

From:  
"Emma Laing" <elaing@mecone.com.au>  
Sent:  
Fri, 13 Sep 2024 16:24:50 +1000  
To:  
"RES - Mailbox - Email Registration" <EmailRegistration@burdekin.qld.gov.au>  
Cc:  
"RES - Mailbox - Planning" <Planning@burdekin.qld.gov.au>  
Subject:  
Development Application Lodgement - 125 Edwards Street, Ayr - Email 1 of 2  
Attachments:  
Owner's Consent - Signed.pdf, DA Form 1.pdf, Town Planning Report.pdf,  
Appendix A Assessment Benchmarks.pdf, Appendix B Proposal Plans.pdf, Appendix C  
Transport  
Engineering Report.pdf

Good Afternoon

Please see attached the following documents that form the application package  
for development over 125

Edwards Street, Ayr:

- DA Form 1 and landowner consent
- Town Planning Report
- Appendix A Assessment Benchmarks
- Appendix B Proposal Plans
- Appendix C Transport Engineering Report

Please let me know if Council requires anything further to confirm the lodgement  
of this application.

Kind Regards

EMMA LAING

Senior Planner

07 3556 4004 | 0481 823 732

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Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

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Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

Document Set ID: 1836516  
Version: 1, Version Date: 18/09/2024

DA Form 1 – Development application details

Approved form (version 1.6 effective 2 August 2024) made under section 282 of the Planning Act 2016.

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

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

For a development application involving building work associated with any other type of assessable development (i.e. material change of use, operational work or reconfiguring a lot), use this form (DA Form 1) and parts 4 to 6 of

DA Form 2 – Building work details.

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

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

This form and any other form relevant to the development application must be used to make a development

application relating to strategic port land and Brisbane core port land under the Transport Infrastructure Act 1994,

and airport land under the Airport Assets (Restructuring and Disposal) Act 2008.

For the purpose of assessing a development application relating to strategic port land and Brisbane core port land, any reference to a planning scheme is taken to mean a land use plan for the strategic port land, Brisbane port land use plan for Brisbane core port land, or a land use plan for airport land.

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

PART 1 – APPLICANT DETAILS

1) Applicant details

Applicant name(s) (individual or company full name)

Roma Central Pty Ltd (as trustee) Roma Central Trust

Contact name (only applicable for companies)

C/- Mecone  
Emma Laing

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

Level 2, 235 Edward Street

Suburb

Brisbane City

State

Queensland

Postcode

4000

Country

Australia

Contact number

07 3556 4004

Email address (non-mandatory)

elaing@mecone.com.au

Mobile number (non-mandatory)

-

Fax number (non-mandatory)

-

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

M000973

1.1) Home-based business

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

2) Owner's consent

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

Yes - the written consent of the owner(s) is attached to this development application

No - proceed to 3)

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

## 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)

Street No.

Street Name and Type

Suburb

125

Edwards Street

Ayr

Postcode

Lot No.

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

Local Government Area(s)

4807

2

RP712287

Burdekin Shire Council

Unit No.

Street No.

Street Name and Type

Suburb

Postcode

Lot No.

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

Local Government Area(s)

3.2) Coordinates of premises (appropriate for development in remote areas, over part of a lot or in water not adjoining or adjacent to land

e.g. channel dredging in Moreton Bay)

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

Coordinates of premises by longitude and latitude

Longitude(s)

Latitude(s)

Datum

Local Government Area(s) (if applicable)

WGS84

GDA94

Other:

Coordinates of premises by easting and northing

Easting(s)

Northing(s)

Zone Ref.

Datum

54

55

56

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

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

Name of port authority for tidal area (if applicable)

Page 2

DA Form 1 – Development application details

Version 1.6– 2 August 2024

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

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):

Material change of use for a food and drink outlet involving a drive-through facility

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

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

6.3) Additional aspects of development

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

6.4) Is the application for State facilitated development?

Yes - Has a notice of declaration been given by the Minister?

No

Section 2 - Further development details

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

Material change of use

Yes - complete division 1 if assessable against a local planning instrument

Reconfiguring a lot

Yes - complete division 2

Operational work

Yes - complete division 3

Building work

Yes - complete DA Form 2 - Building work details

Division 1 - Material change of use

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

8.1) Describe the proposed material change of use

Provide a general description of the proposed use

Provide the planning scheme definition  
(include each definition in a new row)

Number of dwelling  
units (if applicable)

Gross floor  
area (m<sup>2</sup>)  
(if applicable)

Café with drive-through facility

Food and drink outlet

The use of premises for—

(a) preparing and selling food and drink  
for consumption on or off the premises;  
or

(b) providing liquor for consumption on  
the premises, if the use is ancillary to the  
use in paragraph (a).

58

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

Yes

No

8.3) Does the proposed development relate to temporary accepted development under the Planning Regulation?

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

No

Provide a general description of the temporary accepted development

Specify the stated period dates under the Planning Regulation

Division 2 – Reconfiguring a lot

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

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

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

Subdivision (complete 10)

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

Dividing land into parts by agreement (complete 11)

Creating or changing an easement giving access to a lot  
from a constructed road (complete 13)

Boundary realignment (complete 12)

10) Subdivision

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

Intended use of lots created

Residential

Commercial

Industrial

Other, please specify:

Number of lots created

10.2) Will the subdivision be staged?

Yes - provide additional details below

No

How many stages will the works include?

What stage(s) will this development application  
apply to?

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

Intended use of parts created

Residential

Commercial

Industrial

Other, please specify:

Number of parts created

12) Boundary realignment

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

Current lot

Lot on plan description

Proposed lot

Area (m2)

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:

Page 5

DA Form 1 – Development application details

Version 1.6– 2 August 2024

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

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

#### 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

Page 6

DA Form 1 - Development application details

Version 1.6- 2 August 2024

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

SEQ regional landscape and rural production area or SEQ rural living area – combined use

SEQ northern inter-urban break – tourist activity or sport and recreation activity

SEQ northern inter-urban break – community activity

SEQ northern inter-urban break – indoor recreation

SEQ northern inter-urban break – urban activity

SEQ northern inter-urban break – combined use

Tidal works or works in a coastal management district

Reconfiguring a lot in a coastal management district or for a canal

Erosion prone area in a coastal management district

Urban design

Water-related development – taking or interfering with water

Water-related development – removing quarry material (from a watercourse or lake)

Water-related development – referable dams

Water-related development – levees (category 3 levees only)

Wetland protection area

Matters requiring referral to the local government:

Airport land

Environmentally relevant activities (ERA) (only if the ERA has been devolved to local government)

Heritage places – Local heritage places

Matters requiring referral to the Chief Executive of the distribution entity or transmission entity:

Infrastructure-related referrals – Electricity infrastructure

Matters requiring referral to:

- The Chief Executive of the holder of the licence, if not an individual
- The holder of the licence, if the holder of the licence is an individual

Infrastructure-related referrals – Oil and gas infrastructure

Matters requiring referral to the Brisbane City Council:

Ports – Brisbane core port land

Matters requiring referral to the Minister responsible for administering the Transport Infrastructure Act 1994:

Ports – Brisbane core port land (where inconsistent with the Brisbane port LUP for transport reasons)

Ports – Strategic port land

Matters requiring referral to the relevant port operator, if applicant is not port operator:

Ports – Land within Port of Brisbane's port limits (below high-water mark)

Matters requiring referral to the Chief Executive of the relevant port authority:

Ports – Land within limits of another port (below high-water mark)

Matters requiring referral to the Gold Coast Waterways Authority:

Tidal works or work in a coastal management district (in Gold Coast waters)

Matters requiring referral to the Queensland Fire and Emergency Service:

Tidal works or work in a coastal management district (involving a marina (more than six vessel berths))

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

Yes – referral response(s) received and listed below are attached to this development application

No

Referral requirement

Referral agency

Date of referral response

Identify and describe any changes made to the proposed development application that was the subject of the referral response and this development application, or include details in a schedule to this development application (if applicable).



Page 7

DA Form 1 – Development application details

Version 1.6– 2 August 2024

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

## PART 6 – INFORMATION REQUEST

### 19) Information request under the DA Rules

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

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

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

- that this development application will be assessed and decided based on the information provided when making this development application and the assessment manager and any referral agencies relevant to the development application are not obligated under the DA Rules to accept any additional information provided by the applicant for the development application unless agreed to by the relevant parties

- Part 3 under Chapter 1 of the DA Rules will still apply if the application is an application listed under section 11.3 of the DA Rules or

- Part 2 under Chapter 2 of the DA Rules will still apply if the application is for state facilitated development

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

## PART 7 – FURTHER DETAILS

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

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

No

List of approval/development application references

Reference number

Date

Assessment manager

Approval

Development application

Approval

Development application

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

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

No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the

assessment manager decides the development application. I acknowledge that the assessment manager may

give a development approval only if I provide evidence that the portable long service leave levy has been paid

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

Amount paid

Date paid (dd/mm/yy)

QLeave levy number (A, B or E)

\$

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

Yes – show cause or enforcement notice is attached

No

23) Further legislative requirements

Environmentally relevant activities

23.1) Is this development application also taken to be an application for an environmental authority for an

Environmentally Relevant Activity (ERA) under section 115 of the Environmental Protection Act 1994?

Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority

accompanies this development application, and details are provided in the table below

No

Note: Application for an environmental authority can be found by searching

“ESR/2015/1791” as a search term at [www.qld.gov.au](http://www.qld.gov.au). An ERA

requires an environmental authority to operate. See [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information.

Page 8

DA Form 1 – Development application details

Version 1.6– 2 August 2024

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

Proposed ERA number:

Proposed ERA threshold:

Proposed ERA name:

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

Hazardous chemical facilities

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

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

No

Note: See [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information about hazardous chemical notifications.

Clearing native vegetation

23.3) Does this development application involve clearing native vegetation that requires written confirmation that

the chief executive of the Vegetation Management Act 1999 is satisfied the clearing is for a relevant purpose under section 22A of the Vegetation Management Act 1999?

Yes – this development application includes written confirmation from the chief executive of the Vegetation

Management Act 1999 (s22A determination)

No

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

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

Environmental offsets

23.4) Is this development application taken to be a prescribed activity that may have a significant residual impact on

a prescribed environmental matter under the Environmental Offsets Act 2014?

Yes – I acknowledge that an environmental offset must be provided for any prescribed activity assessed as

having a significant residual impact on a prescribed environmental matter

No

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

Koala habitat in SEQ Region

23.5) Does this development application involve a material change of use, reconfiguring a lot or operational work

which is assessable development under Schedule 10, Part 10 of the Planning Regulation 2017?

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

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

No

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

Water resources

23.6) Does this development application involve taking or interfering with underground water through an

artesian or subartesian bore, taking or interfering with water in a watercourse,

lake or spring, or taking

overland flow water under the Water Act 2000?

Yes – the relevant template is completed and attached to this development application and I acknowledge that a

relevant authorisation or licence under the Water Act 2000 may be required prior to commencing development

No

Note: Contact the Department of Resources at [www.resources.qld.gov.au](http://www.resources.qld.gov.au) for further information.

DA templates are available from [planning.statedevelopment.qld.gov.au](http://planning.statedevelopment.qld.gov.au). If the development application involves:

- 
- 
- 

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

Taking or interfering with water in a watercourse, lake or spring: complete DA Form1 Template 2

Taking overland flow water: complete DA Form 1 Template 3.

Waterway barrier works

23.7) Does this application involve waterway barrier works?

Page 9

DA Form 1 – Development application details

Version 1.6– 2 August 2024

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

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

No

DA templates are available from [planning.statedevelopment.qld.gov.au](http://planning.statedevelopment.qld.gov.au). For a development application involving waterway barrier works, complete DA Form 1 Template 4.

Marine activities

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

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

No

Note: See guidance materials at [www.daf.qld.gov.au](http://www.daf.qld.gov.au) for further information.

Quarry materials from a watercourse or lake

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

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

No

Note: Contact the Department of Resources at [www.resources.qld.gov.au](http://www.resources.qld.gov.au) and [www.business.qld.gov.au](http://www.business.qld.gov.au) for further information.

Quarry materials from land under tidal waters

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

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

No

Note: Contact the Department of Environment, Science and Innovation at [www.desi.qld.gov.au](http://www.desi.qld.gov.au) for further information.

Referable dams

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

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

No

Note: See guidance materials at [www.resources.qld.gov.au](http://www.resources.qld.gov.au) for further information.

Tidal work or development within a coastal management district

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

Yes – the following is included with this development application:  
Evidence the proposal meets the code for assessable development that is prescribed tidal work (only required if application involves prescribed tidal work)

A certificate of title

No

Note: See guidance materials at [www.desi.qld.gov.au](http://www.desi.qld.gov.au) for further information.

Queensland and local heritage places

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

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

No

Note: See guidance materials at [www.desi.qld.gov.au](http://www.desi.qld.gov.au) for information requirements regarding development of Queensland heritage places.

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

Name of the heritage place:

Place ID:

Page 10

DA Form 1 – Development application details

Version 1.6– 2 August 2024

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

Decision under section 62 of the Transport Infrastructure Act 1994

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

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

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

No

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

23.15) Does this development application involve reconfiguring a lot into 2 or more lots in certain residential zones

(except rural residential zones), where at least one road is created or extended?

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

No

Note: See guidance materials at [www.planning.statedevelopment.qld.gov.au](http://www.planning.statedevelopment.qld.gov.au) for further information.

#### PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist

I have identified the assessment manager in question 15 and all relevant referral

requirement(s) in question 17

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.

Page 11

DA Form 1 – Development application details

Version 1.6– 2 August 2024

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

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

Page 12

DA Form 1 – Development application details

Version 1.6– 2 August 2024

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

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Zarrafra's Coffee Ayr

PREPARED FOR  
ROMA CENTRAL PTY LTD (AS TRUSTEE)  
ROMA CENTRAL TRUST  
SEPTEMBER 2024  
MECONE.COM.AU  
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Project director  
Emma Laing

Contributors  
Emma Laing

Revision

Revision date

Status

Authorised: Name & Signature

1  
2

13 September 2024  
13 September 2024

Client Review  
Final

Emma Laing  
Emma Laing

\* This document is for discussion purposes only unless signed and dated by the persons identified.  
This document has been reviewed by the Project Director.

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Mecone acknowledges the Traditional Custodians of the land on where this project is undertaken and across the Mecone offices that this report is prepared, paying respect to the Elders past and present. We recognise the ongoing connection of Aboriginal and Torres Strait Islander peoples to land, waters, and culture.

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Document Set ID: 1836516  
Version: 1, Version Date: 18/09/2024

Contents	
Executive Summary .....	2
1 Site Description .....	4
1.1 Site Details .....	4
1.2 Site Context .....	5
1.3 Surrounding Development .....	5
2 Development Proposal .....	7
2.1 Proposal Summary .....	7
2.2 Proposal Detail .....	7
2.2.1 Development Summary .....	7
2.2.2 Built Form, Materials and Finishes .....	8
2.2.3 Use Operation .....	8
2.2.4 Access, Parking and Servicing .....	8
2.2.5 Civil .....	8
2.2.6 Noise Impact .....	9
3 Planning Considerations.....	10
3.1 Planning Framework .....	10
3.2 Application Requirements .....	10

Conclusion .....	12
------------------	----

#### Table of Figures

##### Figure 1: Site

Arial.....	4
------------	---

##### Figure 2: Site

context .....	6
---------------	---

##### Figure 3: North

Elevation .....	7
-----------------	---

#### Table of Tables

##### Table 1: Site description and planning

considerations .....	2
----------------------	---

##### Table 2: Application

summary .....	2
---------------	---

##### Table 3: Applicant

details .....	3
---------------	---

##### Table 4: Site description and planning

considerations .....	4
----------------------	---

##### Table 5: Site description and planning

considerations .....	5
----------------------	---

##### Table 6: Built form

detail .....	7
--------------	---

##### Table 7: Planning

Framework .....	10
-----------------	----

##### Table 8: Application

requirements .....	10
--------------------	----

#### Table of Appendices

##### Appendix A: Assessment Benchmarks

##### Appendix B: Proposal Plans

##### Appendix C: Transport Engineering Report

##### Appendix D: Civil Engineering Report

##### Appendix E: Noise Impact Assessment

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Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

## Executive Summary

This planning report has been prepared by Mecone on behalf of Roma Central Pty Ltd (as trustee) Roma Central Trust (the Applicant) in support of a code assessable development application lodged over land located at 125 Edwards Street, Ayr, described as Lot 2 on RP712287. Specifically, this development application seeks the following:

- 

Development permit for a Material change of use for Food and Drink Outlet (with associated drive through).

In accordance with s44 of the Planning Act 2016, the proposed development is considered Assessable

development for which a development approval is required.

Table 1 – Table 3 below provide a summary of the site, planning framework, application requirements and applicant details.

Table 1: Site description and planning considerations

Key detail

Site Address

Real Property Description

Total Site Area

Easements

Landowner

Planning Scheme

Zoning

Overlays

Regional Plan

SPP Layers

Subject site

125 Edwards Street, Ayr

Lot 2 on RP712287

1,012m<sup>2</sup>

The site is not burdened by easements.

Huong Lan Thi Tran

Burdekin Shire Council Planning Scheme 2022

Centre Zone

- 

Acid Sulfate Soils Overlay

o 5 – 20m contour

- Flood Hazard Overlay

o Low hazard

- Transport Noise Corridor Overlay

North Queensland Regional Plan

- 

- 

- 

SARA Overlays

- 

- 

- 

- 

Agriculture

o Important agricultural hazards

Natural Hazards Risk and Resilience

- o Flood hazard area – Level 1 – Queensland floodplain assessment overlay
- Transport Infrastructure
- o State-controlled road
- o Transport Noise Corridor – State-controlled road
- Water Resources
- o Water resource planning area boundaries
- Native Vegetation Clearing
- o Category X on the regulated vegetation map
- State Transport Corridor
- o State-controlled road
- Areas within 25m of a State Transport Corridor
- o Area within 25m of a State-controlled road

## Table 2: Application summary

### Key details

Aspect of Development  
 Category of Assessment  
 Public Notification

### Subject site

Material Change of Use for Food and Drink Outlet  
 Code Assessable  
 Not required

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 Document Set ID: 1836516  
 Version: 1, Version Date: 18/09/2024



Assessment Manager  
Referral Trigger  
Referral Agency

Burdekin Shire Council  
Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Column 2 (a)  
State Assessment Referral Agency

Table 3: Applicant details

Key details  
Applicant  
Contact Details

Reference

Subject site  
Roma Central Pty Ltd (as trustee) Roma Central Trust c/- Mecone  
Emma Laing  
Level 2, Rowes Building, 235 Edward Street  
Brisbane QLD 4000  
P: 07 3556 4004  
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Version: 1, Version Date: 18/09/2024

## Site Description

### 1.1

#### Site Details

Table 4 below provides a summary of the key site details.

Table 4: Site description and planning considerations

##### Key details

Address

RPD

Site area

Existing Use

Access

Servicing

Topography

Vegetation

Flooding

##### Subject site

125 Edwards Street, Ayr

Lot 2 on RP712287

1,012m<sup>2</sup>

The site is vacant but has historically used for the storage of cars.

Vehicle and pedestrian access via Edwards Street.

The site will be serviced by all reticulated services, including electricity, water, sewer, and telecommunications.

The site is relatively flat.

The site does not contain vegetation.

The site is mapped in the Low Hazard sub-category of the Burdekin River flood overlay.

##### Figure 1: Site Arial

Source: Metro Map, 2021

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Version: 1, Version Date: 18/09/2024

## 1.2

### Site Context

The subject site is in the suburb of Ayr, within the Burdekin Shire Council Local Government Area (LGA). The site is approximately 116km north of Bowen and 116km south-east of Townsville. The town of Ayr is characterised by rural residential and supports the production of sugar cane. The subject site is included in the Centre zone. The centre zone provides services to residents such as supermarkets, pharmacies, cafes, service stations other local convenience offerings. Residential areas are primarily located to the north and east of the subject site. Accessibility to the subject site is provided via Edwards Street which provides connection to the Bruce Highway.

## 1.3

### Surrounding Development

Table 5 provides a summary of the surrounding development and Figure 3 demonstrates the site context.

Table 5: Site description and planning considerations

Council Ref  
MCU23/0002

Address  
119-121 Edwards Street, Ayr

Status  
Determined

MCU21/0010

189-191 Queen Street, Ayr

Determined

MCU23/0007

270 Queen Street, Ayr

Determined

Description  
On the 15th of August 2023, Burdekin Shire Council issued a development permit for a Material Change of Use – Service Station and Shop.  
On the 9th of March 2022, Burdekin Shire Council issued a development permit for Material Change of Use – Restaurant with a drive through facility.  
On the 14th of May 2024, Burdekin Shire Council issued a development permit for a Material Change of Use – Shop.

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Version: 1, Version Date: 18/09/2024



Burdekin Plaza

Low-medium Density  
Residential Land

The Site  
Centre Land

Queen Street  
Shopping Precinct

Low-medium Density  
Residential Land

Figure 2: Site context  
Source: Metro Map

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Version: 1, Version Date: 18/09/2024

## Development Proposal

### 2.1

#### Proposal Summary

The proposal seeks to establish a food and drink outlet with an associated drive through. Specifically, the proposed development seeks the following:

- 

#### Development permit for Material Change of Use for a Food and Drink Outlet

The food and drink outlet will be occupied by Zarraffa's Coffee and the building has been purposely designed with the tenant in mind. The key development details are summarised and discussed in detail below and should be read in conjunction with the proposal plans attached in Appendix B.

### 2.2

#### Proposal Detail

##### 2.2.1

#### Development Summary

The key development details are summarised in Table 6 below and should be read in conjunction with the proposal plans in Appendix B.

Table 6: Built form detail

Key detail  
 Building height  
 Operating hours  
 Gross floor area  
 Access  
 Car parking  
 Servicing  
 Queue Capacity  
 Outdoor seating  
 Landscaping

#### Proposed development

3.5m to parapet and 6.5m to top of signage tower.

4am – 10pm, 7 days a week

58m<sup>2</sup>

Vehicle access via Edwards Street with an 7m wide crossover.

6 car parks including provision for 2 future electric vehicle charging bays and 1 PWD space.

Provision for a MRV for delivering and refuse servicing.

12 cars from pick up window

10m<sup>2</sup>

74m<sup>2</sup>

Figure 3: North Elevation

Source: inTOTUM

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### 2.2.2

#### Built Form, Materials and Finishes

The built form is contemporary and alike food and drink outlets with drive-through facilities. The built form is an appropriate size and scale to balance the layout requirements for the building, drive-through, car parking and landscaping.

Sufficient area for landscaping is accommodated around the site's perimeter. The landscaping makes up for 13.7%

of the site and will comprise of ground covers, shrubs and medium trees. A landscape plan has been included in the proposal plans and details the plant species as well as installation and maintenance requirements ongoing.

The materials and finishes are selected purposefully for the tenant. These include CFC cladding with texture, coated finishes of a variety of warm colours and aluminium slatted screening. Operable glazing is provided for the pay, pick up and order windows. The outdoor seating area is positioned between the street frontage and the building. This area is screening with aluminium battens to maintain permeability and casual surveillance. The refuse area is located the rear of the building and will be appropriately screened.

Please refer to the Proposal Plans attached in Appendix B.

### 2.2.3

#### Use Operation

The café will primarily operate as a drive-through facility. The hours of operation sought at between 4am and 10pm, 7 days a week. Ordering goods from the café will be via the order point, located at the drive-through entrance. A separate pay and pick up window are provided on the southern elevation, and sufficiently separated to accommodate appropriate queue lengths. Patrons will have the option to order from the kiosk window at the front and enjoy the outdoor seating areas provided at the side of the building.

### 2.2.4

#### Access, Parking and Servicing

Provision has been made for a new 7m wide, two-way crossover to Edwards Street. This access design accommodates the required movements for cars and service vehicles, including an MRV and a rear loader waste collection vehicle. These service vehicles have appropriate on-site manoeuvring and can enter and exit the site in a forward gear.

6 on-site car parks have been providing fronting the building. These include 1 PDW space and 2 spaces that will have access to future EV charging. The number of car parks complies with the requirements of the Burdekin Shire Planning Scheme. The building and car parking layout achieves the greatest queuing capacity for the site. The queuing capacity exceeds the minimum requirement by providing capacity for 12 vehicles within the site. This queue length does not impact on the access or internal movement of vehicles parking and servicing the development.

Please refer to the Transport Engineering Report attached in Appendix C.



## 2.2.5

### Civil Engineering

Stormwater management will be achieved by in-ground pit and pipe drainage works to capture roof water and surface runoff. This will be then discharged into the back of existing gully on the Edwards Street kerb line.

The development will result in the increase of off-site flows. To mitigate impacts to the State-Controlled Road and maintain a non-worsening, the development will provide RCBCs for detention. The development does not trigger the threshold for the SPP Post-Development Stormwater Management (Water Quality) Design Objectives and is not required to provide a permanent treatment solution.

The site is presently connected to reticulated water, sewerage, telecommunications, and electricity. These service connections will be maintained for the development.

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Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

Please refer to the Civil Engineering Report attached in Appendix D.

