A056.2 Development does not concentrate flows to a future state-controlled road.

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

Performance outcomes

Acceptable outcomes

Response

AND

A056.3 Stormwater run-off is discharged to a lawful point of discharge.

AND

A056.4 Development does not worsen the condition of an existing lawful point of discharge to the future state-controlled road.

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