#### 2.2.6

##### Noise Impact

Ambient noise surveys were carried out prior to the lodgement of this development application to quantify the existing noise levels at nearby sensitive receiving areas. These surveys showed that the predominant noise environment consists of traffic noise during the day and evening. Based on these findings and the calculated impacts from the proposed development, including mechanical plant and equipment and the hours of operation, potential noise impacts will be managed by:

- 
- 
- 

1.8m high acoustic fence along the east and south side boundaries that is gap free.

Screening mechanical plant and equipment.

Limit the hours for deliveries and waste collection to day time only.

Please refer to the Noise Impact Assessment Report in Appendix E.

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## Planning Considerations

### 3.1

#### Planning Framework

Table 7: Planning Framework

##### Key detail

State Framework

Planning Regulation 2017

##### Proposed development

- 
- 
- 
- 

State Planning Policy 2017 (SPP  
2017)

North Queensland Regional Plan  
2020

Local Framework

Local categorising instrument

Council overlays

Zone

Local government infrastructure  
plan

### 3.2

#### Water Resources

o Water resource planning area boundaries

Native Vegetation Clearing

o Category X on the regulated vegetation map

State Transport Corridor

o State-controlled road

Areas within 25m of a State Transport Corridor

o Area within 25m of a State-controlled road

- 

#### Agriculture

o Important agricultural hazards

• Natural Hazards Risk and Resilience

o Flood hazard area – Level 1 – Queensland floodplain  
assessment overlay

• Transport Infrastructure

o State-controlled road

o Transport Noise Corridor – State-controlled road

The proposal is for an urban development in an urban area.

Burdekin Shire Council

- 

#### Acid Sulfate Soils Overlay

o 5 – 20m contour

• Flood Hazard Overlay

o Low hazard

• Transport Noise Corridor Overlay

## Centre Zone

The subject site is located within the priority infrastructure area.

## Application Requirements

Table 8: Application requirements

### Key detail

Aspect of development  
Category of assessment  
Public notification  
Assessment manager  
Referral trigger  
Referral agency  
Assessment benchmarks

### Subject site

Material Change of Use for Food and Drink Outlet

Code Assessment

Not Applicable

Burdekin Shire Council

Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, Column 2 (a)

State Assessment and Referral Agency

### SDAP

- 
- 

SDAP 1

SDAP 6

### Planning scheme codes

- 

### Centre Zone Code

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- 
- 

Flood Hazard Overlay Code  
Development Works Code

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Version: 1, Version Date: 18/09/2024

## Conclusion

This planning report has been prepared by Mecone on behalf of Roma Central Pty Ltd (as trustee) Roma Central Trust (the Applicant) in support of a Code Assessment development application lodged at 125 Edwards Street, Ayr described as Lot 2 on RP712287. Specifically, this development application seeks the following:

- 

Development permit for a Material Change of Use for a Food and Drink Outlet (with associated drive-through)

In accordance with section 45 of the Planning Act 2016, this town planning report has assessed the proposed development against the Planning Regulation 2017, State Planning Policy 2017, ShapingSEQ 2023, and the Burdekin Shire Council Planning Scheme. Our assessment demonstrates that the proposed development should be approved, subject to reasonable and relevant conditions, for the reasons outlined below:

- 
- 
- 
- 
- 
- 
- 

The proposed development contributes to the positive activation of Edward Street with an engaging use that promotes casual surveillance at various times of the day. The proposed development achieves the outcomes sought by the relevant provisions of the Burdekin Shire Planning Scheme, including the Centre Zone Code, Flood Overlay Code and the Development Works Code. The proposed building height and scale is compatible with surrounding development. The proposed development positively contributes to the streetscape through the incorporation of landscaping along the frontage and minimising access to a single crossover. The proposed development does not cause unreasonable nuisance to neighbouring properties, as demonstrated by the supporting traffic, acoustic and civil engineering reports. The proposed development provides for adequate on-site parking, queuing and appropriate refuse management. The proposed development can be efficiently serviced with all reticulated services, including stormwater, sewer, water, electricity and telecommunications.

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Version: 1, Version Date: 18/09/2024

Appendix A: Assessment  
Benchmarks

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Document Set ID: 1836516  
Version: 1, Version Date: 18/09/2024



Contents

Contents ..... 2

Zone

Code ..... 3

Centre zone

code ..... 3

Overlay

Code..... 7

Flood Hazard Overlay

Code ..... 7

Secondary

code ..... 10

Development Works

Code ..... 10

Zone Code

Centre zone code

Performance outcomes

Building Scale and Appearance

P01

Buildings have a height, scale and alignment consistent with the streetscape character, and create a safe, continuous and comfortable pedestrian environment at the street front.

Acceptable outcomes

Comments

A01.1

Buildings are no more than 2 storeys above natural ground level.

A01.2

The maximum site cover is 75%.

Complies

The development is 1 storey above natural ground level.

Complies

The development does not exceed a site cover of 75%.

Performance Outcome

The building is perpendicular to Edwards Street to facilitate drive-through, car parking and safe onsite manoeuvring. Therefore, an awning over the external footpath cannot be facilitated. An appropriate landscape strip is provided along the frontage to provide shading and cooling in lieu of an awning.

Complies

The carpark fronts the building but is oriented between the building and the side boundary. Car parking is not between the building and the front boundary.

A01.3

Buildings are built to the street alignment and provide an awning over the adjoining footpath.

A01.4

Car parking is provided to the side or the rear of the building but is not provided between the building and the street.

Car parking and access

P02

Development provides sufficient car parking on-site to accommodate the anticipated demand safely and efficiently.

Lighting Nuisance

P03

The operation of the activity does not cause undue disturbance to any person or activity because of the light it emits.

A02

Vehicle parking on-site and access and manoeuvring areas are in accordance with table 6.2.1.3(e) – Vehicle parking rates and standards.

Complies

Please refer to the Transport Engineering Report

provided in Appendix C.

A03

The vertical illumination resulting from direct, reflected or incidental light coming from a site does 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.

Complies

The development is appropriately setback and impact from illumination outside of the boundary is unlikely.

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Version: 1, Version Date: 18/09/2024

Appropriate lighting requirements can be conditioned.

## Infrastructure Provision

### P04

Premises have an appropriate level of infrastructure for the efficient functioning of the use while not impacting on adjoining land uses or the environment.

### A04.1

Premises are connected to a reticulated water supply.

### A04.2

Premises are connected to reticulated sewerage system.

## Uses

### P05

No acceptable outcome is nominated.

Retail and commercial services are provided at a level commensurate with the population served by the centre and do not undermine the function of the centre zone in other towns.

### P06

No acceptable outcome is nominated.

Development facilitates a range of uses that contributes to the vibrancy of the centre and provides for a compatible mix of activities.

Urban design – development fronting Edwards and Queen Streets in Ayr and Eighth Avenue in Home Hill

### P07

No acceptable outcome is nominated.

Development maximises pedestrian activity and accessibility by accommodating retail, café, personal service or other uses generating frequent visitation by pedestrians at street level.

### P08

No acceptable outcome is nominated.

Buildings incorporate extensive shop window glazing or other openings along the frontage.

### P09

Convenient pedestrian connections between blocks using arcades or laneways are created where practical

### P010

Vehicle access points are minimised, and where possible, consolidated.

Urban Design – All parts of the zone

### P011

Pedestrian entry points are easily identified and directly accessed from the street

No acceptable outcome is nominated.

## Complies

The proposed food and drink outlet is appropriately located on Edwards Street within the Centre Zone and is a scale that is consistent with similar developments.

## Complies

The food and drink outlet provides a convenience offering for early commuters. This adds to activity occurring at all times in the day along Edwards Street.

## Complies

Whilst the development provides a drive-through facility to support vehicle usage and access to the site, pedestrian access from Edwards Street is available.

## Complies

Glazing is provided on the northern side elevation.

Between the front setback and the building is outdoor seating with aluminium slats for permeability.  
Not Applicable

No acceptable outcome is nominated.

Complies

A single access point is proposed for all vehicles.

No acceptable outcome is nominated.

Complies

As the building is setback from the street frontage, direct accessibility is for pedestrians is via the

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Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

Complies

The development will maintain the existing connection to reticulated water.

Complies

The development will maintain the existing connection to the reticulated sewerage system.

P012

Development does not create blank, unbroken walls along street frontages

No acceptable outcome is nominated.

P013

Building caps and rooftops create an attractive roofscape and screen plant and equipment.

P014

Car parking, vehicular access and driveways do not detract from or dominate the street frontage.

No acceptable outcome is nominated.

P015

Development is designed to achieve safety for all users having regard to:

- a) maximising casual surveillance and sight lines;
- b) avoiding personal concealment and entrapment locations;
- c) exterior building design that promotes safety;
- d) adequate lighting;
- e) appropriate signage and wayfinding;
- and
- f) clearly defined building entrances.

No acceptable outcome is nominated.

No acceptable outcome is nominated.

crossover. Internal movement areas for vehicles and car parks will be clearly marked for legible and safe pedestrian passage.

Complies

The building interface with the street frontage is the outdoor seating that is screened with aluminium battens.

Complies

The building cap and rooftop design is broken up with the signage blade and awnings.

Complies

The driveway location and internal layout provides for a balance of landscaping and built form to enhance the street frontage.

Complies

The development achieves the following safe design outcomes:

- casual surveillance with glazing directed over the car park and outdoor dining interfacing the street frontage.
- appropriate sight lines are achieved by low lying landscaping, signage location and driveway position.
- complete avoidance of entrapment spaces and concealed areas.
- clearly defined entrance points for employees to the building and the drive-through facility for customers.

Editor's note-Applicants may find useful guidance in the Queensland Government's Crime Prevention

through Enviro

P016

Landscaping is incorporated into the development and provides shade for pedestrians, enhances its appearance especially in parking and service areas and screens servicing components.

P017

Landscaping provides for an attractive streetscape.

No acceptable outcome is nominated.

Complies

Please refer to the landscape plan included in Appendix B.

A017

Performance Outcome

A 2m wide landscape strip is provided along the site frontage. The landscape strip will accommodate a

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Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

## Amenity

### P018

Development does not create significant impacts on the amenity of nearby land in a residential zone as a result of noise, lighting, odour, dust, volume of traffic generated, loss of privacy or other cause.

### P019

Development adjoining residential zoned land provides building setbacks which maintain the privacy of nearby dwellings and incorporate suitable screening.

### P020

Development is designed to minimise overshadowing on adjoining residential zoned land.

### P021

Materials capable of generating air or odour impacts are wholly enclosed.

### P022

All external areas are sealed, turfed or landscaped

A minimum of 3m of dense planting is provided along the road frontage/s of the site, except where buildings are built to the street alignment.

range of species that will provide for an attractive streetscape.

No acceptable outcome is nominated.

## Complies

The development is appropriately sited within the centre zone.

### A019.1

Buildings have a minimum setback of:

- a) 3m or half the building height, whichever is greater, to the side boundary; and
- b) 6m or half the building height, whichever is greater, to the rear boundary.

### A019.2

A screen fence (minimum height of 1.8m and maximum gap of 10mm) is provided along the common site boundaries.

### A019.3

Windows with a direct view into adjoining residential land are provided with fixed screening that is a maximum of 50% transparent to obscure views and maintain privacy for residents.

### A020

Buildings do not cast a shadow over an adjoining residential lot between the hours of 9am and 3pm on the 22 June.

No acceptable outcome is nominated.

No acceptable outcome is nominated.

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Please refer to the supporting traffic, civil engineering and acoustic reports that demonstrate how the development does not impact on amenity.



Complies

The development exceeds 3m setback to the side boundaries and 6m to the rear.

Complies

A 1.8m high fence is required on the east side and rear boundaries to mitigate noise impacts.

Not Applicable

There are no windows with a direct view to the residential development at the rear.

Complies

The building is unlikely to overshadow the adjoining residential lot due to the building siting and orientation within the lot.

Complies

The mechanical plant and refuse storage area is enclosed.

Complies

External areas comprise of landscaping and hardstand.

## Overlay Code

### Flood Hazard Overlay Code

#### Performance outcomes

##### Compatible Development

###### P01

Where land is included in an urban or rural residential zone, development does not increase the number of lots within the high or extreme flood hazard area.

###### P02

Development involving critical or vulnerable uses is not located within any flood hazard area, unless it involves a minor extension to, or redevelopment of, an existing use.

###### P03

Dual occupancies and more intensive residential uses do not establish in the rural, low density residential, township or emerging community zones where they fall within the extreme, high or medium hazard areas, unless it involves a minor extension to, or redevelopment of, an existing use.

###### P04

Development involving worker or tourist accommodation uses do not establish in the rural, low density residential, township or emerging community zones where they fall within the extreme, high or medium hazard areas, unless it involves a minor extension to, or redevelopment of, an existing use.

###### P05

Development involving an existing use mentioned in P02, P03 or P04 does not substantially increase the number of people accommodated or requiring evacuation from the site.

#### Acceptable outcomes

#### Comments

##### A01

No new lots are created.

##### Not Applicable

The site is in the low hazard sub-category of the flood overlay.

No acceptable outcome is nominated.

Not Applicable

No acceptable outcome is nominated.

Not Applicable

No acceptable outcome is nominated.

Not Applicable

No acceptable outcome is nominated.

Not Applicable

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Version: 1, Version Date: 18/09/2024



P06

Critical uses are able to function effectively during and immediately after a flood hazard event.

P07

Where components of commercial or industrial uses are located below the level of the defined flood event, stock or facilities:

- a) are relocatable or readily replaced;
- b) are not vital to the safe operation of the use during or after a flood event; and
- c) are located or designed to avoid causing a risk to public safety in the event of a flood or impede the flow of flood water.

No acceptable outcome is nominated.

Not Applicable

No acceptable outcome is nominated.

Complies

Development is unlikely to be below the defined flood level however if this occurs, access to and from the site will be flood free.

No acceptable outcome is nominated.

Complies

The proposal does not involve the manufacturing or storage of hazardous goods.

A09

Development occurs on land which is above the defined flood event.

Not Applicable

No acceptable outcome is nominated.

Complies

No acceptable outcome is nominated.

Not Applicable

A012

Complies

Note-To demonstrate compliance with this performance outcome, applicants should prepare a flood response plan.

P08

Development either:

- a) does not involve the manufacture or storage of hazardous materials within a flood hazard area; or
- b) is designed to prevent the release of hazardous materials during a flood event.

P09

Premises used for extractive industry, aquaculture, animal keeping or intensive animal husbandry are at low risk of inundation.

Mitigation of flood hazard

P010

Development which occurs in areas subject to a flood hazard ensures new buildings or extensions are designed to remain structurally sound during the defined flood event.

P011

Infrastructure likely to become a public asset is designed to withstand hydrodynamic forces of the defined flood event.

P012

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Development involving the expansion or redevelopment of critical or vulnerable uses ensures new buildings or extensions are provided with a high level of flood immunity.

P013

Development involving the expansion or redevelopment of critical or vulnerable uses ensures effective provision is made for evacuating residents and users, or shelter in place in the event available response times prevent evacuation

P014

Any new lots created provide for a building envelope to accommodate a dwelling house with floor levels above the defined flood level.

P015

Any new lots created provide for vehicular access between a building envelope and a public road free of high or extreme hazard.

P016

Development does not change inundation characteristics outside the subject site in ways that would:

- a) result in loss of flood storage or loss of, or changes to, flow paths;
- b) adversely change the depth or behaviour of the hazard; or
- c) reduce warning times; or
- d) increase the duration of the hazard.

P017

Any structures or works intended to mitigate the risk or impacts of inundation on a development site are located wholly on private land.

P018

Adequate provision is made for safe evacuation, response and recovery during a flood event.

Floor levels are established at the level of the 0.5% AEP plus a freeboard of 500mm.

The minimum floor levels are expected to be achieved by the development.

No acceptable outcome is nominated.

Not Applicable

No acceptable outcome is nominated.

Not Applicable

No acceptable outcome is nominated.

Not Applicable

No acceptable outcome is nominated.

Complies

The development is unlikely to change the inundation characteristics outside the subject site.

No acceptable outcome is nominated.

Complies

The proposed stormwater management systems proposed will assist to manage impacts and are contained within the site.

No acceptable outcome is nominated.

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Version: 1, Version Date: 18/09/2024

Please refer to the Civil Engineering Report provided in Appendix D.

Complies

The site's access is outside of the mapped flood hazard. The provision of a safe evacuation for

employees and customers will be achieved. The low hazard is unlikely to have detrimental impact on the development's recovery.

Secondary code

Development Works Code

Performance outcomes

Earthworks

P01

Excavation and filling on land maintains the amenity and utility of adjoining land.

P02

The carrying out of any excavation or filling does not contaminate any land.

P03

The carrying out of any excavation does not create any land instability or public safety risk.

P04

Earthworks do not:

- a) result in ponding on the site or on nearby land;
- b) adversely affect the flow of water through an overland flow path; and
- c) result in the loss of safety to users or uses of any other land.

P05

Earthworks do not result in structures or changes to ground level within a pipeline easement without the consent of the pipeline licence holder.

Acceptable outcomes

Comments

A01

Excavation and filling is not carried out within 1.5m of any site boundary.

A02

No contaminated material or potential acid sulfate soil is used as fill.

A03

Earthworks and retaining structures are carried out in accordance with:

- a) Australian Standard 3798:1996-Guidelines on earthworks for commercial and residential development; and
  - b) Section 3 of Australian Standard 4678:2002Earth retaining structures.
- No acceptable outcome is nominated

Not Applicable

No acceptable outcome is nominated

Not Applicable

Complies

This can be conditioned.

Complies

Minimal works are required that do not involve retaining structures. Relevant earthworks requirements can be conditioned.

Complies

Can be conditioned.



Editor's note-Refer to sections 807-808 of the

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Petroleum and Gas (Production and Safety) Act 2004.

P06

Earthworks maintain the visual amenity of surrounding land and do not compromise the privacy of adjoining property.

P07

The risk of erosion and sedimentation is minimised by:

- a) progressive rehabilitation of disturbed areas within the site;
- b) avoiding long term stockpiling of soil;
- c) diverting drainage paths around disturbed areas; and
- d) preventing sediments from leaving the site.

Excavation and/or filling in the rural zone

Infrastructure

P012

Development in an urban zone (other than the township zone) or within the priority infrastructure area is connected to reticulated water, sewerage and stormwater.

No acceptable outcome is nominated

Complies

The development does not require major earthworks as the site is relatively flat.

No acceptable outcome is nominated

Complies

These requirements can be conditioned.

Not Applicable

No acceptable outcome is nominated.

Complies

The site is connected to all urban services.  
Please refer to the Civil Engineering Report provided in Appendix D.

Note-Urban zone is defined in the Planning Regulation 2017. The priority infrastructure area is identified in the Local Government Infrastructure Plan in schedule 6.

P013

Development sites are provided with services in a way that is:

- a) safe and efficient;
- b) maintains the integrity of the external network;
- c) does not impose a load on external networks that exceed their capacity; and
- d) can be safely, conveniently and cost effectively maintained.

P014

Where reticulated water supply is not available, development is provided with a reliable water supply that is sufficient for the demands generated on site.

P015

A013

All infrastructure required to service the development is provided in accordance with Planning scheme policy  
- S.C5.2 - Development works.

Complies

Refer to the Civil Engineering Report provided in Appendix D.

No acceptable outcome is nominated.

Not Applicable

Reticulated water supply is available to the site.

No acceptable outcome is nominated.

Not Applicable

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Where a reticulated sewerage service is not available, an on-site system of treatment and disposal is established that is sufficient for the level of waste water generated on the site.

P016

Where provided on-site, water, waste water and stormwater infrastructure are established in a way that ensures public and environmental health, safety, water quality and amenity are maintained.

P017

Premises are connected to an electricity supply approved by the relevant authority.

Water Management

P018

Development is located, designed, constructed and operated to avoid adverse impacts on environmental values and water quality of groundwater, waterways and surface water storages arising from:

- a) altered stormwater quality and hydrology;
- b) waste water;
- c) the creation or expansion of non-tidal artificial waterways; or
- d) the release and mobilisation of nutrients and sediments.

P019

Development achieves the stormwater management design objectives outlined in tables 6.2.1.3(c) and 6.2.1.3(d).

Reticulated sewerage service is available to the site.

A016.1

In the rural residential zone, premises are provided with an on-site sewerage treatment and disposal system.

A016.2

Elsewhere, no acceptable outcome is nominated

A017

The development is connected to electricity infrastructure in accordance with the standards of the relevant regulatory authority.

Not Applicable

Complies

The stormwater management infrastructure will appropriately discharge stormwater and maintain public and environmental health and safety. Please refer to the Civil Engineering Report provided in Appendix D.

Complies

No acceptable outcome is nominated.

Complies

Please refer to the Civil Engineering Report provided in Appendix D.

No acceptable outcome is nominated.

Complies

Please refer to the Civil Engineering Report provided

in Appendix D.

Editor's note—Urban purpose is defined in the Planning Regulation 2017.

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P020

No acceptable outcome is nominated.

Wherever practical, development:

- a) minimises clearing and earthworks;
- b) utilises natural flow paths; and
- c) minimises impervious surfaces and maximises opportunities for infiltration, capture and reuse.

P021

No acceptable outcome is nominated.

Stormwater drainage is provided that has sufficient capacity to safely remove stormwater run-off, in a way that:

- a) minimises risk to public safety and property;
- b) provides a lawful point of discharge from each lot;
- c) minimises ponding;
- d) allows for risk associated with potential failures within the system; and
- e) allows for practical access for maintenance.

Acid sulfate soils

Traffic and Access

P023

No acceptable outcome is nominated.

The development is located on roads appropriate for the nature of traffic generated, having regard to the safety and efficiency of the transport network, and the functions and characteristics of the road hierarchy.

Complies

Please refer to the Civil Engineering Report provided in Appendix D.

Note-The road hierarchy is illustrated in Figure 6.2.1.3 of the Development works code.

Please refer to the Transport Engineering Report provided in Appendix E.

Complies

The development maintains a safe environment for pedestrians, cyclists and vehicles by maintaining a single crossover and ensuring the existing footpath and road environment, including on-street car parking is appropriately maintained.

Complies

Please refer to the Transport Engineering Report provided in Appendix E.

P024

Development maintains a safe environment for pedestrians, cyclists and vehicles on the site and external to the site.

No acceptable outcome is nominated.

P025

Development has vehicle access and manoeuvring sufficient to accommodate the anticipated traffic demand and servicing requirements safely and efficiently.

A025

Circulation areas, turning areas and driveways comply with Australian Standards AS2890.1 and AS2890.2, as amended from time to time.

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Complies

Please refer to the Civil Engineering Report provided in Appendix D.

Not Applicable

Complies

The development is located for vehicle accessibility.

The development therefore takes into consideration the requirements for being located on a Statecontrolled road.

P026

Development (other than dwelling houses and dual occupancies) are designed to enable vehicles to enter and leave the site in a forward direction

P027

Development provides sufficient parking onsite to accommodate the anticipated demand safely and efficiently.

P028

On-site parking is clearly defined, safe and easily accessible.

P029

Open parking spaces are designed and constructed to facilitate stormwater infiltration on-site.

P030

Transport noise impacts are managed by the siting and design of development so that the need for acoustic screening is minimised.

P031

Where they are used, acoustic walls are designed to mitigate visual impacts.

P032

Lighting is provided to ensure pedestrian and vehicle safety.

Landscaping

P033

Landscaping is designed, established and maintained to:

- a) incorporate existing vegetation, where appropriate;
- b) reinforce existing streetscape character;
- c) provide effective shade and screening;
- d) be sustainable without undue reliance on irrigation;

A026

Circulation areas, turning areas and driveways comply with Australian Standards AS2890.1 and AS2890.2, as amended from time to time.

A027

Vehicle parking is provided in accordance with table 6.2.1.3(e)-Vehicle parking rates and standards.

Where the use is not nominated in table 6.2.1.3(e), no acceptable outcome is nominated.

A028

Parking areas comply with Australian Standards AS2890.1 and AS2890.2, as amended from time to time.

No acceptable outcome is nominated.

No acceptable outcome is nominated.

No acceptable outcome is nominated.

No acceptable outcome is nominated.

No acceptable outcome is nominated.

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Complies



Please refer to the Transport Engineering Report provided in Appendix E.

Complies

The development provides 6 onsite car parks, achieving the requirements in table 6.2.1.3(e)-Vehicle parking rates and standards.

Complies

This requirement can be conditioned.

Complies

Please refer to the Engineering Civil Report in Appendix D.

Complies

Please refer to the Noise Impact Assessment Report in Appendix E.

Complies

A 1.8m high acoustic fence is required on the east side and rear boundaries of the site. At this height, the fence will not have any visual impacts.

Complies

This requirement can be conditioned.

Complies

The landscape plan included in Appendix B demonstrates appropriate plant species that will be provided and confirms the maintenance methodologies that will be implemented.

e) be suitable to the tropical climate.

Editor's note-A landscaping plan may be required which should incorporate:

- a fully dimensioned site plan describing the existing landscape including the landscape and environmental significance of remnant vegetation;
- the location and depth of all existing services;
- natural drainage lines;
- existing levels and finished levels;
- a full schedule of plantings and materials including growing characteristics, quantities of each plant and other materials; and
- a drainage and irrigation plan.

P034

No acceptable outcome is nominated.

Landscaping:

- a) is established using semi-advanced plants in conjunction with shrubs and ground covers;
- b) uses native and endemic species where possible; and
- c) does not utilise species which are noxious or poisonous or have drop limbs

Waste and Pollutant Management

P035

No acceptable outcome is nominated.

Development provides on-site facilities for the storage and collection of solid wastes that are secure and avoid potential for nuisance.

P036

No acceptable outcome is nominated.

Liquid wastes produced by development are managed and disposed of so no risk of nuisance or environmental harm is created.

P037

No acceptable outcome is nominated.

Development involving the handling of potential pollutants is designed and operated to ensure spills and on-site surface water are captured and treated prior to release to the environment.

Fire hydrants in urban areas for buildings access by common private title

P038

No acceptable outcome is nominated.

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Complies

The landscape concept plan shows a variety of plant species that can be accommodated within the landscape areas.

These requirements can be conditioned.

Not Applicable

Not Applicable

Not Applicable

Not Applicable

Development ensures fire hydrants are installed and located to enable fire services to access water safely, effectively and efficiently.

P039

No acceptable outcome is nominated.

Road widths and construction within the development are adequate for fire emergency vehicles to gain access to a safe working area close to buildings and near water supplies whether or not on-street parking spaces are occupied.

P040

No acceptable outcome is nominated.

Fire hydrants are suitably identified so fire services can locate them at all hours.

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Not Applicable

Not Applicable

ZARRAFFA'S COFFEE AYR  
125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

DEVELOPMENT APPLICATION  
REAL PROPERTY DESCRIPTION

DRAWING REGISTER

2024029-DA-A000  
2024029-DA-A110  
2024029-DA-A111  
2024029-DA-A120  
2024029-DA-A180  
2024029-DA-A220  
2024029-DA-A300  
2024029-DA-A301  
2024029-DA-L100  
2024029-DA-S100

LOT 2 ON RP712287  
PARISH OF ANTIL  
COUNTY OF GLADSTONE  
LGA: BURDEKIN SHIRE COUNCIL  
SITE: 1012.00 m<sup>2</sup>

COVER SHEET

EXISTING SITE PLAN  
EXISTING STREET VIEW ELEVATIONS  
PROPOSED SITE PLAN  
MRV SERVICE VEHICLE PATH PLAN  
PROPOSED FLOOR PLAN  
PROPOSED BUILDING ELEVATIONS SHEET 1 OF 2  
PROPOSED BUILDING ELEVATIONS SHEET 2 OF 2  
PROPOSED LANDSCAPE SITE PLAN  
SIGNAGE DETAILS

LOCALITY PLAN

NOT FOR CONSTRUCTION

SCALE NTS

DEVELOPMENT  
APPLICATION

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Verify all dimensions and levels on site prior to commencement of construction.

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B

DATE

DESCRIPTION

27/08/24 DEVELOPMENT APPLICATION  
13/09/24 DEVELOPMENT APPLICATION

BY

HF  
CMi

CLIENT

PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

COVER SHEET

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

NTS  
A3

CMi

13/09/24

DRAWING NUMBER

REVISION

2024029-DA-A000

B

ADJACENT INDUSTRIAL  
LOT  
SITE BOUNDARY

EDWARD STREET  
(BRUCE HIGHWAY)

2x EXISTING STREET  
PARKING

SITE BOUNDARY

ADJACENT  
RESIDENTIAL  
LOT

SITE BOUNDARY

EXISTING  
STRUCTURE  
AND SLAB

EX. PP

EXISTING STREET  
PARKING.

EX. GULLY

SITE BOUNDARY

ADJACENT  
COMMERCIAL LOT

N

NOT FOR CONSTRUCTION  
0

2m

4

6

8

10

DEVELOPMENT  
APPLICATION

METRES  
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DATE

DESCRIPTION

27/08/24 DEVELOPMENT APPLICATION  
13/09/24 DEVELOPMENT APPLICATION

BY

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CMi

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PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

EXISTING SITE PLAN

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

1 : 200

A3

CMi

13/09/24

DRAWING NUMBER

REVISION

2024029-DA-A110

B

1

2

SITE LOOKING NORTH-WEST ALONG EDWARD STREET

NTS

SITE FROM EDWARD STREET

NTS

NOT FOR CONSTRUCTION

3

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#### APPLICATION

NTS

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#### DEVELOPMENT

SITE LOOKING SOUTH-EAST ALONG EDWARD STREET

B

DATE

#### DESCRIPTION

27/08/24 DEVELOPMENT APPLICATION

13/09/24 DEVELOPMENT APPLICATION

BY

HF

CMi

CLIENT

PROJECT

TITLE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

EXISTING STREET VIEW  
ELEVATIONS

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

SCALE

DRAWN

DATE

SIZE

CHECKED

DATE

1 : NTS  
A3

CMi

13/09/24

DRAWING NUMBER

REVISION

2024029-DA-A111

B

DRIVE THRU ORDER  
POINT.

REAL PROPERTY  
DESCRIPTION

MECH AND  
REFUSE AREA.

LOT: 2 ON RP712287  
PARISH: ANTIL  
COUNTY: GLADSTONE  
LGA: BURDEKIN SHIRE COUNCIL

ADJACENT INDUSTRIAL  
LOT

3.

6690

BOL

2000

2600  
TYP.

2

2600  
TYP.

3

2600  
TYP.

4

WS

5

2000

EX. PP

WAIT  
BAY

AP 7  
PR 50  
0  
X.

7000

880

WS

6

880m<sup>2</sup>

BUILDING

58m<sup>2</sup>

SEATING AREA

10m<sup>2</sup>

3100

RATE:

REQUIRED

1:15m<sup>2</sup>

3.8 (4)

PROVIDED

6

12

REMOVED:

RESTORED:

1

-

SITE:

ROAD:

6

-1

NET DEVELOPMENT TOTAL:

+5

DISCLAIMER

EX. GULLY

LANDSCAPING

NO SURVEY HAS BEEN PROVIDED.  
BOUNDARIES PROVIDED BY QLD GLOBE.  
BOUNDARIES TO BE CONFIRMED PRIOR TO  
FURTHER DESIGN STAGES.

295

SITE BOUNDARY

HARDSTAND

STREET PARKING

12.

11.

10.

74m<sup>2</sup> (13.7%)

QUEUING PROVIDED:

8.

9.

1,012m<sup>2</sup>

LANDSCAPING

For any drive-through facility, queuing space, clear of the road reserve, for 10 vehicles being served or awaiting service.

16240

1

WS

17440

7.

WS

SITE

FOOD AND DRINK:

(b) 1 space per 15m<sup>2</sup> of gross floor area. Plus;

SITE BOUNDARY

AWNING OVER

WS

AREA (GFA)

PARKING SCHEDULE

12100

6.

WS

USE

PER BURDEKIN SHIRE COUNCIL PLANNING  
SCHEME TABLE 6.2.1.3(e).

OUTDOOR  
SEATING  
AREA.

STORE

ACCESS.  
TOILET

DELIVERY ZONE

LANDSCAPING  
SITE BOUNDARY

1.

PICK UP  
WINDOW

9300

BOL

18450

2.

PAY  
WINDOW

AWNING OVER

BOL

5.

ADJACENT  
RESIDENTIAL  
LOT

AWNING OVER

EDWARD STREET  
(BRUCE HIGHWAY)

4.

3850

10930

2040

SITE BOUNDARY

LANDSCAPING

500

DEVELOPMENT SCHEDULE

ADJACENT  
COMMERCIAL LOT

MID SIGN  
1.8m HIGH ACOUSTIC FENCE  
TO REAR BOUNDARY, REFER  
TO ACOUSTIC ENGINEER'S  
REPORT.

PROVISION FOR FUTURE  
ELECTRIC CHARGING.

1.8m HIGH ACOUSTIC FENCE TO  
BOUNDARY, REFER TO ACOUSTIC



ENGINEER'S REPORT.

PROPOSED SITE PLAN

NEW 8m STANDARD  
CROSSOVER.  
EXISTING STREET PARK  
TO BE REMOVED.

NOT FOR CONSTRUCTION

SCALE 1 : 200

N

1

TRUCK MANEUVERING  
ZONE.

0

2m

4

6

8

10

DEVELOPMENT  
APPLICATION

METRES  
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A

B  
C  
D

DATE

DESCRIPTION

20/08/24 PRELIMINARY ISSUE  
26/08/24 PRELIMINARY ISSUE  
27/08/24 DEVELOPMENT APPLICATION  
13/09/24 DEVELOPMENT APPLICATION

ROMA CENTRAL PTY LTD (As Trustee)  
CMi  
ROMA CENTRAL TRUST

BY

HF  
HF  
CMi

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

PROJECT

TITLE

ZARRAFFA'S COFFEE  
AYR

PROPOSED SITE PLAN

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

SCALE

DRAWN

DATE

SIZE

CHECKED

DATE

As indicated  
A3

CMi

13/09/24

DRAWING NUMBER

REVISION

2024029-DA-A120



ADJACENT INDUSTRIAL  
LOT  
SITE BOUNDARY

1

WS

2

OUTDOOR  
SEATING  
AREA.

WS

3

WS

4

WS

5

WS

6

WAIT  
BAY

EDWARD STREET  
(BRUCE HIGHWAY)

WS

SITE BOUNDARY

DELIVERY ZONE

ADJACENT  
RESIDENTIAL  
LOT

STORE

ACCESS.  
TOILET

BOL

SITE BOUNDARY

LANDSCAPING

BOL

LANDSCAPING

BOL

EX. PP

LANDSCAPING  
SITE BOUNDARY

ADJACENT  
COMMERCIAL LOT

TRUCK MANEUVERING  
ZONE.

NEW 8m STANDARD  
CROSSOVER.  
EXISTING STREET PARK  
TO BE REMOVED.

N

NOT FOR CONSTRUCTION  
0

2m

4

6

8

10

DEVELOPMENT  
APPLICATION

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DESCRIPTION

27/08/24 DEVELOPMENT APPLICATION  
13/09/24 DEVELOPMENT APPLICATION

BY

HF  
CMi

CLIENT

PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

MRV SERVICE VEHICLE PATH  
PLAN

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

1 : 200

A3

CMi

13/09/24

DRAWING NUMBER

REVISION

2024029-DA-A180

B

3

A301

4240

17205

4800

BOL

BIN

REFUSE  
BOL

AC  
BOL

BIN

A300

MSB

ACC .  
TOILET

COLD  
ROOM

COLD STATION

STORE  
WASH UP STATION

STORAGE

FOOD STATION

3855

AC

BOL

PICK UP WINDOW

700

PAY WINDOW

2

3575

1810

3555

SEATING  
AREA

PREPARATION STATION

4

A301

BOL

1200

BOL

ORDER  
POINT

BOL

1

A300

PROVISIONS FOR  
FUTURE ELECTRICAL  
CHARGING.

AWNING OVER SHOWN  
DASHED.

N

NOT FOR CONSTRUCTION  
0

1m

2

3

4

5

DEVELOPMENT  
APPLICATION

METRES  
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13/09/24 DEVELOPMENT APPLICATION

BY

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PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)

ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE

AYR

PROPOSED FLOOR PLAN

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID

BEACH, QLD, 4218

125 EDWARDS STREET,

AYR, QUEENSLAND 4807

1 : 100

A3

CMi

13/09/24

DRAWING NUMBER

REVISION

2024029-DA-A220

B

ALUMINIUM SLATS TO  
REFUSE/MECH YARD.

SIGNAGE TOWER

AWNING TO FRONT OF  
STORE.

TOWER  
6500

PARAPET  
3500

GROUND LEVEL  
0  
CFC CLADDING WITH  
TEXTURE COATED  
FINISH.

1

A220

ALUMINIUM FRAMED  
GLAZING.

NORTH ELEVATION

ALUMINIUM SLATS TO  
SEATING AREA.

FINISHES

SCALE 1 : 100

CFC CLADDING WITH  
TEXTURE COATED  
FINISH.

DULUX  
GOLDEN OCHRE

EXTERNAL FEATURE  
WALLS

DULUX  
JASPER

SLAT SCREENINGS,  
DOWNPIPES, AWNING  
FASCIAS

DULUX  
OLD RUIN

EXTERNAL WALLS

DULUX  
REAL BROWN

EXTERNAL WALLS,  
SEATING AREA COLUMNS.

WATTYL  
WHEATLANDS

EXTERNAL DOORS,  
SOFFITS.

SIGNAGE TOWER

TOWER  
6500

ALUMINIUM FRAMED  
GLAZING.  
PARAPET  
3500

GROUND LEVEL  
0  
ALUMINIUM SLATS TO  
REFUSE/MECH YARD.

2

A220

WEST ELEVATION

0

SCALE 1 : 100

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1m

2

3

4

5

DEVELOPMENT  
APPLICATION

METRES  
AMENDMENTS

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27/08/24 DEVELOPMENT APPLICATION  
13/09/24 DEVELOPMENT APPLICATION

BY

HF  
CMi

CLIENT

PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

PROPOSED BUILDING  
ELEVATIONS SHEET 1 OF 2

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

1 : 100

A3

CMi

13/09/24

DRAWING NUMBER

REVISION

2024029-DA-A300

B

ALUMINIUM SLATS TO  
SEATING AREA.

AWNING TO DRIVE  
THRU.

SIGNAGE TOWER.

ALUMINIUM SLATS TO  
REFUSE/MECH YARD.

TOWER  
6500

PARAPET  
3500

GROUND LEVEL  
0

3

A220

ALUMINIUM FRAMED  
GLAZING.

SOUTH ELEVATION

CFC CLADDING WITH  
TEXTURE COATED  
FINISH.

SCALE 1 : 100

FINISHES  
SIGNAGE TOWER.

AWNING TO DRIVE  
THRU.

TOWER  
6500

PARAPET  
3500

ALUMINIUM FRAMED  
GLAZING.  
ALUMINIUM SLATS TO  
SEATING AREA.  
GROUND LEVEL  
0

DULUX  
GOLDEN OCHRE

EXTERNAL FEATURE  
WALLS

DULUX  
JASPER

SLAT SCREENINGS,

DOWNPIPES, AWNING  
FASCIAS

DULUX  
OLD RUIN

EXTERNAL WALLS

DULUX  
REAL BROWN

EXTERNAL WALLS,  
SEATING AREA COLUMNS.

WATTYL  
WHEATLANDS

EXTERNAL DOORS,  
SOFFITS.

CFC CLADDING WITH  
TEXTURE COATED  
FINISH.

4

A220

EAST ELEVATION

NOT FOR CONSTRUCTION

SCALE 1 : 100

0

1m

2

3

4

5

DEVELOPMENT  
APPLICATION

METRES  
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DESCRIPTION

27/08/24 DEVELOPMENT APPLICATION  
13/09/24 DEVELOPMENT APPLICATION

BY

HF  
CMi

CLIENT

PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

PROPOSED BUILDING  
ELEVATIONS SHEET 2 OF 2

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

1 : 100

A3

CMi

13/09/24

DRAWING NUMBER

REVISION

2024029-DA-A301

B

PLANT NAME

HABIT

HEIGHT

WIDTH

ACACIA ORARIA 'Coastal Wattle'

MEDIUM TREE

5-10m

3-4m

ACACIA LEPTOSTACHYA 'Townsville Wattle'

SHRUB

2m

1-2m

IXORA 'Pygmy Pink' TWILIGHT GLOW

GROUND COVER

0.5-1m

1-2m

DIETES GRANDIFLORA 'Fortnight Lilly'

CLUMPING AND TUSSOCK PLANT

0.9-1.2m

0.3-0.6m

DIANELA CAERULEA 'Paroo Lilly'

CLUMPING AND TUSSOCK PLANT

1m

0.5m

LOMANDRA HYSTRIX 'Mat-rush'

CLUMPING AND TUSSOCK PLANT

0.8m

0.5m

OPHIPOGON 'Mondo Grass'

CLUMPING AND TUSSOCK PLANT

0.3m

0.3m

LANDSCAPE NOTES

1

5

1 x1

ACACIA ORARIA  
'Coastal Wattle'

DIANELA CAERULEA  
'Paroo Lilly'

2

6

ACACIA  
LEPTOSTACHYA  
'Townsville Wattle'

LOMANDRA  
HYSTRIX 'Mattrush'

ADJACENT INDUSTRIAL LOT

4 x3

3

7

IXORA 'Pygmy Pink'  
TWILIGHT GLOW

4

DIETES  
GRANDIFLORA  
'Fortnight Lilly'

2 x3

EDWARD STREET  
(BRUCE HIGHWAY)

SITE BOUNDARY

7 x5

6 x6

SITE BOUNDARY

5 x4

OUTDOOR  
SEATING  
AREA.

STORE

6 x5

5 x4

7 x4

#### LEVELS

- ALL SURFACES ABUTTING BUILDINGS TO BE A MIN 75mm BELOW WEEPHOLES.

#### ROCKS/PEBBLES

- ALL GARDEN BEDS AGAINST A BUILDING SHALL BE SEPARATED BY A MIN 150mm STRIP OF PEBBLES.
- ALL PEBBLES AREAS TO HAVE WEED MATTING INSTALLED UNDER. BIORETENTION BASIN TO PLANTED WITH GROUND COVERS AT A DENSITY OF 4/m<sup>2</sup> AS PER THE WSUD TECHNICAL DESIGN GUIDELINES.
- ANY TREES IN BIORETENTION BASIN TO BE MOUNDED LOCALLY TO 800mm MINIMUM.

4 x6

3 x6

4 x4

#### SERVICES

- LANDSCAPE CONTRACTOR TO LIAISE WITH SITE PROJECT MANAGER/SUPERVISOR TO DETERMINE LOCATION OF ALL AS CONSTRUCTED SERVICES PRIOR TO COMMENCING WORKS.

7 x3

#### ESTABLISHMENT & MAINTENANCE

- 12 WEEK ESTABLISHMENT PERIOD TO ALL TURF AND PLANTING AREAS COMMENCING FROM BUILDERS PRACTICAL COMPLETION DATE.
- REFER TO LOCAL AUTHORITY REQUIREMENTS IN RELATION TO WATER USAGE RESTRICTIONS TO ENSURE WATER REGIME IS NOT IN BREACH.
- WATER TWICE WEEKLY FOR FIRST 3 WEEKS AND ONCE WEEKLY THEREAFTER.

#### SITE BOUNDARY

#### ADJACENT RESIDENTIAL LOT

2 x1

#### GARDEN EDGING

- PROVIDE EDGING CONCRETE EDGING TO ALL LANDSCAPE AREAS AND ADJOINING CARPARK AND TURFED AREAS.

#### PLANTING BEDS

- REFER TO LANDSCAPE PLANS AND SCHEDULE FOR PLANTING AREAS AND SPECIES.
- CULTIVATE ALL PLANTING BEDS TO MIN 150mm DEEP.
- MULCH AND SOIL TO MEET AS4454 AND AS4419 AND ENSURE SOIL MEDIA IS AMELIORATED TO INCREASE WATER HOLDING CAPACITIES.
- APPLY GYPSUM TO THE SUB GRADE AT A RATE OF 100 GRAMS/m<sup>2</sup>.
- APPLY BLOOD AND BONE TO THE SUB GRADE AT A RATE OF 100 GRAMS/m<sup>2</sup>.
- SPREAD A MIN DEPTH OF 350mm OF IMPORTED ORGANIC WEED FREE SOIL MIX TO GARDEN BEDS DIRECTLY AFTER CULTIVATION WORKS.

- CROWN BEDS IN THE CENTRE.
- POSITION PLANTS GENERALLY IN ACCORDANCE WITH THE LANDSCAPE PLAN.
- MULCH GARDEN BEDS TO 100mm USING QUALITY TEA TREE MULCH.
- WATER PLANTING BEDS.
- FERTILISE WITH A LONG TERM SLOW RELEASE FERTILISER.

OPHIPOGON  
'Mondo Grass'

7 x4

#### FALLS & DRAINAGE

- PROVIDE FALLS TO ALL LANDSCAPE AREAS. FALL TO DRAINS AS INDICATED AND AWAY FROM BUILDING AND NEIGHBORING PROPERTIES, PONDING IS NOT ACCEPTABLE AND NOTIFY IF ADDITIONAL DRAINAGE MAY BE REQUIRED.
- MIN CROSSFALL TO PLANTING AREAS IS 1:40
- MIN CROSSFALL TO PAVED AREAS TO BE 1:100

3 x7

7 x6

#### SITE BOUNDARY

4 x7

5 x5

6 x4

#### NOT FOR CONSTRUCTION

2 x3

N

#### ADJACENT COMMERCIAL LOT

0

2m

4

6

8

10

#### DEVELOPMENT APPLICATION

METRES  
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DATE

DESCRIPTION

27/08/24 DEVELOPMENT APPLICATION

13/09/24 DEVELOPMENT APPLICATION

BY

HF

CMi

CLIENT

PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)

ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE

AYR

PROPOSED LANDSCAPE SITE

PLAN

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID

BEACH, QLD, 4218

125 EDWARDS STREET,

AYR, QUEENSLAND 4807

1 : 200

A3

CMi

13/09/24

DRAWING NUMBER

REVISION

2024029-DA-L100

B



ADJACENT INDUSTRIAL LOT  
SITE BOUNDARY

SIGNAGE SCHEDULE

SITE BOUNDARY

S04  
S03

FACE  
AREA (m<sup>2</sup>)

S01 - PYLON SIGN

5m<sup>2</sup> x2  
(DOUBLE SIDED)

8.0m

S02 - PARAPET  
SIGN

6.15m<sup>2</sup>

4.6m

S03 - TOWER SIGN

1.8m<sup>2</sup>

6.5m

S04 - BANNER  
SIGNAGE

4m<sup>2</sup>

2.4m

HEIGHT FROM  
GROUND.

2500

8000

2500 x 2000 x 400 SIGN BOX.  
ILLUMINATED LETTERS AND  
LOGO ONLY.  
SIGNAGE TO BOTH SIDES.

S01

A300

6000

SITE BOUNDARY

1

ADJACENT COMMERCIAL LOT

SITE PLAN - SIGNAGE

270

S02  
EDWARD STREET  
(BRUCE HIGHWAY)

DELIVERY ZONE

AWNING OVER

SITE BOUNDARY

ADJACENT RESIDENTIAL LOT

STORE

SIGN

2000

S03

SCALE 1 : 200

CANVAS

1420

1400

1330

1330

2400

1800

BOUNDARY LINE

6390

1000

4000

5

S01 - MID SIGN

A240

2

S02 - PARAPET SIGNAGE

3

SCALE 1 : 50

A270

S03 - TOWER SIGNAGE  
SCALE 1 : 50

4

A240

S04 - BANNER SIGNAGE

SCALE 1 : 50

NOT FOR CONSTRUCTION  
N

A270

SCALE 1 : 50

0

0.25m

0.50

0.75

1.0

1.25

DEVELOPMENT  
APPLICATION

METRES  
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DESCRIPTION

27/08/24 DEVELOPMENT APPLICATION  
13/09/24 DEVELOPMENT APPLICATION

BY

HF  
CMi

CLIENT

PROJECT

TITLE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

SIGNAGE DETAILS

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

SCALE

DRAWN

DATE

SIZE

CHECKED

DATE

As indicated  
A3

CMi

13/09/24

DRAWING NUMBER

REVISION

2024029-DA-S100

B

Transport  
Engineering Report  
At 125 Edwards Street, Ayr -

Proposed Drive Thru Coffee Shop - Zarraffa's  
On behalf of Roma Central Trust

Document Set ID: 1836516  
Version: 1, Version Date: 18/09/2024

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For 40 years, we've been at the centre of the Australian development and infrastructure industry. Our unique combination of acoustics, data, traffic and waste services is fundamental to the success of any architectural or development project. We have over 60 staff, with an unrivalled depth of experience. Our industry knowledge, technical expertise and commercial insight allow us to deliver an exceptional and reliable service.

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#### Revision Record

No.

Author

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(RPEQ: 18360)

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Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

Description

Date

DA Report (DRAFT)

12/09/2024

DA Report (FINAL)

12/09/2024

## Contents

1.

Introduction .....	4
--------------------	---

1.1.

Purpose .....	4
---------------	---

1.2.

Scope .....	4
-------------	---

2.

Site

Location .....	5
----------------	---

3.

The Proposed

Development .....	7
-------------------	---

4.

3.1.

Development

Profile .....	7
---------------	---

3.2.

Parking.....	7
--------------	---

3.3.

Access .....	7
--------------	---

3.4.

Servicing .....	7
-----------------	---

Site Travel

Environment .....	8
-------------------	---

4.1.

The Road

Network .....	8
---------------	---

4.1.1. Road

Hierarchy .....	8
-----------------	---

4.2.

Public Transport Facilities and Services .....	8
4.2.1. Train Services .....	8
4.2.2. Bus Services .....	8
4.3. ....	
Active Transport Facilities .....	8
4.3.1. Pedestrian .....	8
4.3.2. Bicycles .....	9
4.4. ....	
5. ....	
Transport Planning .....	9
Parking Arrangements .....	10
5.1. ....	
Parking Supply .....	10
5.1.1. Car parking .....	10
5.1.2. PWD Parking .....	10
5.2. ....	
Parking Layout .....	11
6. ....	
Access Arrangements .....	12
7. ....	
Service Vehicle Arrangements .....	13
8. ....	



Development Transport Demand .....	
.....	14

9.

Summary and Conclusions .....	
.....	15

9.1.

Proposed Development.....	
.....	15

9.2.

Parking Arrangements .....	
.....	15

Site: 125 Edwards Street, Ayr – Drive Thru Zarraffa’s Coffee  
Reference: 24BRT0496 RP01\_A  
Document Set ID: 1836516  
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### 9.3.

#### Access

Arrangements .....	15
--------------------	----

### 9.4.

#### Service Vehicle

Arrangements .....	15
--------------------	----

### 9.5.

#### Traffic Impact

Assessment .....	15
------------------	----

### 9.6.

Conclusion .....	15
------------------	----

## Appendix A

### Development

Plans.....	16
------------	----

## Appendix B

### TTM

Drawings .....	17
----------------	----

### Table Index

#### Table 4.1: Surrounding Road

Hierarchy .....	8
-----------------	---

#### Table 5.1: Council's Car Parking Supply

Requirement.....	10
------------------	----

#### Table 5-2: Car Parking Design

Requirements .....	11
--------------------	----

#### Table 6-1: Typical Driveway Requirements for the Edwards Street

Access .....	12
--------------	----

### Figure Index

#### Figure 2-1: Site location - Surrounding

Context .....	5
---------------	---

#### Figure 2-2: Site Location - Immediate

Context.....	6
--------------	---

Site: 125 Edwards Street, Ayr – Drive Thru Zarraffa's Coffee

Reference: 24BRT0496 RP01\_A

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

1.

## Introduction

1.1.

### Purpose

TTM Consulting Pty Ltd (TTM) has been engaged by Roma Central Trust to prepare a Transport Engineering Report (TER) investigating a proposed drive-thru coffee shop at 125 Edwards Street, Ayr.

It is understood this report will accompany a Development Application (DA) to be lodged with the Burdekin Shire Council ('Council') with a referral to the State Assessment and Referral Agency (SARA).

1.2.

### Scope

This report investigates the transport aspects associated with the proposed development. The scope of the transport aspects investigated includes:

- 

Parking supply required to cater for development demand.

- 

Parking layout to provide efficient and safe internal manoeuvring.

- 

Identification of estimated traffic volumes and traffic distribution from the future development and the likely traffic impact of development on the public road network.

- 

Access configuration to provide efficient and safe manoeuvring between the site and the public road network.

- 

Internal development layout to provide efficient and safe internal manoeuvring for service vehicles.

To assess the proposed transport arrangements, the development plans have been assessed against the following guidelines and planning documents:

- 

Burdekin Shire Council Planning Scheme dated December 2022:

- 

- 

LGIP Mapping documents.

Australian Standards for Parking Facilities, specifically:

-

Part 1: Off-streetcar parking (AS2890.1:2004)

-

Part 2: Off-street commercial vehicle facilities (AS2890.2:2018)

-

Part 3: Bicycle parking (AS2890.3:2015)

-

Part 6: Off-street parking for people with disabilities (AS2890.6:2009).

Site: 125 Edwards Street, Ayr – Drive Thru Zarraffa's Coffee

Reference: 24BRT0496 RP01\_A

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

2.

#### Site Location

The site is located at 125 Edwards Street, Ayr as shown in Figure 2-1 and Figure 2-2. The development has road frontage to Edwards Street only. The property description is Lot 2 on RP712287.

#### Site

Source: Nearmap

#### Figure 2-1: Site location - Surrounding Context

Site: 125 Edwards Street, Ayr – Drive Thru Zarraffa's Coffee

Reference: 24BRT0496 RP01\_A

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

## Site

Source: Nearmap, June, 2024

### Figure 2-2: Site Location - Immediate Context

The subject site is currently unoccupied but was previously operated by HQ Mechanical. The site's frontage includes a vehicular access point from Edwards Street.

The key characteristics of the development are as follows:

- 

Centre Zonne

- 

Total site area 1012m<sup>2</sup>

Site: 125 Edwards Street, Ayr – Drive Thru Zarraffa's Coffee

Reference: 24BRT0496 RP01\_A

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

3.

#### The Proposed Development

3.1.

##### Development Profile

The proposed development includes a drive-through coffee shop to be operated by Zarraffa's Coffee, with a gross floor area (GFA) of 58m<sup>2</sup>. In addition, the development includes a 10m<sup>2</sup> seating area, which is ancillary to the drive-through service. The proposed site plan, prepared by inTOTUM, is included in Appendix A.

3.2.

##### Parking

The development plan currently includes the following parking supply:

- 

6 total parking spaces (incl. 1 PWD space).

- 

A waiting bay is provided in addition to the proposed car parking supply.

- 

Drive thru capacity for at least 12 vehicles

Further details regarding the proposed parking provisions are included in Section 5.

3.3.

##### Access

The proposed development includes the following access arrangements:

- 

A new 7.0m wide, two-way access driveway is proposed from Edwards Street.

- 

Pedestrian and cyclist access to Edwards Street will be maintained.

Further details regarding the proposed access arrangements are included in Sections 6 and 9.

3.4.

##### Servicing

The development provides access and on-site manoeuvring of the largest vehicle i.e., 10.2m Waste Collection Vehicle and 8.8m Medium Rigid Vehicle (MRV) for deliveries. All service/heavy vehicles will enter and exit to/from Edwards Street. Further details in relation to the service/heavy vehicle arrangements are included in Section 7.

Site: 125 Edwards Street, Ayr – Drive Thru Zarraffa's Coffee

Reference: 24BRT0496 RP01\_A  
Document Set ID: 1836516  
Version: 1, Version Date: 18/09/2024



4.

## Site Travel Environment

4.1.

### The Road Network

4.1.1.

#### Road Hierarchy

The hierarchy and characteristics of roads near the site are shown in Table 4.1.

Table 4.1: Surrounding Road Hierarchy

Road

Speed  
Limit

Road Configuration

Edwards  
Street

60km/h

22.0m

Graham  
Street

50km/h\*

Munro  
Street

60km/h

Note:

Classification

Jurisdiction

2 traffic lanes, 2-way, divided, median  
separated, with median and kerbside  
parking

State-controlled  
road

DTMR#

18.0m

2 traffic lanes, 2-way, divided, median  
parking

Local Road

Council

16.0m

2 traffic lanes, 2-way, divided, median parking

Arterial Road

Council

Carriageway  
Width

Lane Configuration

\*Default speed limits in QLD

#DTMR – The Department of Transport and Main Roads

The intersection of Edwards Street/ Munro Street is a stop-controlled four-way intersection and Edwards Street / Graham Street is a roundabout.

4.2.

Public Transport Facilities and Services

4.2.1.

Train Services

There is no train station within the vicinity of the subject site.

4.2.2.

Bus Services

Greyhound Australia provides bus routes in the vicinity of the subject site. The closest bus stop is located on Graham Street, approximately 120 meters southeast of the subject site. This bus stop services bus routes GX402, GX404, GX450, and GX454, connecting Ayr to other cities, primarily along the Bruce Hwy.

4.3.

Active Transport Facilities

4.3.1.

Pedestrian

Formal pedestrian footpaths are located on both sides of Edwards Street connecting the site to the broader road network.

Site: 125 Edwards Street, Ayr – Drive Thru Zarraffa's Coffee

Reference: 24BRT0496 RP01\_A

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

#### 4.3.2.

##### Bicycles

No dedicated on-street bicycle lanes are provided. The cyclists can utilise the marked road shoulders available along Edwards Street.

#### 4.4.

##### Transport Planning

A review of the Council's Local Government Infrastructure Plan (LGIP) and DTMR's Development Assessment Mapping System does not identify any new works or upgrades within the immediate vicinity of the subject site that will impact or be impacted by the proposed development.

Site: 125 Edwards Street, Ayr – Drive Thru Zarraffa's Coffee

Reference: 24BRT0496 RP01\_A

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

5.

## Parking Arrangements

5.1.

### Parking Supply

5.1.1.

#### Car parking

Table 6.2.1.3(e) within Section 6.2 of the Council's Planning Scheme identifies the car parking requirements for the food and drink outlet Table 5.1.

Table 5.1: Council's Car Parking Supply Requirement

Land Use / Component

Food and drink outlet

(a) If a fast food outlet

(b) Otherwise

Council Requirement

(a) 1 space per 10m<sup>2</sup> service area;

(i)

1 space per 3 employees

(b) 1 space per 15m<sup>2</sup> of gross floor area

Extent

Requirement

Provision

68m<sup>2</sup> GFA\*

5 spaces

6 spaces

5 spaces

6 spaces

Total

Note: \*This includes 10m<sup>2</sup> of ancillary outdoor seating area.

As seen in Table 5.1, the car parking supply for the proposed use is compliant/exceeds the Council car parking requirement.

In addition to the above, the Council's additional requirement is as follows:

"For any drive-through facility, queuing space, clear of the road reserve for 10 vehicles being served or awaiting service".

The proposed site plan, attached in Appendix A, illustrates a queuing capacity for 12 vehicles from the pickup bay, which exceeds the Council's additional requirements.

While the onsite queue capacity exceeds the Council's requirement, if the queue extends beyond 12 car

lengths, sufficient space is available along the site frontage shoulder to accommodate the queue without

interrupting through traffic flow. It is noted that one of the kerbside bays will be impacted by the crossover;

however, additional space has been provided onsite to offset this impact.

In addition to the above, a waiting bay is provided to accommodate up to 2

vehicles.

#### 5.1.2.

##### PWD Parking

The General Building Code of Australia (BCA) for persons with a disability requires a minimum of 1 PWD space per 100 standard spaces. As such, 1 PWD (Class 5) parking space is required and 1 PWD space is provided.

Overall, the car parking spaces are compliant with the Council car parking requirement.

Site: 125 Edwards Street, Ayr – Drive Thru Zarraffa's Coffee

Reference: 24BRT0496 RP01\_A

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

5.2.

## Parking Layout

Table 5-2 identifies the characteristics of the proposed parking layouts with respect to the Council/Australian Standard requirements.

Table 5-2: Car Parking Design Requirements  
Design Aspect

Minimum AS2890.1 Standard

Proposed Provision

Compliance

Parking space length:

–

5.4m

5.4m

Compliant

Parking space width:

– Visitor

– PWD bay

2.6m

2.4m + 2.4m 'shared area'

2.6m

2.6m + 2.7m 'shared area'

Compliant

Aisle Width:

– Parking aisle

– Circulation aisle (one-way)

5.8m

3.0m

6.7m

3.2-3.3m

Compliant

Compliant

1:40 (2.5%)

1:20 (5.0%)

1:16 (6.25%)

Generally Flat

Generally Flat

Generally Flat

Compliant

Compliant

Compliant

2.2m (2.3m PWD)

No restriction

Compliant

Maximum Gradient:

- PWD parking
- Parking bay
- Parking aisle

Height Clearance

- General Min.

Overall, the proposed car parking layout is compliant with the Council/Australian Standard requirements.

Site: 125 Edwards Street, Ayr - Drive Thru Zarraffa's Coffee

Reference: 24BRT0496 RP01\_A

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

6.

## Access Arrangements

The proposed Edwards Street driveway requirements are specified in Table 6-1. As demonstrated in TTM drawing number 24BRT0496-01, Revision A within Appendix B, the proposed crossover layout is adequate to accommodate the swept path of the design vehicle (8.8m MRV), waste collection vehicle (10.2m Rear loader vehicle) and two-way car movement.

Table 6-1: Typical Driveway Requirements for the Edwards Street Access  
Design Aspect

Minimum AS2890.1  
Standard

Proposed Provision

Compliance

Crossover Width

3.0 to 5.5m

7.0m

Compliant

Crossover Type

Category 2

Category 2

Compliant

Minimum Intersection  
Separation

6m from the tangent  
point of the kerb

>6m from the tangent point of the kerb

Compliant

Sight Distance (Frontage Road  
Speed 50kph)

Ideally 83m, minimum  
65m

>83m

Compliant

Entry Queue Capacity (1-50  
car park spaces)

1 vehicle (min 6m)

1-2 cars (8m) – in addition to 12-car length  
queuing provision for drive-thru queuing



Compliant

Gradient of first 6m

1:20 (5%)

Generally Flat

Compliant

Overall, the proposed access arrangement complies with the Council/Australian Standard requirements.

Site: 125 Edwards Street, Ayr - Drive Thru Zarraffa's Coffee

Reference: 24BRT0496 RP01\_A

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

7.

#### Service Vehicle Arrangements

There are no servicing requirements specified within the Council's Planning Scheme. For the proposed use, the following vehicles will access the development:

- 

Regular access for a medium rigid vehicle (MRV); and

- 

Waste collection access for a Waste Collection Vehicle (WCV).

Refuse collection is proposed to be undertaken by a 10.2m waste collection vehicle. Therefore, the largest design vehicle, based on the practical requirements of the development, is a 10.2m WCV.

As demonstrated in TTM drawing number 24BRT0496-01, Revision A, within Appendix B, the design layout of the development adequately accommodates the on-site manoeuvring of the waste collection and delivery vehicles. This ensures that these vehicles can enter and exit the site in a forward gear using the access on Edwards Street.

Overall, the proposed provisions for service vehicles are compliant.

Site: 125 Edwards Street, Ayr - Drive Thru Zarraffa's Coffee

Reference: 24BRT0496 RP01\_A

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

8.

#### Development Transport Demand

TTM has referenced the Roads and Maritime Services (RMS) study on drive-through coffee outlets (Trip Generation Drive Through Coffee Outlets Data and Analysis Report with Appendices, Bitzios 2015) (DriveThrough Coffee Study).

The Drive-Through Coffee Study recommends using a rate of 70-130 vehicles per hour (vph) for coffee shop outlets. This rate is based on various research and traffic counts, taking into account factors such as road frontage traffic volume, queuing length, GFA, and other considerations. Given the location, access, and GFA of the proposed coffee shop outlet, TTM considers 100 vph (i.e., 50 vph IN + 50 vph OUT) to be a reasonable rate for this development.

Based on the rate proposed, the development is expected to generate 100 vph during the AM peak. Of these trips, up to 83% are expected to be 'pass-by' or linked trips as noted in Trip Generation Drive Through Coffee Outlets Data and Analysis Report with Appendices, Bitzios 2015 - Drive-Through Coffee Study, indicating the proposed development may result in only 17 new trips during the AM peak hour (9 entries and 8 exit movements).

When comparing the 17 new AM peak hour trips to the AADT traffic volumes on Edwards Street, which is approximately 5,566 vehicles per day (vpd) sourced from 2021 traffic census data from the Queensland Open Data Portal (equivalent to 560 vehicles per hour during peaks), the resulting 3.04% increase in external road traffic is not expected to have a significant impact on the surrounding road network. Additionally, the net increase by the development is less than 5% threshold set out in Guide to Traffic Impact Assessment, 2018.

Most of the surveyed sites in the documentation closed between 5:00 p.m. and 6:00 p.m. Therefore, the PM peak hour period has not been considered.

The vehicle movements associated with the new drive-through coffee use are noted to be highly drop-inbased. Vehicles already on the road will be diverting to the site, rather than new dedicated trips occurring.

Noting the above, the anticipated traffic generation for the proposed development is not expected to significantly impact the adjacent road network operations.

Regarding the queuing and service times, based on TTM research, the average service time per vehicle is 1.5

minutes. It is assumed that 20% of vehicles (i.e., 10 vph) will utilise the parking spaces at the site frontage,

while 80% (40 vph) will use the drive-thru facility. The complaint queue requirement of 10 cars therefore

represents a drive thru delay of up to 15 minutes for the 10th vehicle. This extends to 18 minutes for the

12th car in the queue provided. As the use of the drive thru is intended for convenience, delays of this length

are unlikely to be acceptable to customers. As such, when queues of 10 cars occur, it would be expected

potential customers either access on-site parking if available, or choose to find an alternative location for

coffee. This results in queue length typically being self-limiting and contained within the site.

Therefore, no further assessment is considered warranted.

Site: 125 Edwards Street, Ayr – Drive Thru Zarraffa's Coffee

Reference: 24BRT0496 RP01\_A  
Document Set ID: 1836516  
Version: 1, Version Date: 18/09/2024

9.

## Summary and Conclusions

9.1.

### Proposed Development

The proposed development includes a drive-through coffee shop to be operated by Zarraffa's Coffee, with a gross floor area (GFA) of 58m<sup>2</sup>. In addition, the development includes a 10m<sup>2</sup> seating area, which is ancillary to the drive-through service

9.2.

### Parking Arrangements

The proposed car parking supply satisfies the Council's planning scheme requirements. The car park layout complies with the Council's requirements. Overall, the proposed car parking arrangements for this development are adequate.

9.3.

### Access Arrangements

The proposed site access (7.0m wide crossover) is provided in compliance with the Council requirements. The design and location of the site accesses satisfy the required design standards and can adequately accommodate the vehicular traffic demands anticipated to be generated by the development.

9.4.

### Service Vehicle Arrangements

Servicing for this development will be facilitated on-site within designated loading zones. The largest design vehicle accessing the site is a 10.2m WCV, which can enter and exit the site in a forward gear. Overall, the proposed service vehicle arrangements are considered adequate to meet the needs of the proposed development.

9.5.

### Traffic Impact Assessment

Assessment of the proposed development indicates that the development will not have a significant impact on the external road network. As such, no mitigating road works are required.

9.6.

### Conclusion

Based on the assessment contained within this report, TTM sees no traffic engineering reason why the relevant approvals should not be granted.

Site: 125 Edwards Street, Ayr – Drive Thru Zarraffa's Coffee

Reference: 24BRT0496 RP01\_A  
Document Set ID: 1836516  
Version: 1, Version Date: 18/09/2024

## Appendix A

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

### Development Plans

DRIVE THRU ORDER  
POINT.

REAL PROPERTY  
DESCRIPTION

MECH AND  
REFUSE AREA.

LOT: 2 ON RP712287  
PARISH: ANTIL  
COUNTY: GLADSTONE  
LGA: BURDEKIN SHIRE COUNCIL

ADJACENT INDUSTRIAL  
LOT

3.

6690

BOL  
BOL

WS

WS  
BOL

3

2600  
TYP.

WS

EV

2

2600  
TYP.

WS

4

5

2000

EX. PP

WAIT  
BAY

AP 7  
PR 50  
0  
X.

880m<sup>2</sup>

BUILDING



58m<sup>2</sup>

SEATING AREA

10m<sup>2</sup>

3100

RATE:

REQUIRED

1:15m<sup>2</sup>

3.8 (4)

PROVIDED

6

12

REMOVED:

RESTORED:

1

-

SITE:

ROAD:

6

-1

NET DEVELOPMENT TOTAL:

+5

DISCLAIMER

EX. GULLY

LANDSCAPING

NO SURVEY HAS BEEN PROVIDED.  
BOUNDARIES PROVIDED BY QLD GLOBE.  
BOUNDARIES TO BE CONFIRMED PRIOR TO  
FURTHER DESIGN STAGES.

295

SITE BOUNDARY

HARDSTAND

STREET PARKING

12.

11.

10.

74m<sup>2</sup> (13.7%)

QUEUEING PROVIDED:

8.

9.

1,012m<sup>2</sup>

#### LANDSCAPING

For any drive-through facility, queuing space, clear of the road reserve, for 10 vehicles being served or awaiting service.

7000

880

6

#### SITE

##### FOOD AND DRINK:

(b) 1 space per 15m<sup>2</sup> of gross floor area. Plus;

16240

2600

TYP.

WS

BOL

EV

1

2000

12100

#### AWNING OVER

17440

7.

WS

AREA (GFA)

#### PARKING SCHEDULE

#### SITE BOUNDARY

BOL

6.

USE

PER BURDEKIN SHIRE COUNCIL PLANNING  
SCHEME TABLE 6.2.1.3(e).

OUTDOOR  
SEATING

AREA.

STORE

ACCESS.  
TOILET

DELIVERY ZONE

LANDSCAPING  
SITE BOUNDARY

1.

PICK UP  
WINDOW

9300

BOL

18450

2.

PAY  
WINDOW

AWNING OVER

BOL

5.

ADJACENT  
RESIDENTIAL  
LOT

AWNING OVER

EDWARD STREET  
(BRUCE HIGHWAY)

4.

3850

10930

2040

SITE BOUNDARY

LANDSCAPING

500

DEVELOPMENT SCHEDULE

ADJACENT  
COMMERCIAL LOT

MID SIGN  
1.8m HIGH ACOUSTIC FENCE

TO BOUNDARY, REFER TO  
ACOUSTIC ENGINEER'S  
REPORT.

ELECTRICAL CHARGING  
STATION.

1.8m HIGH ACOUSTIC FENCE TO  
BOUNDARY, REFER TO ACOUSTIC  
ENGINEER'S REPORT.

PROPOSED SITE PLAN

NEW 8m STANDARD  
CROSSOVER.  
EXISTING STREET PARK  
TO BE REMOVED.

NOT FOR CONSTRUCTION

SCALE 1 : 200

N

1

TRUCK MANEUVERING  
ZONE.

0

2m

4

6

8

10

DEVELOPMENT  
APPLICATION

METRES  
COPYRIGHT AND NOTES

Verify all dimensions and levels on site prior to commencement of construction.

U12, 699 SANDGATE RD, CLAYFIELD, QLD, 4011  
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QBCC Lic: 1247034

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Do not scale off drawings.  
Contractor to confirm documentation is the most recent revision.

CLIENT

## AMENDMENTS

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REV  
be copied, reproduced, retained, or disclosed to any unauthorized party, either wholly or in part, without prior written consent from inTOTUM Pty Ltd.  
A

B  
C

DATE

## DESCRIPTION

20/08/24 PRELIMINARY ISSUE  
26/08/24 PRELIMINARY ISSUE  
27/08/24 DEVELOPMENT APPLICATION

ROMA CENTRAL PTY LTD (As Trustee)  
CMi  
ROMA CENTRAL TRUST

BY

HF  
HF

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

PROJECT

TITLE

ZARRAFFA'S COFFEE  
AYR

PROPOSED SITE PLAN

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

SCALE

DRAWN

DATE

SIZE

CHECKED

DATE

As indicated  
A3

CMi

27/08/24

DRAWING NUMBER

REVISION

2024029-DA-A120

C

## Appendix B

Document Set ID: 1836516

Version: 1, Version Date: 18/09/2024

TTM Drawings

2.

500  
AWNING OVER

PAY  
WINDOW

6690  
5.

1.

PICK UP  
WINDOW

8.8

LANDSCAPING

AWNING OVER

3.

VEHICLE PROFILES

3850

4.

10930

2040

SITE BOUNDARY

BOL

BOL

BOL

BOL

WS

WS

EV

2600  
TYP.

WS

EV

2

2600  
TYP.

WS



3

2600  
TYP.

AP

4

5

2000

PR

EX. PP

WAIT  
BAY

0

X.

6

17440

1

7.

WS

16240

DELIVERY ZONE

BOL

0  
75

SITE BOUNDARY

WS

BOL

SITE BOUNDARY

AWNING OVER  
6.

1.5

2000

ACCO

7000

880

5

8.800m  
2.500m  
3.633m  
0.428m  
2.500m  
4.00s  
10.000m  
5.00km/h  
0.500m

ACCO 2350 RORO BSD-3008  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock-to-lock time  
Curb to Curb Turning Radius  
Design Speed Forward  
Clearance Envelope

10.234m  
2.500m  
3.751m  
0.304m  
2.500m  
4.00s  
9.757m  
5.00km/h  
0.500m

12100

EDWARD STREET  
(BRUCE HIGHWAY)

STORE

ACCESS.  
TOILET

LANDSCAPING

18450

SIDENTIAL

OUTDOOR  
SEATING  
AREA.

9300  
BOL

MRV - Medium Rigid Vehicle  
Overall Length  
Overall Width  
Overall Body Height  
Min Body Ground Clearance  
Track Width  
Lock-to-lock time  
Curb to Curb Turning Radius

Design Speed Forward  
Clearance Envelope

0  
SD-30  
ORO B

2350 R

8.

11.

10.

8

3100

12.  
9.

EX. GULLY

295

LANDSCAPING  
SITE BOUNDARY

500

LOADING AREA - INGRESS AND EGRESS: RCV (REAR LOADER)

2.

AWNING OVER

PAY  
WINDOW

6690  
5.

1.

PICK UP  
WINDOW

LANDSCAPING

AWNING OVER

3.

3850

4.

10930

2040

SITE BOUNDARY

BOL

2000  
12100

WS

BOL

BOL

BOL

BOL

WS

WS

2600  
TYP.

2

2600  
TYP.

3

2600  
TYP.

WS

EV

AP  
EX. PP

WAIT  
BAY  
4

5

2000

PR

0  
X.

6

17440

1

7.

WS

0

EV

WS

Medium

7000

880

MRV -

16240

6.

SITE BOUNDARY

AWNING OVER

EDWARD STREET  
(BRUCE HIGHWAY)

BOL

DELIVERY ZONE

LANDSCAPING

STORE

ACCESS.  
TOILET

75

SITE BOUNDARY

OUTDOOR  
SEATING  
AREA.

9300  
BOL

ehicle  
Rigid V

8.

3100

12.  
9.

11.

10.

PRELIMINARY  
ADVICE ONLY

EX. GULLY

295

LANDSCAPING  
SITE BOUNDARY

30 August 2024

LOADING AREA - INGRESS AND EGRESS: MRV

SCALE  
0

PROJECT  
2.5

5

7.5

10

SCALE 1:250 AT ORIGINAL SIZE  
NORTH

A

30-08-24

REV.

DATE

ORIGINAL ISSUE

TK  
AMENDMENT DESCRIPTION

Document Set ID: 1836516  
Version: 1, Version Date: 18/09/2024

DRAWN

NR

SC

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125 EDWARDS STREET, AYR - DRIVE THRU COFFEE  
DRAWING TITLE

SERVICE VEHICLE SWEEP PATH ANALYSIS  
DESIGN VEHICLE: 8.8m MRV AND 10.23m RCV (REAR LOADER)

PROJECT NUMBER

24BRT0496  
DRAWING NUMBER

24BRT0496-01  
DATE

30 Aug 2024

ORIGINAL SIZE

A3  
REVISION

A  
SHEET

1 OF 1

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Sent:  
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"Emma Laing" <elaing@mecone.com.au>  
Fri, 13 Sep 2024 16:28:48 +1000  
"RES - Mailbox - Email Registration" <EmailRegistration@burdekin.qld.gov.au>  
"RES - Mailbox - Planning" <Planning@burdekin.qld.gov.au>  
Development Application Lodgement - 125 Edwards Street, Ayr - Email 2 of 3  
Appendix E Noise Impact Assessment.pdf

Email 2 of 3 for Development Application Lodgement  
Good Afternoon  
Please see attached the following documents that form the application package  
for development over 125  
Edwards Street, Ayr:  
• Appendix E Noise Impact Assessment  
Thanks  
EMMA LAING  
Senior Planner

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NOISE IMPACT ASSESSMENT  
MATERIAL CHANGE OF USE (FOOD & DRINK  
OUTLET)  
125 Edwards Street AYR QLD 4807  
(Lot 2 RP712287)

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#### Document Control Page

#### Document Title:

A511 - 125 Edward St Ayr- Material Change of Use - Noise Impact  
Assessment (Rev 0)

#### Date:

13 September 2024

#### Prepared by:

Craig O'Sullivan, BEng (Mech) RPEQ 26472 MIEAust NER MAAS

#### Revision History

Authorised  
Date

Revision

Description  
Name/Position

13/09/2024

0

#### Issue

#### Signature

Craig O'Sullivan  
Principal Engineer

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to those specified in our Acoustical Report.  
The use of contractors that are experienced in acoustic construction and the use of materials and equipment that are supported by acoustic laboratory test data are encouraged.

2

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## Dedicated Acoustics: Noise Impact Assessment

### Contents

#### EXECUTIVE

SUMMARY .....	4
1.	

INTRODUCTION .....	8
2.	

#### DEVELOPMENT SITE AND SURROUNDING

AREA.....	8
3.	

#### PROPOSED

DEVELOPMENT .....	13
4.	

#### EXISTING NOISE

ENVIRONMENT .....	14
5.	

#### ASSESSMENT

CRITERIA .....	17
5.1	

#### BURDEKIN SHIRE PLANNING SCHEME

2022 .....	17
5.1.1	

#### 5.2

#### ENVIRONMENTAL PROTECTION ACT

1994 .....	17
5.3	

ENVIRONMENTAL PROTECTION (NOISE) POLICY 2019 .....	20
5.4	

#### DISCUSSION AND SUMMARY OF

CRITERIA .....	26
6.	

#### 7.

#### CENTRE ZONE

CODE .....	17
NOISE EMISSION ASSESSMENT .....	28
6.1	
POTENTIAL IMPACTS.....	28
6.2	
NOISE SENSITIVE RECEPTORS .....	28
6.3	
NOISE MODELLING METHODOLOGY .....	30
6.4	
FORECAST NOISE LEVELS – UNTREATED SCENARIO .....	32
6.5	
RECOMMENDED TREATMENTS .....	38
6.6	
FORECAST NOISE LEVELS –TREATED SCENARIO .....	40
CONCLUSIONS AND RECOMMENDATIONS.....	46
APPENDIX A – GLOSSARY OF ACOUSTIC TERMS.....	49
APPENDIX B – DEVELOPMENT PLANS .....	50
APPENDIX C – MEASURED DAILY AMBIENT NOISE .....	55
APPENDIX D – LAYOUT OF NOISE SOURCES IN MODEL .....	60

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#### EXECUTIVE SUMMARY

A Material Change of Use is proposed to facilitate development of coffee shop with drive through service (Food & Drink Outlet) at 125 Edwards Street AYR QLD 4807 (Lot 2 RP712287).

It is expected that a noise impact assessment will be required to predict noise impacts

from the proposed use and assess against relevant noise standards. Dedicated Acoustics have been commissioned by Roma Central Pty Ltd (as trustee) Roma Central Trust to prepare this noise impact assessment for the development.

The proposed development consists of a free standing store building, drive through

lane around the perimeter of the site, with car parking and loading area within the

centre of the site. The site will be accessed directly from Edwards Street. External mechanical plant for the development is limited to 2 x 12kW split

system AC

and a small cold room condenser (assumed to be 1.5hp) and are located on ground in

the mech and refuse area. External AC units will be operational while the development

is trading and the cold room condenser will be in operation continuously.

We understand that the development will trade between 4am to 10pm, 7 days per week.

Noise emission from the development has been considered assessed against:

- 

Burdekin Shire Planning Scheme 2022;

- 

Environmental Protection Act 1994; and,

- 

Environmental Protection (Noise) Policy 2019.

#### Conclusions and Recommendations

It is concluded that:

- 

Under the Burdekin Shire Planning Scheme 2022 the development site and surrounds possess Centre zoning. We note that the centre zone code is specific in protecting amenity in residential zoned land only and the development site is well buffered by other centre zoned land parcels. As such, the development is not expected to have a meaningful impact on land within a residential

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•

Impacts on potentially sensitive land uses (i.e. residential use in a centre zone) have been considered against the Environmental Protection Act 1994 and the subordinate Environmental Protection (Noise) Policy 2019; however these are for context only and not considered as limiting criteria. The following noise emission criteria have been nominated on this basis:

0

Overall use of the development based on LAeq background creep criteria derived from on measured background noise levels, ; and,

0

Mechanical plant based on LA90 EPA 94 400U/V derived from measured background noise levels.

•

Noise emission from operation of the development has been forecast to the closest sensitive receptors and found to:

0

Overall operation

▪

Peak operation – exceed day time LAeq criteria by up to 5 dB due mostly to the contribution of drive through traffic;

▪

Off-peak operation – exceed evening LAeq criteria by up to 8 dB due mostly to the contribution of the external cold room condenser; and,

▪

Off-peak operation – exceed night (i.e. 4am-7am) LAeq criteria by up to 9 dB due mostly to the contribution of the external cold room condenser.

0

•

Assumed mechanical plant –

▪

Exceed day time LA90 criteria by up to 4 dB;

▪

Exceed evening time LA90 criteria by up to 9 dB

▪

Exceed night time (10pm-4am) LA90 criteria by up to 15 dB; and,

▪

Exceed night time (4am-7am) LA90 criteria by up to 14 dB.

The following treatments were recommended to control noise emission from the proposed development:

5

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Version: 1, Version Date: 18/09/2024



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0

A 1.8 m high acoustic barrier spanning the south east and south west boundaries as shown in Figure 6.2. The barrier is required to be continuous, gap free and have a minimum surface mass of 12.5 kg/m<sup>2</sup>; and,

0

Each external AC unit is limited to a sound power level of L<sub>w</sub> 66 dB(A) and the external cold room condenser is limited to a sound power level of L<sub>w</sub> 70 dB(A). This is expected to require specific selection of low noise equipment and/or additional treatment (e.g. enclosure).

•

With the incorporation of the recommended treatments noise emission from peak operation of the development has been forecast to the closest sensitive receptors and found to:

0

Overall operation

▪

Comply with day time LA<sub>eq</sub> criteria with the incorporation of recommended treatments;

▪

Exceed evening LA<sub>eq</sub> criteria by up to 1 dB due mostly to the contribution of drive through traffic, but are noted to be at a similar level to the existing average night time levels; and,

▪

Exceed night LA<sub>eq</sub> criteria by up to 2 dB due mostly to the contribution of drive through traffic, but are noted to be at a similar level to the existing average night time levels.

0

Assumed mechanical plant

▪

Comply with day, evening and night time LA<sub>90</sub> criteria with the incorporation of recommended treatments.

We recommended that:

•

A 1.8 m high acoustic barrier spanning the south east and south west boundaries as shown in Figure 6.2. The barrier is required to be continuous, gap free and have a minimum surface mass of 12.5 kg/m<sup>2</sup>; and,

•

Each external AC unit is limited to a sound power level of L<sub>w</sub> 66 dB(A) and the external cold room condenser is limited to a sound power level of L<sub>w</sub> 70 dB(A).

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This is expected to require specific selection of low noise equipment and/or additional treatment (e.g. enclosure); and,

- 

Deliveries and waste removal are generally limited to day time hours only.

7

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## 1. INTRODUCTION

A Material Change of Use is proposed to facilitate development of coffee shop with drive through service (Food & Drink Outlet) at 125 Edwards Street AYR QLD 4807 (Lot 2 RP712287).

It is expected that a noise impact assessment will be required to predict noise impacts from the proposed use and assess against relevant noise standards. Dedicated Acoustics have been commissioned by Roma Central Pty Ltd (as trustee) Roma Central Trust to prepare this noise impact assessment for the development.

## 2. DEVELOPMENT SITE AND SURROUNDING AREA

The development site is a flat rectangular block with an area of 1,012 m<sup>2</sup> and is located within a predominantly commercial area. Access to the site is from Edwards Street.

The development site is currently occupied by car parking for a mechanic's warehouse and has a single shade structure towards Edwards Street.

An aerial photograph showing the approximate extent of the development site and surrounds is shown in Figure 2.1.

The surrounding land uses can be described as:

- 

North east – Two single storey residences and a single storey commercial use (office) across Edwards Street ;

- 

South east – A single storey residence adjoining the site with a commercial use (office) and residential uses (motel and residence) beyond;

- 

South west – A single storey residence adjoining the site with another single storey residence beyond; and, West – Undeveloped land across McLaughlin Street and the Capricorn Highway;

- 

North west – A mechanics workshop and supermarket adjoining the site.

8

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#### Development Site

Figure 2.1: Aerial photograph showing subject site and surrounds (QGlobe)  
A photograph of the existing development site are shown in Figure 2.2.

9

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Figure 2.2: Photograph of existing development site (Google Streetview)  
We note that the development site and neighbouring lots fall within a  
Transport Noise Corridor due to their proximity to Edwards Street/Bruce  
Highway.  
Transport noise corridors for the development site and surrounds are shown  
in Figure 2.3.

10

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Figure 2.3: Transport noise corridors for the development site and surrounds  
11

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Version: 1, Version Date: 18/09/2024

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The zoning of the development site and surrounds, under the Burdekin Shire Planning Scheme, is shown in in Figure 2.4. It can be seen that the development site as well as surrounding lots possess centre zoning.

Figure 2.4: Zoning of development site and surrounds (Rockhampton Regional Council Interactive Mapping)

12

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Version: 1, Version Date: 18/09/2024



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### 3. PROPOSED DEVELOPMENT

The proposed development consists of a free standing store building, drive through lane around the perimeter of the site, with car parking and loading area within the centre of the site. The site will be accessed directly from Edwards Street. External mechanical plant for the development is limited to 2 x 12kW split system AC and a small cold room condenser (assumed to be 1.5hp) and are located on ground in the mech and refuse area. External AC units will be operational while the development is trading and the cold room condenser will be in operation continuously. We understand that the development will trade between 4am to 10pm, 7 days per week. The proposed overall floor plan is shown in Figure 3.1. Further plans are shown in Appendix B.

Figure 3.1: Proposed overall floor plan (inTotum)

13

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Version: 1, Version Date: 18/09/2024

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#### 4. EXISTING NOISE ENVIRONMENT

An ambient noise survey was undertaken along the south west boundary of the development site, as shown in Figure 4.1, from Thursday 29 August 2024 to Wednesday 29 May 2024. The aim of the survey was to help quantify the existing noise levels experienced at sensitive receptors around the proposed development.

##### Noise Logging Location

Figure 4.1: Aerial photograph showing the noise logging location (Queensland Globe)

Photographs of the measurement location are shown in Figure 4.2

14

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Version: 1, Version Date: 18/09/2024

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Figure 4.2: Photographs of the noise logging location  
The measurement location was positioned at a height of 1.5m above ground level and is considered free field.  
The following instruments were used to measure the ambient noise levels and possessed current NATA laboratory calibration •

Norsonic NOR139 Type 1 Sound Level Meter; and,

•

ARL RD9 Type 1 Field Calibrator.

The sound level meter was calibrated at the beginning and end of the measurement period with minimal calibration drift.  
Weather observations were drawn from the Ayr DPI Research Station Bureau of Meteorology Station. It was noted that weather during the survey was considered suitable during all periods.  
Ambient sound pressure levels were measured generally in accordance with Australian Standard AS1055:2018 - 'Acoustics-Description and measurement of environmental noise'. The measurement location was generally free of substantial

15

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reflective surfaces, excluding the ground plane, and was considered to be capturing free field noise levels.

A summary of overall measurement results for Friday 30 August 2024 to Wednesday 4 September is shown in Table 4.1.

Measured daily ambient noise levels are shown in Appendix C.

Table 4.1: Average ambient noise levels recorded at the noise logging location  
Measured Average Noise Level dB(A)

Time

L A01

L A10

L Aeq

L A90

RBL

Day (7am – 6pm)

60

54

52

44

41

Evening (6pm – 10pm)

56

49

48

38

36

Night (10pm – 4am)

50

40

41

33

31

Night (4am – 7am)

56

48

47

37

33

The noise environment at the measurement locations during equipment setup and collection was observed to be dominated by road traffic noise along Edwards Street. We are informed by our site contact that there was minimal activity from the mechanics workshop during the monitoring period. Based on review of logged noise data and on-site observations we consider that the noise environment at the development site and surrounds during the day is controlled by road traffic noise during the day and evening; while the night time periods are controlled by intermittent road traffic noise pass-bys and neighbourhood sounds (e.g. distant commercial plant).

16

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Version: 1, Version Date: 18/09/2024

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## 5. ASSESSMENT CRITERIA

Noise impacts from the development has been assessed against:

- 

Burdekin Shire Planning Scheme 2022;

- 

Environmental Protection Act 1994; and,

- 

Environmental Protection (Noise) Policy 2019.

### 5.1

#### BURDEKIN SHIRE PLANNING SCHEME 2022

The assessment considers the following aspects of the Burdekin Shire Planning Scheme 2022 to be relevant to the development:

- 

Centre Zone Code.

##### 5.1.1 CENTRE ZONE CODE

Relevant assessment benchmarks from the Centre Zone Code are shown in Table 5.1.

Table 5.1: Relevant assessment benchmarks from the Centre Zone Code  
Acceptable  
Outcomes

##### Performance Outcomes

###### Amenity

###### P018

Development does not create significant impacts on the amenity of nearby land in a residential zone as a result of noise, lighting, odour, dust, volume of traffic generated, loss of privacy or other cause.

No acceptable  
outcome is  
nominated

We note that the centre zone code is specific in protecting amenity in residential zoned land only and the development site is well buffered by other centre zoned land parcels. As such, the development is not expected to have a meaningful impact on land within a residential

Impacts on potentially sensitive land uses (i.e. residential use in a centre zone) have been considered against the Environmental Protection Act 1994 and the subordinate Environmental Protection (Noise) Policy 2019 ; however these are for context only and not considered as limiting criteria.

### 5.2

#### ENVIRONMENTAL PROTECTION ACT 1994

The object of the Environmental Protection Act (EPA 94) is to protect Queensland's environment while allowing for development that improves the total quality of life, both

now and in the future, in a way that maintains the ecological processes on which  
life  
depends (i.e. ecologically sustainable development).  
17

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Version: 1, Version Date: 18/09/2024

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Under EPA 94:

- 

An environmental value is defined as:

- o

A quality or physical characteristic of the environment that is conducive to ecological health or public amenity or safety; or

- o

Another quality of the environment identified and declared to be an environmental value under an environmental protection policy or regulation.

- 

Environmental harm:

- o

Is any adverse effect, or potential adverse effect (whether temporary or permanent and of whatever magnitude, duration or frequency) on an environmental value, and includes environmental nuisance.

- o

May be caused by any activity:

- 

Whether the harm is a direct or indirect result of the activity; or

- 

Whether the harm results from the activity alone or from the combined effects of the activity and other activity or factors.

- 

Environmental nuisance:

- o

Is

unreasonable

interference

or

likely

interference

with

an

environmental value caused by –

-



Aerosols, fumes, light, noise, odour, particles or smoke; or

▪

An unhealthy, offensive or unsightly condition because of contamination; or

▪

Another way prescribed by regulation.

Environmental values for the acoustic environment are defined in the Environmental Protection (Noise) Policy 2019 and are discussed in Section 5.3. EPA 94 also nominates default noise standards for air-conditioning equipment (440U), refrigeration equipment (440V) and indoor venues (440W).  
440U Air-Conditioning Equipment

18

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(1)

This section applies to premises at or for which there is airconditioning equipment.

(2)

An occupier of the premises must not use, or permit the use of, the equipment on any day -

(a)

before 7am, if it makes a noise of more than 3 dB(A) above the background noise level; or

(b)

from 7am to 10pm, if it makes a noise of more than 5 dB(A) above the background noise level; or

(c)

after 10pm, if it makes a noise of more than 3 dB(A) above the background noise level.

#### 440V Refrigeration Equipment

(1)

This section applies to a person who is -

(a)

An occupier of a premises at or for which there is plant or

equipment

for

refrigeration

(refrigeration

equipment); or

(b)

An owner of refrigeration equipment that is on or in a vehicle, other than a vehicle used or to be used on a railway.

(2)

The person must not use, or permit the use of, the refrigeration equipment on any day -

(a)

before 7am, if it makes a noise of more than 3 dB(A) above the background noise level; or

(b)

from 7am to 10pm, if it makes a noise of more than 5 dB(A) above the background noise level; or

(c)

after 10pm, if it makes a noise of more than 3 dB(A) above the background noise level.

(3)

In this section -  
Vehicle includes a trailer.

We note that a noise level 10 dB or more below the ambient background noise is generally adopted for design purposes to represent inaudibility. There is potential that a noise level 10 dB below the background noise level may still be perceptible, however the likelihood of disturbance being caused by the source is fairly minimal.

19

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Version: 1, Version Date: 18/09/2024

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The permitted levels in 440U and 440V are considered to be component levels (i.e. the contribution from the development only with the effects of any ambient noise removed) as described in the Department of Environment and Science – Noise Measurement Manual V4.01 March 2020.  
We note that the Environmental Protection Regulation 2019 nominates that measurement of source noise under sections 440U and 440V may be measured with the LA90,T descriptor.  
Free field noise emission criteria for relevant EPA 94 Noise Standards, shown in Table 5.2, have been developed based on measured rated background levels, described in Section 4, which are:

- Day – 7am to 6pm – 41 dB(A) RBL;
- Evening – 6pm to 10pm – 36 dB(A) RBL;
- Night – 10pm to 4am – 31 dB(A) RBL; and,
- Night – 4am to 7am – 33 dB(A) RBL

Table 5.2: Noise emission criteria for relevant EPA94 Noise Standard based on measured rated background levels  
Noise Standard

Time

Noise Limit, dB(A)

7:00am – 6:00pm

B/G + 5

46

440U – Air-Conditioning  
Equipment

6:00pm – 10:00pm

B/G + 5

41

440V – Refrigeration Equipment

10:00pm – 4:00am

B/G + 3

34

4:00am – 7:00am

B/G + 3

36

Descriptor

LA90,T

These levels are considered free-free field (i.e. away from building facades or other reflective surfaces except ground) and an additional 3 dB would typically be applied to these criteria to account for reflections when assessing noise levels at building facades.

5.3

#### ENVIRONMENTAL PROTECTION (NOISE) POLICY 2019

The Queensland Environmental Protection (Noise) Policy 2019 (EPP Noise 2019) is intended to achieve the object of the Environmental Protection Act 1994 in relation to the acoustic environment.

The purpose of the policy is achieved by -

20

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- 

Identifying and declaring the environmental values of the acoustic environment; and,

- 

Stating acoustic quality objectives that are directed at enhancing or protecting the environmental values; and,

- 

Providing a framework for making consistent, equitable and informed decisions that relate to the acoustic environment.

The environmental values to be enhanced or protected under this policy are -

- 

The qualities of the acoustic environment that conducive to protecting the health and biodiversity of ecosystems; and,

- 

The qualities of the acoustic environment that are conducive to human health and wellbeing, including by ensuring a suitable acoustic environment for individuals to do any of the following -

- 

- o

Sleep;

- o

Study or learn;

- o

Be involved in recreation, including relaxation and conversation; and

The qualities of the acoustic environment that are conducive to protecting the amenity of the community.

#### Acoustic Quality Objectives

EPP Noise 2019 establishes Acoustic Quality Objectives (AQO) to be achieved and maintained under the policy and are intended to enhance or protect environmental values. The AQO assist in identifying whether the environmental values are protected.

The AQO are considered in assessment processes and help inform the decision making process, including any conditions that may be placed on approvals for environmentally relevant activities. The AQO are not individual point source emission

standards but are total levels of noise in the surrounding environment. They assist to

inform what the point source acoustic emission level as a condition of approval for a

particular activity at a site may be.

Applicable AQO are shown in Table 5.3.



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Table 5.3: Applicable Acoustic Quality Objectives  
Sensitive  
Receptor

Dwelling  
(for outdoors)

Acoustic Quality Objective  
dB(A)  
Time of day

Environmental  
Value

LAeq,adj,1hr

LA10,adj,1hr

LA1,adj,1hr

Daytime and  
evening

50

55

65

Health and  
wellbeing

Daytime and  
evening

35

40

45

Health and  
wellbeing

40

Health and  
wellbeing, in  
relation to the  
ability to sleep

Dwelling  
(for indoors)  
Night-time

30

35



Assessment of internal noise levels has been undertaken assuming a 10 dB noise reduction, from façade affected external levels; which correlates with a 7 dB noise reduction from free-field levels through partially open windows as per the Queensland Ecoaccess Guideline Planning for Noise Control (2004). An 18 dB reduction has been assumed, from façade affected external levels, across a closed building façade. The AQO have been compared to the measured free-field average noise levels and are shown in Table 5.4, based on a 7 dB reduction across a building façade with partially open windows.

22

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Version: 1, Version Date: 18/09/2024

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Table 5.4: Comparison of average measured noise levels to Acoustic Quality Objectives

Acoustic Quality Objective  
Period  
Time

Dwellings (for Outdoors)

Dwellings (for Indoors)

L A<sub>1</sub>,adj,1hr

L A<sub>10</sub>,adj,1hr

L A<sub>eq</sub>,adj,1hr

L A<sub>1</sub>,adj,1hr

L A<sub>10</sub>,adj,1hr

L A<sub>eq</sub>,adj,1hr

Day  
(7am –  
6pm)

Measured  
average  
noise level  
is below  
AQO by 5  
dB

Measured  
average  
noise level  
is below  
AQO by 1  
dB

Measured  
average  
noise level  
exceeds  
AQO by 2  
dB

Measured  
average  
noise level  
exceeds  
AQO by 8  
dB

Measured  
average  
noise level  
exceeds  
AQO by 7

dB

Measured  
average  
noise level  
exceeds  
AQO by 10  
dB

Evening  
(6pm –  
10pm)

Measured  
average  
noise level  
is below  
AQO by 9  
dB

Measured  
average  
noise level  
is below  
AQO by 6  
dB

Measured  
average  
noise level  
is below  
AQO by 2  
dB

Measured  
average  
noise level  
exceeds  
AQO by 4  
dB

Measured  
average  
noise level  
exceeds  
AQO by 2  
dB

Measured  
average  
noise level  
exceeds  
AQO by 6  
dB

Night  
(10pm –  
4am)

Measured  
average  
noise level  
exceeds  
AQO by 3

dB

Measured  
average  
noise level  
is below  
AQO by 2  
dB

Measured  
average  
noise level  
exceeds  
AQO by 4  
dB

Night  
(4am –  
7am)

Measured  
average  
noise level  
exceeds  
AQO by 9  
dB

Measured  
average  
noise level  
exceeds  
AQO by 6  
dB

Measured  
average  
noise level  
exceeds  
AQO by 10  
dB

The measured noise environment is around or below the AQO in outdoor areas (i.e. applicable for private open space such as gardens and yards) during day and evening

period and above the AQO for internal areas assuming a 7 dB reduction across a façade with open windows during all periods.

Management Hierarchy for Noise

EPP Noise 2019 states the management hierarchy for an activity involving noise that

affects or may affect an environmental value to be enhanced or protected under the policy.

The policy states that to the extent it is reasonable to do so, noise must be dealt with

in the following order of preference –

- 

Firstly – avoid the noise (e.g. locating an industrial activity in an area that is not near a sensitive receptor);

23



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- 

Secondly – minimise the noise in the following order –  
o

Firstly – orientate an activity to minimise noise (e.g. facing a part of an activity that makes noise away from a sensitive receptor)

o  
•

Secondly – use the best available technology to minimise the noise;

Thirdly – manage the noise (e.g. using heavy machinery only during business hours).

Management Intent for Noise

EPP Noise 2019 states the management intent for an activity involving noise that affects, or may affect, an environmental value to be enhanced or protected under the policy.

The policy states that to the extent it is reasonable to do so, noise must be dealt with in a way that ensures –

- 

The noise does not have any adverse effect, or potential adverse effect, on any environmental value under this policy; and

- 

Background creep in an area or place is prevented or minimised.

EPP Noise 2019 defines Background creep, for noise in an area or place, as a gradual increase in the total amount of background noise in the area or place as measured under the document called the 'Noise measurement manual' published on the department's website.

Background creep is not quantified in EPP Noise 2019; however, we consider this requirement to be suitably addressed through application of the EPA94 noise standards.

Background creep is not quantified in EPP Noise 2019. It is however quantified in the

repealed Environmental Protection (Noise) Policy 2008 (EPP Noise 2008) as:

To the extent that is reasonable to do so, noise from an activity must not be –

(a) For noise that is continuous noise measured by LA90,T – more than nil dB(A) greater than the existing acoustic environment measured by LA90,T; or

24

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Version: 1, Version Date: 18/09/2024

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(b) For noise that varies over time measured by LAeq,adj,T – more than 5 dB(A) greater than the existing acoustic environment measured by LA90,T.

Applicable criteria for control of background creep, based on measured average background levels, described in Section 4, are shown in Table 5.5 and are component

levels (i.e. the contribution from the development site only). We consider that the

“Noise that varies with time” criteria would be suitable for assessment of noise emission from the site and assessment of continuous noise is best addressed through

EPA94 Noise Standards.

Table 5.5: Applicable noise limits for compliance with background creep criteria  
Applicable To

Time

Criteria

Average  
Background Level,  
LA90,T dB(A)

Required  
Component Noise  
Limit

44

44

38

38

Descriptor

Day  
(7am –  
6pm)  
Evening

Continuous  
noise

(6pm –  
10pm)  
Night

B/G+0  
dB

LA90,T

(10pm –  
4am)

33

33

37

37

44

49

38

43

Night  
(4am -  
7am)  
Day  
(7am -  
6pm)  
Evening

Noise that  
varies with time

(6pm -  
10pm)  
Night

B/G+5  
dB

L<sub>Aeq,adj,T</sub>

(10pm -  
4am)

33

38

37

42

Night  
(4am -  
7am)

25

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Version: 1, Version Date: 18/09/2024



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Component limits are considered to be applicable in external areas around dwellings and useful open space (e.g. yards and gardens) and are considered to be free field.

An additional 3 dB of noise emission criteria is applicable for levels around buildings

due to reflections from the façade.

5.4

#### DISCUSSION AND SUMMARY OF CRITERIA

Noise impacts from the development are required to be assessed against the Burdekin Shire Planning Scheme 2022 Centre Zone Code. This code is specific in protecting amenity in residential zoned land only and the development site is well buffered by other centre zoned land parcels. As such, the development is not expected to have a meaningful impact on land within a residential

Impacts on potentially sensitive land uses (i.e. residential use in a centre zone) have been considered against the Environmental Protection Act 1994 and the subordinate Environmental Protection (Noise) Policy 2019; however these are for context only and not considered as limiting criteria.

The planning scheme does not provide quantifiable criteria for assessment of noise impacts.

In the absence of this criteria, context has been drawn from the

Environmental Protection Act 1994 and the subordinate Environmental Protection (Noise) Policy 2019.

We consider the following criteria to be the most relevant to the development:

- 

Typical operation of the development to comply with EPP(Noise) 2008  
Background Creep noise criteria for noise that varies with time; and,

- 

Mechanical plant, where present, to comply with 440U A/C Equipment and 440V Refrigeration Equipment.

A summary of recommended external criteria at building facades are shown in Table 5.6.

26

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Table 5.6: Summary of derived external criteria at building facades  
Typical Operation  
Period

Time

EPP(Noise) 2008 Background Creep  
- Noise that Varies with Time

Mechanical Plant  
EPA 94 440U & 440V

L<sub>Aeq,adj,1hr</sub>

L<sub>A90,adj,1hr</sub>

Day

7:00am –  
6:00pm

52

49

Evening

6:00pm –  
10:00pm

46

44

10:00pm –  
7:00am

41

37

4:00am –  
7:00am

45

39

Night

27

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Version: 1, Version Date: 18/09/2024

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## 6. NOISE EMISSION ASSESSMENT

### 6.1

#### POTENTIAL IMPACTS

It is expected that the following noise sources will be introduced with the development:

- 

Car parking and vehicle movements;

- 

Customers talking in external dining areas;

- 

Mechanical plant; and,

- 

Deliveries and waste removal.

Noise emission from stock deliveries and refuse collection is typically of limited duration and would generally be expected to occur once or twice a day. These activities are not expected to unreasonably affect amenity provided they are limited to day time periods only.

### 6.2

#### NOISE SENSITIVE RECEPTORS

The noise assessment considers the closest sensitive receptors. In this instance this is existing dwellings located to the north east, south east and south west of the development site and are shown in Figure 6.1. Noise receptors have been modelled at a height of 1.8m above ground level for single storey dwellings. Noise receptors have been placed at a distance of approximately 1m from the building façade and are considered to be façade affected (i.e. receiving a reflection from the building façade).

Their locations are shown by a green circle. Assessed receptors are described in Table 6.1.

Table 6.1: Descriptions of assessed receptors

Receptor ID
-------------

Real Property Description
---------------------------

Setback of Dwelling to Development Site Distance
--

Single or Double Storey
-------------------------

Direction

Existing Dwellings  
R1

Lot 38 RP702279

36m

North east

Single

R2

Lot 2 RP729528

36m

North east

Single

R3

Lot 11 A26528

1.5m

South east

Single

R4

Lot 3 RP707165

7m

South west

Single

Locations of noise receptor points are shown in Figure 6.1.

28

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Version: 1, Version Date: 18/09/2024

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Figure 6.1: Noise sensitive receptors considered within the assessment

29

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Version: 1, Version Date: 18/09/2024

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## 6.3

### NOISE MODELLING METHODOLOGY

The SoundPLAN (Version 8.2) noise modelling software has been used to predict noise emission from the development. The model incorporates a three-dimensional digital terrain map, ground cover, screening from buildings and atmospheric information and noise source data to forecast noise emission levels to sensitive receptors.

The noise model is based on the following parameters:

- 

Calculation algorithms of ISO9613-2:1996 Acoustics – Attenuation of sound during propagation outdoors – Part 2: General Method of calculation prediction methodology (ISO9613-2). ISO9613-2 implements downwind propagation conditions within its overall noise prediction calculation by default and is considered to suitably represent typical adverse conditions (i.e. a moderate wind blowing from source to receiver or a moderate temperature inversion).

- 

Terrain data (2009) sourced from Geosciences Australia for the subject site and surrounds.

- 

Ground absorption

0

Hard surfaces, such as roads and car park areas, have been modelled as fully reflective with a ground absorption coefficient of 0.

0

Soft surfaces, such as grassed area, have been modelled as 80% absorptive with a ground absorption coefficient of 0.8.

- 

Buildings

0

Residential building footprints have been digitised based on aerial imagery. Estimates have been made for buildings not shown on the aerial imagery available. Residential buildings have been modelled with a height of 5m for single storey and facades are set to be reflective.

- 

Foliage

0

The effects of foliage have not been considered in the assessment.

Noise emission forecasts have been undertaken for the following scenarios based on

traffic generation rates used on similar projects:

-

Day time peak operation (i.e. 7am-8am)  
30

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0

60 cars per hour using the drive through (i.e. one car every minute) – travelling 5km/hr;

0

The drive through speaker boxes being operations for 30 seconds per car, and 10 seconds of normal voice level from the pay and collection windows per car;

0

A vehicle idling at the speaker boxes, pay and collection windows for 30 seconds per car;

0

Each car park turning over once per hour (i.e. 1 vehicle arrival and departure per car space per hour);

•

0

A group of 15 patrons conversing in the outdoor dining area; and,

0

Assumed mechanical plant operating continuously.

Evening and early morning (i.e. 4am-7am) operation:

0

20 cars per hour using the drive through on each building (i.e. one car every 3 minute);

0

The drive through speaker boxes being operations for 30 seconds per car, and 10 seconds of normal voice level from the pay and collection windows per car;

0

A vehicle idling at the speaker boxes, pay and collection windows for 30 seconds per car;

0

Half the car park turning over once per hour (i.e. 0.5 vehicle arrival and departure per car space per hour);

•

0

A group of 5 patrons conversing the outdoor dining area; and,



0

Assumed mechanical plant operating continuously.

Store Closed During Night (i.e. 10pm-4am):

0

•

External cold room condenser operating continuously.

Sound power data used in the assessment is shown in Table 6.2.

31

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Version: 1, Version Date: 18/09/2024

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Table 6.2: Sound power data used in the assessment  
Sound Power Level

Height  
(m)

Description

Vehicle movements

1

Speaker box, pay and collection  
windows

Source

L<sub>Aeq,adj,1hr</sub>

L<sub>A90,adj,1hr</sub>

Moving point source  
per vehicle

84

-

1.5

Fixed point source

83

-

Car parking – 1 parking movement (i.e.  
arrival or departure per hour)

1

Point source

72

-

Car parking – 0.5 parking movement  
(i.e. arrival or departure per hour)

1

Point source

69

-

15 patrons talking in outdoor area

1.5

Area source

82

-

5 patrons talking in outdoor area

1.5

Area source

74

-

Assumed Mechanical Plant

Packaged air-conditioning unit 2x12kW

1

Point source

70 (each)

70 (each)

Packaged refrigeration condenser 1hp

1

Point source

81

81

The layout of the noise sources and buildings in the modelling scenarios are shown in

Appendix D.

6.4

#### FORECAST NOISE LEVELS – UNTREATED SCENARIO

Overall forecast noise emission levels from day, evening and night time operation for

untreated scenario is shown in Table 6.3 and have been compared to recommended EPP(Noise) 2008 Background Creep noise criteria for noise that varies with time.

32

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Table 6.3: Overall forecast noise emission levels from typical operation - untreated

scenario  
Forecast Noise Level, LAeq.adj,1hr dB(A)  
Receiver  
Source

Contribution

Overall

Compliant

45

Yes

44

Yes

57

Exceeds by 5  
dB

55

Exceeds by 3  
dB

Day  
Drive Through  
Vehicles

41

Order/Receive  
Points

38

Parking Area

30

R1  
Outdoor Patrons

40

External AC Plant

17

External Cold  
Room Plant

25

Drive Through  
Vehicles

40

Order/Receive  
Points

39

Parking Area

29

R2  
Outdoor Patrons

38

External AC Plant

17

External Cold  
Room Plant

25

Drive Through  
Vehicles

56

Order/Receive  
Points

44

Parking Area

44

R3

R4

Outdoor Patrons

46

External AC Plant

33

External Cold  
Room Plant

44

Drive Through  
Vehicles

48



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Forecast Noise Level, LAeq.adj,1hr dB(A)  
Receiver  
Source

Contribution

Order/Receive  
Points

47

Parking Area

34

Outdoor Patrons

32

External AC Plant

44

External Cold  
Room Plant

52

Overall

Compliant

40

Yes

39

Yes

53

Exceeds by 7  
dB

Evening

R1

R2

Drive Through  
Vehicles

37

Order/Receive  
Points

33

Parking Area

27

Outdoor Patrons

32

External AC Plant

17

External Cold  
Room Plant

25

Drive Through  
Vehicles

35

Order/Receive  
Points

34

Parking Area

26

Outdoor Patrons

30

External AC Plant

17

External Cold  
Room Plant

25

Drive Through  
Vehicles

51

Order/Receive  
Points

39

R3  
Parking Area

41

Outdoor Patrons

38



External AC Plant

33

34

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Forecast Noise Level, LAeq.adj,1hr dB(A)  
Receiver

R4

Source

Contribution

External Cold  
Room Plant

44

Drive Through  
Vehicles

43

Order/Receive  
Points

43

Parking Area

31

Outdoor Patrons

24

External AC Plant

44

External Cold  
Room Plant

52

Overall

Compliant

54

Exceeds by 8  
dB

40

Yes

39

Yes

53

Exceeds by 8  
dB

Night

R1

R2

Drive Through  
Vehicles

37

Order/Receive  
Points

33

Parking Area

27

Outdoor Patrons

32

External AC Plant

17

External Cold  
Room Plant

25

Drive Through  
Vehicles

35

Order/Receive  
Points

34

Parking Area

26

Outdoor Patrons

30

External AC Plant

17

External Cold  
Room Plant

25

Drive Through  
Vehicles

51

R3  
Order/Receive  
Points

39

35

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Forecast Noise Level, LAeq.adj,1hr dB(A)  
Receiver

R4

Source

Contribution

Parking Area

41

Outdoor Patrons

38

External AC Plant

33

External Cold  
Room Plant

44

Drive Through  
Vehicles

43

Order/Receive  
Points

43

Parking Area

31

Outdoor Patrons

24

External AC Plant

44

External Cold  
Room Plant

52

Overall

Compliant

54

Exceeds by 9  
dB

Noise emission from the development is forecast to:

- 

Exceed day time LAeq criteria by up to 5 dB due mostly to the contribution of drive through traffic;

- 

Exceed evening LAeq criteria by up to 8 dB due mostly to the contribution of the external cold room condenser; and,

- 

Exceed night LAeq criteria by up to 9 dB due mostly to the contribution of the external cold room condenser.

Forecast noise emission levels from day, evening and night time operation of assumed mechanical plant for untreated scenario is shown in Table 6.4 and have been compared to recommended EPA94 440U/V criteria.

36

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Version: 1, Version Date: 18/09/2024

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Table 6.4: Forecast noise emission levels from assumed untreated mechanical plant

Forecast Noise Level, LA90.adj,1hr dB(A)

Receiver

Source

Contribution

Overall

Compliant

26

Yes

26

Yes

45

Yes

53

Exceeds by 4  
dB

26

Yes

26

Yes

45

Exceeds by 1  
dB

53

Exceeds by 9  
dB

Day

R1

R2

R3

R4

External AC Plant

17

External Cold  
Room Plant

25

External AC Plant

17

External Cold  
Room Plant

25

External AC Plant

33

External Cold  
Room Plant

44

External AC Plant

44

External Cold  
Room Plant

52

Evening

R1

R2

R3

R4

External AC Plant

17

External Cold  
Room Plant

25

External AC Plant

17

External Cold  
Room Plant

25

External AC Plant

33



External Cold  
Room Plant

44

External AC Plant

44

External Cold  
Room Plant

52  
Night (10pm-4am)

R1

External Cold  
Room Plant

25

25

Yes

R2

External Cold  
Room Plant

25

25

Yes

37

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Forecast Noise Level, LA90.adj,1hr dB(A)  
Receiver  
Source

Contribution

Overall

Compliant

R3

External Cold  
Room Plant

44

44

Exceeds by 7  
dB

R4

External Cold  
Room Plant

52

52

Exceeds by 15  
dB

26

Yes

26

Yes

45

Exceeds by 6  
dB

53

Exceeds by 14  
dB

Night (4am-7am)  
External AC Plant  
R1

R2

R3

R4

17

External Cold  
Room Plant

25

External AC Plant

17

External Cold  
Room Plant

25

External AC Plant

33

External Cold  
Room Plant

44

External AC Plant

44

External Cold  
Room Plant

52

Noise emission from assumed mechanical plant is forecast to:

- 

Exceed day time LA90 criteria by up to 4 dB;

- 

Exceed evening time LA90 criteria by up to 9 dB

- 

Exceed night time (10pm-4am) LA90 criteria by up to 15 dB; and,

- 

Exceed night time (4am-7am) LA90 criteria by up to 14 dB.

6.5

#### RECOMMENDED TREATMENTS

The following treatments are currently proposed to help reduce noise emission impacts from the development:

- 

A 1.8 m high acoustic barrier spanning the south east and south west

boundaries as shown in Figure 6.2. The barrier is required to be continuous, gap free and have a minimum surface mass of 12.5 kg/m<sup>2</sup>; and,

38

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Version: 1, Version Date: 18/09/2024

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•

Each external AC unit is limited to a sound power level of Lw 66 dB(A) and the external cold room condenser is limited to a sound power level of Lw 70 dB(A). This is expected to require specific selection of low noise equipment and/or additional treatment (e.g. enclosure).

1.8m High Noise Barrier

1.8m High Noise Barrier

Figure 6.2: Proposed noise barrier

39

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6.6

#### FORECAST NOISE LEVELS –TREATED SCENARIO

Overall forecast noise emission levels from day, evening and night time operation with the incorporation of recommended treatments is shown in Table 6.5 and have been compared to recommended EPP(Noise) 2008 Background Creep noise criteria for noise that varies with time.

Table 6.5: Overall forecast noise emission levels from typical operation – treated scenario

Forecast Noise Level, LAeq.adj,1hr dB(A)  
Receiver  
Source

Contribution

Overall

Compliant

45

Yes

44

Yes

52

Yes

Day  
Drive Through  
Vehicles

41

Order/Receive  
Points

38

Parking Area

30

R1

R2

R3

Outdoor Patrons

40

External AC Plant

17

External Cold  
Room Plant

25

Drive Through  
Vehicles

40

Order/Receive  
Points

39

Parking Area

29

Outdoor Patrons

38

External AC Plant

17

External Cold  
Room Plant

25

Drive Through  
Vehicles

50

Order/Receive  
Points

42

Parking Area

40

40

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Forecast Noise Level, LAeq.adj,1hr dB(A)  
Receiver

R4

Source

Contribution

Outdoor Patrons

43

External AC Plant

29

External Cold  
Room Plant

42

Drive Through  
Vehicles

44

Order/Receive  
Points

45

Parking Area

31

Outdoor Patrons

29

External AC Plant

40

External Cold  
Room Plant

48

Overall

Compliant

51

Yes

40



Yes

39

Yes

Evening  
Drive Through  
Vehicles

37

Order/Receive  
Points

34

Parking Area

27

Outdoor Patrons

32

External AC Plant

13

External Cold  
Room Plant

14

Drive Through  
Vehicles

35

Order/Receive  
Points

35

Parking Area

26

Outdoor Patrons

30

External AC Plant

13

R1

R2

41



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Forecast Noise Level, LAeq.adj,1hr dB(A)  
Receiver

R3

R4

Source

Contribution

External Cold  
Room Plant

14

Drive Through  
Vehicles

45

Order/Receive  
Points

37

Parking Area

37

Outdoor Patrons

36

External AC Plant

25

External Cold  
Room Plant

31

Drive Through  
Vehicles

40

Order/Receive  
Points

40

Parking Area

28

Outdoor Patrons

22

External AC Plant

36

External Cold  
Room Plant

37

Overall

Compliant

47

Exceeds by 1  
dB

45

Yes

40

Yes

39

Yes

Night  
Drive Through  
Vehicles

37

Order/Receive  
Points

34

Parking Area

27

R1

R2

Outdoor Patrons

32

External AC Plant

13

External Cold  
Room Plant

14

Drive Through  
Vehicles

35  
42

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Forecast Noise Level, LAeq.adj,1hr dB(A)  
Receiver  
Source

Contribution

Order/Receive  
Points

35

Parking Area

26

Outdoor Patrons

30

External AC Plant

13

External Cold  
Room Plant

14

Drive Through  
Vehicles

45

Order/Receive  
Points

37

Parking Area

37

Outdoor Patrons

36

External AC Plant

25

External Cold  
Room Plant

31

Drive Through  
Vehicles

40

Order/Receive  
Points

40

Parking Area

28

Outdoor Patrons

22

External AC Plant

36

External Cold  
Room Plant

37

R3

R4

Overall

Compliant

47

Exceeds by 2  
dB

45

Yes

Noise emission from the development is forecast to:

- 

Comply with day time LAeq criteria with the incorporation of recommended treatments;

- 

Exceed evening LAeq criteria by up to 1 dB due mostly to the contribution of drive through traffic, but are noted to be at a similar level to the existing average night time levels; and,

43

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•

Exceed night LAeq criteria by up to 2 dB due mostly to the contribution of drive through traffic, but are noted to be at a similar level to the existing average night time levels.

Forecast noise emission levels from day, evening and night time operation of assumed treated mechanical plant for untreated scenario is shown in Table 6.6 and have been

compared to recommended EPA94 440U/V criteria.

Table 6.6: Forecast noise emission levels from assumed untreated mechanical plant

Forecast Noise Level, LA90.adj,1hr dB(A)

Receiver

Source

Contribution

Overall

Compliant

16

Yes

16

Yes

32

Yes

39

Yes

Day

13

External AC Plant

R1

External Cold  
Room Plant

14

External AC Plant

R2

R3

R4



13

External Cold  
Room Plant

14

External AC Plant

25

External Cold  
Room Plant

31

External AC Plant

36

External Cold  
Room Plant

37  
Evening

R1

R2

R3

R4

16

External Cold  
Room Plant

14

External AC Plant

13

Yes  
16

External Cold  
Room Plant

14

External AC Plant

25

Yes  
32

External Cold  
Room Plant

31

External AC Plant

36  
44

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Yes

13

External AC Plant

39

Yes

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Forecast Noise Level, LA90.adj,1hr dB(A)  
Receiver  
Source

Contribution

External Cold  
Room Plant

37

Overall

Compliant

Night (10pm-4am)  
Yes

R1

External Cold  
Room Plant

14

14

R2

External Cold  
Room Plant

14

14

R3

External Cold  
Room Plant

31

31

R4

External Cold  
Room Plant

37

37

Yes

Yes

Yes

Night (4am-7am)

R1

R2

R3

R4

Yes

13

External AC Plant

16

External Cold  
Room Plant

14

External AC Plant

13

Yes

16

External Cold  
Room Plant

14

External AC Plant

25

Yes

32

External Cold  
Room Plant

31

External AC Plant

36

Yes

39

External Cold  
Room Plant

37

Noise emission from assumed treated mechanical plant is forecast to:

- 

Comply with day, evening and night time LA90 criteria with the incorporation of

recommended treatments.

45

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Version: 1, Version Date: 18/09/2024

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## 7. CONCLUSIONS AND RECOMMENDATIONS

A Material Change of Use is proposed to facilitate development of coffee shop with drive through service (Food & Drink Outlet) at 125 Edwards Street AYR QLD 4807 (Lot 2 RP712287).

It is expected that a noise impact assessment will be required to predict noise impacts

from the proposed use and assess against relevant noise standards. Dedicated Acoustics have been commissioned by Roma Central Pty Ltd (as trustee) Roma Central Trust to prepare this noise impact assessment for the development.

The proposed development consists of a free standing store building, drive through

lane around the perimeter of the site, with car parking and loading area within the

centre of the site. The site will be accessed directly from Edwards Street. External mechanical plant for the development is limited to 2 x 12kW split

system AC

and a small cold room condenser (assumed to be 1.5hp) and are located on ground in

the mech and refuse area. External AC units will be operational while the development

is trading and the cold room condenser will be in operation continuously.

We understand that the development will trade between 4am to 10pm, 7 days per week.

Noise emission from the development has been considered assessed against:

- 

Burdekin Shire Planning Scheme 2022;

- 

Environmental Protection Act 1994; and,

- 

Environmental Protection (Noise) Policy 2019.

## Conclusions and Recommendations

It is concluded that:

- 

Under the Burdekin Shire Planning Scheme 2022 the development site and surrounds possess Centre zoning. We note that the centre zone code is specific in protecting amenity in residential zoned land only and the development site is well buffered by other centre zoned land parcels. As such, the development is not expected to have a meaningful impact on land within a residential

- 

Impacts on potentially sensitive land uses (i.e. residential use in a centre zone) have been considered against the Environmental

46

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Protection Act 1994 and the subordinate Environmental Protection (Noise) Policy 2019; however these are for context only and not considered as limiting criteria. The following noise emission criteria have been nominated on this basis:

0

Overall use of the development based on LAeq background creep criteria derived from on measured background noise levels, ; and,

0

Mechanical plant based on LA90 EPA 94 400U/V derived from measured background noise levels.

•

Noise emission from operation of the development has been forecast to the closest sensitive receptors and found to:

0

Overall operation

▪

Peak operation – exceed day time LAeq criteria by up to 5 dB due mostly to the contribution of drive through traffic;

▪

Off-peak operation – exceed evening LAeq criteria by up to 8 dB due mostly to the contribution of the external cold room condenser; and,

▪

Off-peak operation – exceed night (i.e. 4am-7am) LAeq criteria by up to 9 dB due mostly to the contribution of the external cold room condenser.

0

•

Assumed mechanical plant –

▪

Exceed day time LA90 criteria by up to 4 dB;

▪

Exceed evening time LA90 criteria by up to 9 dB

▪

Exceed night time (10pm-4am) LA90 criteria by up to 15 dB; and,

▪

Exceed night time (4am-7am) LA90 criteria by up to 14 dB.

The following treatments were recommended to control noise emission from the proposed development:

o

A 1.8 m high acoustic barrier spanning the south east and south west boundaries as shown in Figure 6.2. The barrier is required to be continuous, gap free and have a minimum surface mass of 12.5 kg/m<sup>2</sup>; and,

47

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Version: 1, Version Date: 18/09/2024



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0

Each external AC unit is limited to a sound power level of Lw 66 dB(A) and the external cold room condenser is limited to a sound power level of Lw 70 dB(A). This is expected to require specific selection of low noise equipment and/or additional treatment (e.g. enclosure).

•

With the incorporation of the recommended treatments noise emission from peak operation of the development has been forecast to the closest sensitive receptors and found to:

0

Overall operation

▪

Comply with day time LAeq criteria with the incorporation of recommended treatments;

▪

Exceed evening LAeq criteria by up to 1 dB due mostly to the contribution of drive through traffic, but are noted to be at a similar level to the existing average night time levels; and,

▪

Exceed night LAeq criteria by up to 2 dB due mostly to the contribution of drive through traffic, but are noted to be at a similar level to the existing average night time levels.

0

Assumed mechanical plant

▪

Comply with day, evening and night time LA90 criteria with the incorporation of recommended treatments.

We recommended that:

•

A 1.8 m high acoustic barrier spanning the south east and south west boundaries as shown in Figure 6.2. The barrier is required to be continuous, gap free and have a minimum surface mass of 12.5 kg/m<sup>2</sup>; and,

•

Each external AC unit is limited to a sound power level of Lw 66 dB(A) and the external cold room condenser is limited to a sound power level of Lw 70 dB(A). This is expected to require specific selection of low noise equipment and/or additional treatment (e.g. enclosure); and,

•

Deliveries and waste removal are generally limited to day time hours only.

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#### APPENDIX A – GLOSSARY OF ACOUSTIC TERMS

The following is a brief description of the technical terms used to describe traffic noise to assist in understanding the technical issues presented in this document.

Event maximum sound pressure level ( $LA_{\%adj,T}$ ),  $L_{01}$

The  $L_{01}$  level is calculated as the noise level equalled and exceeded for 1% of the measurement time, for example 9 seconds in any 15 minute interval.  $L_{01}$  is an appropriate level to characterise single events, such as from impulsive or distinctive pass-by noise.

Average maximum sound pressure level ( $LA_{\%adj,T}$ ),  $L_{10}$

The " $L_{10}$ " level is an indicator of "steady-state" noise or intrusive noise conditions from traffic, music and other relatively non-impulsive noise sources. The  $L_{10}$  level is calculated as the noise level equalled and exceeded for 10% the measurement time, for example 90 seconds in any 15 minute interval. The measured  $L_{10}$  time-intervals for day/evening/night are arithmetically averaged to present the "average maximum" levels of the environment for day/evening/night.

The level can be adjusted for tonality or impulsiveness.

Background sound pressure level ( $LA_{90,T}$ ),  $L_{90}$

Commonly called the " $L_{90}$ " or "background" level and is an indicator of the quietest times of day, evening or night. The  $L_{90}$  level is calculated as the noise level equalled and exceeded for 90% the measurement time. The measured  $L_{90}$  time-intervals are arithmetically averaged to present the "average background" levels of the environment for day/evening/night. The level is recorded in the absence of any noise under investigation. The level is not adjusted for tonality or impulsiveness.

Equivalent Continuous or time average sound pressure level ( $L_{Aeq,T}$ ),  $Leq$

Commonly called the " $Leq$ " level it is the logarithmic average noise level from all sources far and near. The maximum 1-hour levels within the day/evening/night time intervals are referenced for building design. The level can be adjusted for tonality.

Facade-adjusted level

A sound level that is measured at a distance of 1.0 metre from a wall or facade. The level is nominally 2.5 dB higher than the free-field level.

Free-field level

A sound level that is measured at a distance of more than 3.5 metres from a wall or facade.

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## APPENDIX B – DEVELOPMENT PLANS

50

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51

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Version: 1, Version Date: 18/09/2024

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52

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Version: 1, Version Date: 18/09/2024

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53

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54

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#### APPENDIX C – MEASURED DAILY AMBIENT NOISE

Measured daily average noise levels are shown in Table C.1, while daily ambient noise traces are shown in Figure C.1.

Table C.1: Average ambient noise levels recorded at the noise logging location  
Date

Friday 30 August  
2024

Saturday 31  
August 2024

Sunday 1  
September 2024

Monday 2  
September 2024

Tuesday 3  
September 2024

Wednesday 4  
September 2024

Average

Measured Average Noise Level  
dB(A)

Time

L A01

L A10

L Aeq

L A90

RBL

Day (7am – 6pm)

60.0

54.0

51.8

43.9

42.1

Evening (6pm – 10pm)

57.0

50.2

50.5

40.4

39.1

Night (10pm – 4am)

49.3

39.1

39.7

33.7

30.3

Night (4am – 7am)

57.4

48.7

48.2

37.2

33.5

Day (7am – 6pm)

60.1

53.8

52.1

43.3

40.4

Evening (6pm – 10pm)

55.7

49.2

47.0

37.5

34.2

Night (10pm – 4am)

52.4

42.7

47.2

34.5

32.2

Night (4am - 7am)

54.8

46.7

45.6

36.2

33.0

Day (7am - 6pm)

59.6

53.1

51.1

41.4

38.8

Evening (6pm - 10pm)

55.1

47.7

46.4

36.2

34.4

Night (10pm - 4am)

50.1

39.6

40.4

32.8

31.8

Night (4am - 7am)

55.1

45.1

47.0

35.7

33.0

Day (7am - 6pm)

60.4

53.8

51.9

43.6

41.1

Evening (6pm - 10pm)

55.1

48.3

46.2

36.8

34.8

Night (10pm - 4am)

48.7

38.9

39.6

33.3

31.0

Night (4am - 7am)

57.3

49.0

48.2

38.0

33.4

Day (7am - 6pm)

60.2

54.5

52.7

45.0

41.5

Evening (6pm - 10pm)

56.0

49.4

47.2

38.4

36.3

Night (10pm – 4am)

49.2

40.4

39.6

32.9

30.8

Night (4am – 7am)

57.4

49.9

48.5

37.2

33.6

Day (7am – 6pm)

60.8

55.1

52.7

46.2

44.8

Evening (6pm – 10pm)

56.4

49.8

47.9

39.4

36.2

Night (10pm – 4am)

48.7

37.6

38.3

31.4

29.6

Night (4am - 7am)

56.0

48.2

47.1

36.6

32.6

Day (7am - 6pm)

60

54

52

44

41

55

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Date

Measured Average Noise Level  
dB(A)

Time

L A01

L A10

L Aeq

L A90

RBL

Evening (6pm – 10pm)

56

49

48

38

36

Night (10pm – 4am)

50

40

41

33

31

Night (4am – 7am)

56

48

47

37

33

56

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Figure C.1: Daily measured ambient noise traces

57

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58

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59

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Version: 1, Version Date: 18/09/2024

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#### APPENDIX D – LAYOUT OF NOISE SOURCES IN MODEL

External Patrons  
Building 1

Drive through vehicles

Speaker Box, Pay and Collect  
Sources

Mech plant

Parking Areas

Figure D1: Layout of noise sources in model

60

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To:  
Cc:  
Subject:  
Attachments:

"Emma Laing" <elaing@mecone.com.au>  
Fri, 13 Sep 2024 16:39:14 +1000  
"RES - Mailbox - Email Registration" <EmailRegistration@burdekin.qld.gov.au>  
"RES - Mailbox - Planning" <Planning@burdekin.qld.gov.au>  
Development Application Lodgement - 125 Edwards Street, Ayr - Email 3 of 3  
Appendix D Civil Engineering Report.pdf

Email 3 of 3 for Development Application Lodgement  
Good Afternoon  
Please see attached the following documents that form the application package  
for development over 125  
Edwards Street, Ayr:  
• Appendix D Civil Engineering Report  
Thanks  
EMMA LAING  
Senior Planner

07 3556 4004 | 0481 823 732  
Rowes Building, Lvl 2, 235 Edward St Brisbane QLD 4000  
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Zarrafra's Coffee Ayr  
CIVIL ENGINEERING REPORT

(Stormwater Management, Infrastructure & Civil Services)

CLIENT:

SITE ADDRESS:

MCE No:

DATE:

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

Roma Central Pty Ltd (As Trustee), Roma Central Trust  
125 Edward Street, Ayr  
2479  
September 2024

DOCUMENT CONTROL

DOCUMENT TITLE:

Civil Engineering Report (CER)

Incorporating:

- Engineering Services Report (ESR) &
- Site Based Stormwater Management Plan (SBSMP)

SPERO MELIORA ENTERPRISES P/L

T/A Meliora Engineering

ABN 46153772813

21 McLeod Street

Herston

Queensland 4006

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CLIENT:

Roma Central Pty Ltd (As Trustee), Roma Central Trust

AUTHOR:

SM

AUTHORISED:

MB (BEng, CPEng, NER, RPEQ, MIEAust, MIPWEAQ)

Rev No

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2479- CIVIL ENGINEERING REPORT - Rev 01 - Date: September 2024

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## GLOSSARY

### GENERAL

- BSC - Burdekin Shire Council
- CER - Civil Engineering Report
- BYDA - Before You Dig Australia
- ESR - Engineering Services Report
- NCC - National Construction Code
- AS/NZS - Australian Standards/New Zealand Standards
- QUDM - Queensland Urban Drainage Manual
- WSA - Water Services Association of Australia
- SBSMP - Site Based Stormwater Management Plan
- SPP - The State Planning Policy (Queensland)
- CMP - Construction Management Plan
- ha - Hectare (10,000m<sup>2</sup>)
- kL - kilolitre (1,000L) or (1m<sup>3</sup>)

### EARTHWORKS & ESC

- ASS - Acid Sulphate Soil
- ASSIR - Acid Sulphate Soil Investigation Report
- GWI - Ground Water Inflow
- E&SC - Erosion and Sediment Control

### DRAINAGE

- AEP - Annual Exceedance Probability
- ARI - Average Recurrence Interval
- Hydrology - The movement (and impact) of water run-off in relation to the site and surrounds
- OSD - On-Site Detention (Detention Storage System)
- Bioretention system - A system that collects and infiltrates urban stormwater through a prescribed filter media covered with vegetation to improve discharge quality
- GPT - Gross Pollutant Trap - Collects gross pollutants from a catchment to improve stormwater quality
- tc - 'Time of Concentration' for a drainage catchment
- MUSIC - Water quality modelling software; Acronym stands for 'Model for Urban Stormwater Improvement Conceptualisation'
- Nitrogen - An important nutrient found in high concentrations in recycled waters, originating from human and domestic wastes. A useful plant nutrient that can also cause off-site problems of eutrophication in lakes, rivers and estuaries.
- Phosphorus - An important nutrient found in high concentrations in recycled waters, originating principally from detergents but also from other domestic wastes.
- WSUD - Acronym stands for 'Water Sensitive Urban Design'. WSUD Provides a strategy for the conservation and management of water resources through better management of stormwater.

### SEWER & WATER

- DF - Design Flow
- EP - Equivalent Persons
- IIF - Inflow & Infiltration Flow
- PDWF - Peak Dry Weather Flow
- PWWF - Peak Wet Weather Flow
- ADWF - Average Dry Weather Flow
- SF - Sanitary Flow

2479- CIVIL ENGINEERING REPORT - Rev 01 - Date: September 2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024



## TABLE OF CONTENTS

### DOCUMENT

CONTROL .....	2
---------------	---

GLOSSARY .....	2
----------------	---

TABLE OF CONTENTS .....	3
-------------------------	---

1	
---	--

### EXECUTIVE

SUMMARY .....	1
---------------	---

2

### INTRODUCTION &

BACKGROUND .....	3
------------------	---

2.1

3

4

5

6

BACKGROUND .....	3
------------------	---

### SITE

CHARACTERISTICS .....	4
-----------------------	---

3.1

### LOCATION &

TITLES/EASEMENTS .....	4
------------------------	---

3.2

### EXISTING FEATURES &

TOPOGRAPHY .....	4
------------------	---

3.3

### GEOTECHNICAL

FEATURES .....	5
----------------	---

3.4

### FLOODING

IMPACT .....	6
--------------	---

### PROPOSED CIVIL ENGINEERING

WORKS .....	8
-------------	---

4.1

DESCRIPTION OF WORKS .....	8
4.2	
FILLING AND EXCAVATION .....	8
4.3	
ACCESS & ROADWORKS .....	8
4.4	
SITE-BASED STORMWATER DRAINAGE MANAGEMENT - QUANTITY .....	9
4.5	
SITE BASED STORMWATER DRAINAGE MANAGEMENT - QUALITY .....	13
4.6	
STORMWATER DRAINAGE INFRASTRUCTURE MAINTENANCE .....	14
4.7	
SEDIMENT & EROSION CONTROL .....	14
4.8	
SEWERAGE RETICULATION .....	15
4.9	
WATER RETICULATION .....	15
4.10	
ELECTRICITY, COMMUNICATIONS & GAS .....	15
SUMMARY & CONCLUSIONS .....	17
5.1	
WORKS SUMMARY AND ENGINEERING RECOMMENDATION .....	17

## 5.2

LIMITATIONS .....	18
-------------------	----

APPENDIX .....	19
----------------	----

### 6.1

Appendix A – Architectural Drawings .....	19
---	----

### 6.2

Appendix B – Schematic Civil Drawings .....	20
---	----

### 6.3

Appendix C – BYDA Results .....	21
---------------------------------	----

### 6.4

Appendix D – SDAP Code Responses .....	22
--	----

2479- CIVIL ENGINEERING REPORT – Rev 01 - Date: September 2024  
Document Set ID: 1836518  
www.meliorace.com  
Version:  
1, Version Date: 18/09/2024

## 1 EXECUTIVE SUMMARY

Meliora Engineering has been engaged by Roma Central Pty Ltd (As Trustee), Roma Central Trust to prepare a Civil Engineering Report suitable for submission to Burdekin Shire Council in support of a Development Application for a site located at 125 Edward Street, Ayr. The Application proposes a café (Zaraffa's Coffee).

The purpose of this Engineering Report is to provide advice on the development proposal as detailed in the inTOTUM Pty Ltd architectural drawing which is shown within Appendix A – Architectural

Drawings. Commentary and relevant calculations cover works required to service the proposed

development including earthworks, roadworks, stormwater drainage management (quantity and

quality), sewerage and water reticulation, electricity, communications.

The assessment has been carried out in accordance with Burdekin Shire Council Planning Scheme

Policies and the proposed works described herein will be subject to the Conditions attached to the

Development Approval to be provided by Council and any nominated referral agencies.

Meliora Engineering civil schematic sketches addressing Stormwater, Infrastructure & Services are

shown within Appendix B – Schematic Civil Drawings.

A summary of civil engineering advice is as follows:



The site is affected by Burdekin River flooding (Low Hazard). For the intended commercial

use, minimum floor levels are expected to be able to be achieved.



The application proposes minor earthwork to reflect architectural and civil pavement level requirements.



The development will require a new 7m wide crossover and associated access strip along

eastern boundary to Edward Street. The existing vehicle crossover is to be made redundant,

demolished and removed offsite as part of the construction works with kerbs to be

reinstated to Council standard.



The development will require in-ground pit and pipe drainage works to capture roofwater &

surface runoff to discharge into the back of existing gully on Edward Street kerb line.



The development proposes to discharge to the existing gully in Edward Street which is State

Corridor. The proposal will increase off-site flows in the post-development case. In addition

to minor ponding over the pits within the car park, five RCBCs are provided along the

southern edge of the site, to ensure necessary detention storage to achieve non-worsening to the State corridor.



The proposal, featuring a MCU less than 2500m<sup>2</sup> does not trigger the SPP's PostDevelopment Stormwater Management (Water Quality) Design Objectives and therefore no permanent treatment solutions/devices are proposed



The site appears to be adequately serviced by reticulated water, sewerage, telecommunications, and electricity. These services will need to be connected via the associated authority works process during the development.

Information discussed in this report is inferred from several sources including authority databases, BYDA records, site survey and design documents received from the client. All relevant standards and guidelines are addressed in this report including criteria from:

■ BSC Planning Scheme Policy

2479 - CIVIL ENGINEERING REPORT - Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

Page 1



Australian Rainfall and Runoff Guideline (ARR)  
Queensland Urban Drainage Manual (QUDM) 2018 (Fourth Edition)  
Plumbing and Drainage Code AS3500.3  
State Planning Policy (SPP)  
International Erosion Control Association of Australasia (IECA)

This report has demonstrated that the proposed development does not present any civil related engineering issues which would prevent the development from proceeding as proposed.

2479 - CIVIL ENGINEERING REPORT - Rev 01 - Date: 11/09/2024  
Document Set ID: 1836518  
[www.meliorace.com](http://www.meliorace.com)  
Version:  
1, Version Date: 18/09/2024

Page 2

## 2 INTRODUCTION & BACKGROUND

Meliora Engineering has been engaged by Roma Central Pty Ltd (As Trustee), Roma Central Trust to prepare a Civil Engineering Report suitable for submission to Burdekin Shire Council in support of a Development Application for a site located at 125 Edward Street, Ayr. The proposed development is for a a café (Zaraffa's Coffee).

The purpose of this Engineering Report is to provide advice on the development proposal as detailed in the inTOTUM Pty Ltd architectural drawings, a selection of which is shown within Appendix A –

Architectural Drawings. Commentary and relevant calculations cover works required to service the proposed development including earthworks, roadworks, stormwater drainage management

(quantity and quality), sewerage and water reticulation, electricity, communications.

The assessment has been carried out in accordance with Burdekin Shire Council Planning Scheme

Policies and the proposed works described herein will be subject to the Conditions attached to the

Development Approval to be provided by Council and any nominated referral agencies.

### 2.1 BACKGROUND

Meliora is a civil engineering consultancy which specialises in residential and commercial projects

within South East Queensland. We understand the commercial drivers behind projects whilst also

having significant experience in compliance and construction of same.

This Civil Engineering Report has been supervised by a Registered Engineering of Queensland (RPEQ)

and address the key civil engineering aspects in relation to the planning requirements relevant to the

proposal. Section 4.4 & 4.5 of this Report forms a Site Based Stormwater Management Plan (an

SBSMP), which outlines potential on and off-site impacts associated with stormwater for the

proposed development. It also identifies a range of conceptual stormwater management strategies

and actions for water quality, water quantity and environmental issues.

2479 – CIVIL ENGINEERING REPORT – Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

www.meliorace.com

Version:

1, Version Date: 18/09/2024

### 3 SITE CHARACTERISTICS

#### 3.1 LOCATION & TITLES/EASEMENTS

Refer to below figures and tables for locality plan and specific title information for the property to be developed.

N

Subject Site

Figure 1 - Site Location (as accessed from Google Maps 11/09/2024)

Table 1 - Property Details

Lot Information

LOT 2 ON RP712287

Street Address

125 Edward Street, Ayr

Site Area

Existing Easements

1012m2

NO

#### 3.2 EXISTING FEATURES & TOPOGRAPHY

##### 3.2.1 CONTEXT

The subject site is currently being used by informal light industrial use. The site features State road reserve to the east and adjacent residential lot to the west, adjacent commercial lot to the south and adjacent industrial lot to the north. Refer to Town Planning Report by Mecone for further planning related context.

2479 - CIVIL ENGINEERING REPORT - Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

Page 4



### 3.2.2 GRADING & CONTRIBUTING CATCHMENTS

The site is relatively flat and seems to slightly grade towards the road (to east).

This report describes the upstream catchment in more details within section 4.4.2.

### 3.2.3 EXISTING FEATURES

The existing property boundaries, surface levels, site features and the location of the existing

infrastructure & structures are subject to detailed site survey.

Appendix C – BYDA Results includes information as sourced from BYDA and Council Mapping.

It should be noted that civil sketches includes underground services ‘plotted from records’ ie from

BYDA records. As per commentary within AS5488, BYDA and authority records are often Quality

Level ‘D’. BYDA plans only give an approximate indication of the underground conduits that exist and

cannot not be relied upon. It is strongly suggested that prior to the start of the detailed/developed

design phase, and to avoid damaging buried assets when excavating the subsurface, information

relating to the location of existing services must be located to minimum quality Level ‘B’ with the

position of any underground cables or services thoroughly checked and marked by a trained service

locator.

### 3.3 GEOTECHNICAL FEATURES

At the time of authoring this report, a Geotechnical Report with associated soil testing had not been

received by Meliora Engineering. It is strongly recommended that appropriate geotechnical

investigation and testing be completed for the site to inform detailed engineering for the proposed

development.

#### 3.3.1 POTENTIAL OR ACTUAL ACID SULFATE SOILS

The Burdekin City Council Mapping shows that the site as being impacted by ‘potential and actual

acid sulfate soils’ overlays. A suitable Acid Sulfate Soils Investigation Report will be developed by an

appropriately qualified consultant and implemented to minimise any potential impacts due to the

disturbance of ASS.

2479 – CIVIL ENGINEERING REPORT – Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

Subject Site

Figure 2 - Acid Sulphate Soil Overlay

#### 3.4 FLOODING IMPACT

The site is affected by Burdekin River flooding (Low Hazard). For the intended commercial use, minimum floor levels are expected to be able to be achieved. A 1% flood level information is requested to be supplied by Council during DA assessment.

2479 - CIVIL ENGINEERING REPORT - Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

Page 6

Subject Site

Figure 3 - Flooding Overlays from Council Mapping

2479 - CIVIL ENGINEERING REPORT - Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

Page 7

#### 4 PROPOSED CIVIL ENGINEERING WORKS

Meliora Engineering accepts no responsibility for the accuracy of information supplied to them by second and third parties, including survey, authority mapping data and geotechnical testing information which may have been relied on to inform the civil engineering opinions and calculations presented within the advice below.

Consider that the assessment addresses the requirements for development of the subject site

at the time the study was undertaken. If these conditions are known to change, the results

of this assessment should be reviewed and amended as required.

The assessment has been carried out in accordance with the relevant Council Planning Scheme

Policies and the proposed works described herein will be subject to the conditions attached to the

Development Approval to be provided by Council and any nominated referral agencies.

##### 4.1

#### DESCRIPTION OF WORKS

The proposed development is for a café (Zaraffa's Coffee).

Please refer to Appendix A – Architectural Drawings for architectural layout plans.

##### 4.2 FILLING AND EXCAVATION

The application proposes minor earthwork to reflect architectural and civil pavement level requirements.

Refer to Appendix B – Preliminary earthwork layout plan & sections for details.

##### 4.3 ACCESS & ROADWORKS

The subject site is adjacent to the following roads:



Edward Street – access road, with kerb and channel drainage on each side and a two-way crossfall



The site is currently accessed via one vehicle crossover along Edward Street.

The development will require a new 7m wide crossover and associated access strip along eastern

boundary to Edward Street. The existing vehicle crossover is to be made redundant, demolished and

removed offsite as part of the construction works with kerbs to be reinstated to Council standard.

2479 – CIVIL ENGINEERING REPORT – Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

#### 4.4 SITE-BASED STORMWATER DRAINAGE MANAGEMENT - QUANTITY

##### 4.4.1 ON-SITE DRAINAGE & RUNOFF QUANTITY TREATMENT OBJECTIVE

the stormwater management objectives that apply to the site have been derived from QUDM, State Planning Policy (2017), MBRC Planning Scheme Policy and MBRC Land Development Guidelines. The key stormwater parameters and desired outcomes are:



Minimisation of storm-related nuisance to the public.  
Minimisation of legal disputes between neighbouring landowners and communities.  
Flood control & resilience to flooding in excess of nominated design events.  
Pedestrian and vehicular safety  
Integrate stormwater management infrastructure carefully in the urban and natural landscape, promoting retention of natural drainage system and protection/restoration of environmental values.

Subsequently, the objectives of Stormwater Runoff Quantity Management for the subject site are;

1. Provide a stormwater conveyance system for minor (10% AEP) and major (1% AEP) storm events to discharge to the nominated Lawful Point of Discharge
2. Reduce the peak post-development flows discharged from the site to achieve nonworsening.
3. Limit flooding of public and private property, both within the catchment and downstream, to acceptable levels.
4. To provide convenience and safety for pedestrians and traffic in frequent stormwater flows by controlling those flows within prescribed velocity/depth limits.

##### 4.4.2 EXISTING DRAINAGE REGIME

Through Streetview and BYDA, the data on-hand highlights the following existing features related to drainage:



###### 4.4.2.1

There is no in-ground drainage infrastructure available within the site  
The site slightly grades towards the eastern boundary  
An existing gully on the kerb line on Edward Street, approximately 1m deep  
Sheet flow discharges across the south eastern corner  
EXISTING LAWFUL POINT OF DISCHARGE

The site seems to discharge to the road corridor of Edward Street, which is the existing Lawful Point of Discharge.  
Further information on existing Council Stormwater Infrastructure in the area of the site was received via a BYDA search and a Council Mapping search. Details are included in Appendix C – BYDA Results.

##### 4.4.3 PROPOSED DRAINAGE REGIME

###### 4.4.3.1 PROPOSED LAWFUL POINT OF DISCHARGE

In the case of the proposed development, the existing Lawful Point of Discharge (LPOD) is proposed to be maintained to the existing gully pit in Edward Street.

2479 - CIVIL ENGINEERING REPORT - Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

Page 9

#### 4.4.3.2 PROPOSED DRAINAGE NETWORK

Stormwater generated from the development will be conveyed through a pit and pipe network for minor stormwater events (10% AEP) and a combination of pits and pipes and sheet flow for major storm events (1% AEP).

All stormwater drainage will be designed in accordance with the requirements of QUDM 2018 (fourth edition).

The development will require in-ground pit and pipe drainage works to capture roofwater & surface runoff to discharge into the back of existing gully on Edward Street kerb line.

#### 4.4.4 CATCHMENT HYDROLOGY

##### 4.4.4.1 FLOW ESTIMATION METHODS & MODELLING

The choice of hydrologic method must be appropriate to the type of catchment and the required degree of accuracy.

As per Council's Infrastructure PSP flow estimations using Rational method is recognised. For this small-scale development Rational method was deemed suitable for use to estimate peak flows for catchments under existing and developed conditions. The Rational Method Calculations are summarised below.

##### 4.4.4.2 RAINFALL DATA

Catchment hydrology has been estimated using rainfall specific for the site at 125 Edward Street, Ayr. This is derived from the Bureau of Meteorology (BOM) Design Rainfall Data System (2016) using the following Latitude, Longitude:



Latitude -19.57341, Longitude 147.40489

##### 4.4.4.3 EXISTING CATCHMENTS DESCRIPTION

The existing catchment within the site discharging to the kerb line and existing gully of Edward Street.

Figure 4 – Existing Catchment

2479 – CIVIL ENGINEERING REPORT – Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

www.meliorace.com

Version:

1, Version Date: 18/09/2024

#### 4.4.4.4

##### PROPOSED CATCHMENTS DESCRIPTION

Post-development, the roofwater and driveway discharges to the existing gully in the south eastern corner in Edward Street.

Figure 5 - Proposed Catchments

2479 - CIVIL ENGINEERING REPORT - Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024



#### 4.4.4.5

##### CATCHMENT HYDROLOGY - RATIONAL METHOD CALCULATIONS

EX1 - Pre-Development discharges to the kerb line and gully in the Edward Street (Existing LPOD).

C1 - Post-Development discharge to the existing gully on Edward Street (Proposed LPOD)

#### 4.4.4.6

##### PRE vs POST DEVELOPMENT (UNMITIGATED) - RESULTS SUMMARY

The existing catchment EX1 contributes circa 72L/s (at 1% AEP event) to the kerb line and existing gully of Edward Street.

Post-development, catchment C1 will contribute circa 93L/s (at 1% AEP event) to the existing gully in Edward Street to achieve non-worsening. So, there are 30% increase in flows due to development

The above results indicate that the proposed development results in an increase in the quantity of runoff to the lawful point of discharge.

The development proposes to discharge to the existing gully in Edward Street which is State Corridor. The proposal will increase off-site flows in the post-development case. In addition to minor

2479 - CIVIL ENGINEERING REPORT - Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

ponding over the pits within the car park, five RCBCs are provided along the southern edge of the site, to ensure necessary detention storage to achieve non-worsening to the State corridor.

#### 4.4.4.7 PROPOSED DETENTION SUMMARY

Using Rational-based methods, the detention volume required to achieve non-worsening is determined to be 8 cubic meters minimum as per table below.

The proposed drainage arrangement will feature an approximate total of 10.5 cubic metres of detention storage within the site (both as ponding in car park and in RCBCs along southern edge), throttled by 2 x 150mm pipes at 1in30 grade to ensure a total outgoing flow rate of circa 65L/s (less than existing condition). Refer to SK01 (civil works preliminary layout) for further information on drainage arrangement.

#### 4.4.5 CONSTRUCTION PHASE DRAINAGE INFRASTRUCTURE

During the construction phase of the development, the stormwater management design objectives for temporary drainage and basin spillways are to reference the Queensland Government State Planning Policy (SPP) 2017 Appendix 2 Table A (Part 1, 2 & 3). Refer to Section 4.7 for further details on Construction Phase Erosion & Sediment Control details.

#### 4.5 SITE BASED STORMWATER DRAINAGE MANAGEMENT - QUALITY

##### 4.5.1 WATER QUALITY TREATMENT OBJECTIVE

Urban stormwater run-off potentially contributes to adverse water quality in waterways, which impact aquatic ecosystems health and limit human water uses. Unless well managed, urban stormwater can release contaminants such as nutrients, sediment and solid waste to waterways. For the post-construction phase, the SPP's stormwater management design objectives require minimum reductions in the mean annual load for key pollutants. The SPP contains specific assessment benchmarks for the Water quality state interest. The Performance Outcomes (PO) of the SPP apply to the following applications:

2479 – CIVIL ENGINEERING REPORT – Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

www.meliorace.com

Version:

1, Version Date: 18/09/2024

(1) a material changes of use for an urban purpose that involves premises 2500m<sup>2</sup> or greater in size and;  
(a) will result in six or more dwellings; or  
(b) will result in an impervious area greater than 25% of the net developable area; or  
(2) reconfiguring a lot for an urban purpose that involves premises 2500m<sup>2</sup> or greater in size and will result in six or more lots; or  
The proposal, featuring a MCU less than 2500m<sup>2</sup> does not trigger the SPP's Post-Development Stormwater Management (Water Quality) Design Objectives and therefore no permanent treatment solutions/devices are proposed. However, trash baskets will be fitted to inlets within the car park surface.

#### 4.5.2 CONSTRUCTION PHASE STORMWATER QUALITY

During the construction phase of the development, the stormwater management design objectives for temporary water quality & ESC devices, including sediment basins, are to reference the Queensland Government State Planning Policy (SPP) 2017 Appendix 2 Table A (Part 1, 2 & 3).  
Refer to Section 4.7 for further details on Construction Phase Erosion & Sediment Control details.

#### 4.6 STORMWATER DRAINAGE INFRASTRUCTURE MAINTENANCE

The land owner is responsible for the ongoing operation and maintenance of all privately-owned stormwater management assets & devices to ensure the drainage facility continues to meet its design performance and are maintained for the life of the approved development and may be liable for damages as a result of drainage system malfunction caused by lack of proper maintenance.  
Roofwater drainage systems are classified as private drains with the responsibility for maintenance lying with the property owners.  
Any stormwater quality treatment devices located within the development are to be maintained at regular intervals after commencement of the use by a suitably qualified contractor.

#### 4.7 SEDIMENT & EROSION CONTROL

Healthy Waterways have identified that the large and increasing amount of sediment entering our waterways is one of the major issues affecting waterway health across south-east Queensland.  
Sediment is a contaminant that can seriously degrade water quality and starve marine life of oxygen, leading to fish kills and damage to aquatic ecosystems.  
During the construction phase of the development, the stormwater management design objectives for temporary water quality & ESC devices, including sediment basins, are to reference the Queensland Government State Planning Policy (SPP) 2017 Appendix 2 Table A (Part 1, 2 & 3).  
IECA 2008 Best Practice Erosion and Sediment Control (as amended) is to be referenced for details on the application of the Construction Phase requirements.  
For the construction phase, the SPP's stormwater management design objectives require that developments apply best practice erosion and sediment control. These objectives

are derived from  
International Erosion Control Association of Australasia (IECA) 2008 Best  
Practice Erosion and  
Sediment Control.

2479 - CIVIL ENGINEERING REPORT - Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

Page 14

All sediment and erosion controls will be designed in the detailed design phase to meet the relevant design objectives.

#### 4.8 SEWERAGE RETICULATION

##### 4.8.1 EXISTING SEWER INFRASTRUCTURE

The site is currently serviced by existing sewer property connections an existing sewer reticulation which enters the site from across the southern boundary. Refer to the BSC Asset Plan provided within Appendix C – BYDA Results for further information.

##### 4.8.2 PROPOSED SEWER WORKS

It is proposed to connect into the existing manhole within the site. The details of this connection, including an analysis of the existing infrastructure capacity to cater for the proposed development sewer discharge will be subject to authority assessment via a future BSC Works Application.

#### 4.9 WATER RETICULATION

##### 4.9.1 EXISTING WATER INFRASTRUCTURE

The site is currently serviced by an existing water connection from the existing water main within the frontage road corridor. Refer to the BSC Asset Plan provided within Appendix C – BYDA Results for further information.

##### 4.9.2 PROPOSED WATER WORKS

It is proposed to re-use the existing water connection/service, subject to hydraulics requirements. The details of this connection, including an analysis of the existing infrastructure capacity to cater for the proposed development water demand will be subject to authority assessment via a future BSC Works Application.

#### 4.10 ELECTRICITY, COMMUNICATIONS & GAS

##### 4.10.1 ELECTRICITY INFRASTRUCTURE

Google street view suggest that the frontage road corridor at the site features existing overhead electrical infrastructure. Refer to the Energex Asset Plans (obtained from the 'Before You Dig Australia' service) within Appendix C – BYDA Results for further details. Electricity services required for the proposed development will be designed by the electrical engineer and will be assessed by Energex during the detailed design phase of the development.

2479 – CIVIL ENGINEERING REPORT – Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

#### 4.10.2 COMMUNICATIONS INFRASTRUCTURE

Refer to the Telstra, Optus and NBN Asset Plans within Appendix C – BYDA Results for details.

All works required to provide communication services to the proposed development will be undertaken with the appropriate server's approval and coordination.

#### 4.10.3 GAS INFRASTRUCTURE

It does not appear there is gas infrastructure at the site.

2479 – CIVIL ENGINEERING REPORT – Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

## 5 SUMMARY & CONCLUSIONS

### 5.1 WORKS SUMMARY AND ENGINEERING RECOMMENDATION

The purpose of this Civil Engineering Report is to provide engineering advice in support of the development proposal as detailed in the inTOTUM Pty Ltd architectural drawing which is shown within Appendix A – Architectural Drawings. Commentary and relevant calculations cover civil works required to service the proposed development including earthworks, roadworks, stormwater drainage management (quantity and quality), sewerage and water reticulation, electricity, communications.

This Report relating to the Development Application proposing a MCU café (Zaraffa's Coffee) has shown the following in relation to the civil engineering elements:



The site is affected by Burdekin River flooding (Low Hazard). For the intended commercial use, minimum floor levels are expected to be able to be achieved.



The application proposes minor earthwork to reflect architectural and civil pavement level requirements.



The development will require a new 7m wide crossover and associated access strip along eastern boundary to Edward Street. The existing vehicle crossover is to be made redundant, demolished and removed offsite as part of the construction works with kerbs to be reinstated to Council standard.



The development will require in-ground pit and pipe drainage works to capture roofwater & surface runoff to discharge into the back of existing gully on Edward Street kerb line.



The development proposes to discharge to the existing gully in Edward Street which is State Corridor. The proposal will increase off-site flows in the post-development case. In addition to minor ponding over the pits within the car park, five RCBCs are provided along the southern edge of the site, to ensure necessary detention storage to achieve non-worsening to the State corridor.



The proposal, featuring a MCU less than 2500m<sup>2</sup> does not trigger the SPP's PostDevelopment Stormwater Management (Water Quality) Design Objectives and therefore no permanent treatment solutions/devices are proposed



The site appears to be adequately serviced by reticulated water, sewerage, telecommunications, and electricity. These services will need to be connected via the associated authority works process during the development.

Information discussed in this report is inferred from several sources including authority databases,

BYDA records, site survey and design documents received from the client.

Meliora Engineering civil schematic sketches addressing Stormwater and Services are shown within

Appendix B – Schematic Civil Drawings.

The assessment has been carried out in accordance with the relevant Council Planning Scheme

Policies and the proposed works described herein will be subject to the conditions attached to the

Development Approval to be provided by Council and any nominated referral agencies.

This report has demonstrated that the proposed development does not present any civil related

engineering issues which would prevent the development from proceeding as proposed.

2479 – CIVIL ENGINEERING REPORT – Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

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Version:

1, Version Date: 18/09/2024



## 5.2 LIMITATIONS

Meliora Engineering accept no responsibility for the accuracy of information supplied to them by second and third parties, including survey, authority mapping data and geotechnical testing information which may have been relied on to inform the civil engineering opinions and calculations presented within this report.

We consider that the study addresses the requirements for development of the subject site at the time the study was undertaken. If these conditions are known to change, the results of this study should be reviewed.

This Civil Engineering Report has been prepared under the direct supervision of a Registered Professional Engineer of Queensland generally in accordance relevant guidelines and standards.

2479 - CIVIL ENGINEERING REPORT - Rev 01 - Date: 11/09/2024

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## 6 APPENDIX

### 6.1 APPENDIX A – ARCHITECTURAL DRAWINGS

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Version:

1, Version Date: 18/09/2024

Page 19

ZARRAFFA'S COFFEE AYR  
125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

DEVELOPMENT APPLICATION  
REAL PROPERTY DESCRIPTION

DRAWING REGISTER

2024029-DA-A000  
2024029-DA-A110  
2024029-DA-A111  
2024029-DA-A120  
2024029-DA-A180  
2024029-DA-A220  
2024029-DA-A300  
2024029-DA-A301  
2024029-DA-L100  
2024029-DA-S100

LOT 2 ON RP712287  
PARISH OF ANTIL  
COUNTY OF GLADSTONE  
LGA: BURDEKIN SHIRE COUNCIL  
SITE: 1012.00 m<sup>2</sup>

COVER SHEET

EXISTING SITE PLAN  
EXISTING STREET VIEW ELEVATIONS  
PROPOSED SITE PLAN  
MRV SERVICE VEHICLE PATH PLAN  
PROPOSED FLOOR PLAN  
PROPOSED BUILDING ELEVATIONS SHEET 1 OF 2  
PROPOSED BUILDING ELEVATIONS SHEET 2 OF 2  
PROPOSED LANDSCAPE SITE PLAN  
SIGNAGE DETAILS

LOCALITY PLAN

NOT FOR CONSTRUCTION

SCALE NTS

DEVELOPMENT  
APPLICATION

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DATE

DESCRIPTION

27/08/24 DEVELOPMENT APPLICATION

BY

HF

CLIENT

PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

COVER SHEET

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

NTS  
A3

CMi

27/08/24

DRAWING NUMBER

REVISION

2024029-DA-A000

A



ADJACENT INDUSTRIAL  
LOT  
SITE BOUNDARY

EDWARD STREET  
(BRUCE HIGHWAY)

EXISTING STREET PARKING x2.

SITE BOUNDARY

ADJACENT  
RESIDENTIAL  
LOT

SITE BOUNDARY

EXISTING  
STRUCTURE  
AND SLAB

EX. PP

EXISTING STREET PARKING.  
EX. GULLEY

SITE BOUNDARY

ADJACENT  
COMMERCIAL LOT

N

NOT FOR CONSTRUCTION  
0

2m

4

6

8

10

DEVELOPMENT  
APPLICATION

METRES  
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DESCRIPTION

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BY

HF

CLIENT

PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

EXISTING SITE PLAN

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

1 : 200

A3

CMi

27/08/24

DRAWING NUMBER

REVISION

2024029-DA-A110

A



1

2

SITE LOOKING NORTH-WEST ALONG EDWARD STREET

NTS

SITE FROM EDWARD STREET

NTS

NOT FOR CONSTRUCTION

3

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APPLICATION

NTS

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DEVELOPMENT

SITE LOOKING SOUTH-EAST ALONG EDWARD STREET

DATE

DESCRIPTION

27/08/24 DEVELOPMENT APPLICATION

BY

HF

CLIENT

PROJECT

TITLE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

EXISTING STREET VIEW  
ELEVATIONS

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

SCALE

DRAWN

DATE

SIZE

CHECKED

DATE

1 : NTS  
A3

CMi

27/08/24

DRAWING NUMBER

REVISION

2024029-DA-A111

A

DRIVE THRU ORDER  
POINT.

REAL PROPERTY  
DESCRIPTION

MECH AND  
REFUSE AREA.

LOT: 2 ON RP712287  
PARISH: ANTIL  
COUNTY: GLADSTONE  
LGA: BURDEKIN SHIRE COUNCIL

ADJACENT INDUSTRIAL  
LOT

3.

6690

BOL  
BOL

WS

WS  
BOL

3

2600  
TYP.

WS

EV

2

2600  
TYP.

WS

4

5

2000

EX. PP

WAIT  
BAY

AP 7  
PR 50  
0  
X.

880m<sup>2</sup>

BUILDING

58m<sup>2</sup>

SEATING AREA

10m<sup>2</sup>

3100

RATE:

REQUIRED

1:15m<sup>2</sup>

3.8 (4)

PROVIDED

6

12

REMOVED:

RESTORED:

1

-

SITE:

ROAD:

6

-1

NET DEVELOPMENT TOTAL:

+5

DISCLAIMER

EX. GULLY

LANDSCAPING

NO SURVEY HAS BEEN PROVIDED.  
BOUNDARIES PROVIDED BY QLD GLOBE.  
BOUNDARIES TO BE CONFIRMED PRIOR TO  
FURTHER DESIGN STAGES.

295

SITE BOUNDARY

HARDSTAND

STREET PARKING

12.

11.

10.

74m<sup>2</sup> (13.7%)

QUEUEING PROVIDED:

8.

9.

1,012m<sup>2</sup>

#### LANDSCAPING

For any drive-through facility, queuing space, clear of the road reserve, for 10 vehicles being served or awaiting service.

7000

880

6

#### SITE

##### FOOD AND DRINK:

(b) 1 space per 15m<sup>2</sup> of gross floor area. Plus;

16240

2600

TYP.

WS

BOL

EV

1

2000

12100

#### AWNING OVER

17440

7.

WS

AREA (GFA)

#### PARKING SCHEDULE

#### SITE BOUNDARY

BOL

6.

USE

PER BURDEKIN SHIRE COUNCIL PLANNING  
SCHEME TABLE 6.2.1.3(e).

OUTDOOR  
SEATING

AREA.

STORE

ACCESS.  
TOILET

DELIVERY ZONE

LANDSCAPING  
SITE BOUNDARY

1.

PICK UP  
WINDOW

9300

BOL

18450

2.

PAY  
WINDOW

AWNING OVER

BOL

5.

ADJACENT  
RESIDENTIAL  
LOT

AWNING OVER

EDWARD STREET  
(BRUCE HIGHWAY)

4.

3850

10930

2040

SITE BOUNDARY

LANDSCAPING

500

DEVELOPMENT SCHEDULE

ADJACENT  
COMMERCIAL LOT

MID SIGN  
1.8m HIGH ACOUSTIC FENCE

TO BOUNDARY, REFER TO  
ACOUSTIC ENGINEER'S  
REPORT.

ELECTRICAL CHARGING  
STATION.

1.8m HIGH ACOUSTIC FENCE TO  
BOUNDARY, REFER TO ACOUSTIC  
ENGINEER'S REPORT.

PROPOSED SITE PLAN

NEW 8m STANDARD  
CROSSOVER.  
EXISTING STREET PARK  
TO BE REMOVED.

NOT FOR CONSTRUCTION

SCALE 1 : 200

N

1

TRUCK MANEUVERING  
ZONE.

0

2m

4

6

8

10

DEVELOPMENT  
APPLICATION

METRES  
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A

B  
C

DATE

## DESCRIPTION

20/08/24 PRELIMINARY ISSUE  
26/08/24 PRELIMINARY ISSUE  
27/08/24 DEVELOPMENT APPLICATION

ROMA CENTRAL PTY LTD (As Trustee)  
CMi  
ROMA CENTRAL TRUST

BY

HF  
HF

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

## PROJECT

### TITLE

ZARRAFFA'S COFFEE  
AYR

### PROPOSED SITE PLAN

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

### SCALE

### DRAWN

### DATE

### SIZE

### CHECKED

### DATE

As indicated  
A3

CMi

27/08/24



DRAWING NUMBER

REVISION

2024029-DA-A120

C

ADJACENT INDUSTRIAL  
LOT  
SITE BOUNDARY

BOL

BOL

BOL

WS

OUTDOOR  
SEATING  
AREA.

WS

EV  
1

2

WS

WS

WS

EV  
3

4

5

6

WAIT  
BAY

EDWARD STREET  
(BRUCE HIGHWAY)

WS

BOL

SITE BOUNDARY

DELIVERY ZONE

ADJACENT  
RESIDENTIAL  
LOT

STORE

ACCESS.  
TOILET

BOL

SITE BOUNDARY

LANDSCAPING

BOL

LANDSCAPING

BOL

EX. PP

LANDSCAPING  
SITE BOUNDARY

ADJACENT  
COMMERCIAL LOT

TRUCK MANEUVERING  
ZONE.

NEW 8m STANDARD  
CROSSOVER.  
EXISTING STREET PARK  
TO BE REMOVED.

N

NOT FOR CONSTRUCTION  
0

2m

4

6

8

10

DEVELOPMENT  
APPLICATION

METRES  
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27/08/24 DEVELOPMENT APPLICATION

BY

HF

CLIENT

PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

MRV SERVICE VEHICLE PATH  
PLAN

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

1 : 200

A3

CMi

27/08/24

DRAWING NUMBER

REVISION

2024029-DA-A180

A



3

A301

4240

17205

4800

BOL

BIN

REFUSE  
BOL

AC  
BOL

BIN

A300

MSB

ACC .  
TOILET

COLD  
ROOM

COLD STATION

FOOD STATION

STORE  
WASH UP STATION

STORAGE

3855

AC

BOL

PICK UP WINDOW

700

PAY WINDOW

2

3575

1810

3555

SEATING  
AREA

PREPARATION STATION

4

A301

BOL

1200

BOL

ORDER  
POINT

BOL

BOL

BOL

BOL

BOL

1

A300

ELECTRICAL CHARGING  
STATION.

AWNING OVER SHOWN  
DASHED.

N

NOT FOR CONSTRUCTION  
0

1m

2

3

4

5

DEVELOPMENT  
APPLICATION

METRES  
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27/08/24 DEVELOPMENT APPLICATION

BY

HF

CLIENT

PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

PROPOSED FLOOR PLAN

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

1 : 100

A3

CMi



27/08/24

DRAWING NUMBER

REVISION

2024029-DA-A220

A

ALUMINIUM SLATS TO  
REFUSE/MECH YARD.

SIGNAGE TOWER

AWNING TO FRONT OF  
STORE.

TOWER  
6500

PARAPET  
3500

GROUND LEVEL  
0  
CFC CLADDING WITH  
TEXTURE COATED  
FINISH.

1

A220

ALUMINIUM FRAMED  
GLAZING.

NORTH ELEVATION

ALUMINIUM SLATS TO  
SEATING AREA.

FINISHES

SCALE 1 : 100

CFC CLADDING WITH  
TEXTURE COATED  
FINISH.

DULUX  
GOLDEN OCHRE

EXTERNAL FEATURE  
WALLS

DULUX  
JASPER

SLAT SCREENINGS,  
DOWNPIPES, AWNING  
FASCIAS

DULUX  
OLD RUIN

EXTERNAL WALLS

DULUX  
REAL BROWN

EXTERNAL WALLS,  
SEATING AREA COLUMNS.

WATTYL  
WHEATLANDS

EXTERNAL DOORS,  
SOFFITS.

SIGNAGE TOWER

TOWER  
6500

ALUMINIUM FRAMED  
GLAZING.  
PARAPET  
3500

GROUND LEVEL  
0  
ALUMINIUM SLATS TO  
REFUSE/MECH YARD.

2

A220

WEST ELEVATION

0

SCALE 1 : 100

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1m

2

3

4

5

DEVELOPMENT  
APPLICATION

METRES  
AMENDMENTS

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DATE

DESCRIPTION

27/08/24 DEVELOPMENT APPLICATION

BY

HF

CLIENT

PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

PROPOSED BUILDING  
ELEVATIONS SHEET 1 OF 2

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

1 : 100

A3

CMi

27/08/24

DRAWING NUMBER

REVISION

2024029-DA-A300

A

ALUMINIUM SLATS TO  
SEATING AREA.

AWNING TO DRIVE  
THRU.

SIGNAGE TOWER.

ALUMINIUM SLATS TO  
REFUSE/MECH YARD.

TOWER  
6500

PARAPET  
3500

GROUND LEVEL  
0

3

A220

ALUMINIUM FRAMED  
GLAZING.

SOUTH ELEVATION

CFC CLADDING WITH  
TEXTURE COATED  
FINISH.

SCALE 1 : 100

FINISHES  
SIGNAGE TOWER.

AWNING TO DRIVE  
THRU.

TOWER  
6500

PARAPET  
3500

ALUMINIUM FRAMED  
GLAZING.  
ALUMINIUM SLATS TO  
SEATING AREA.  
GROUND LEVEL  
0

DULUX  
GOLDEN OCHRE

EXTERNAL FEATURE  
WALLS

DULUX  
JASPER

SLAT SCREENINGS,

DOWNPIPES, AWNING  
FASCIAS

DULUX  
OLD RUIN

EXTERNAL WALLS

DULUX  
REAL BROWN

EXTERNAL WALLS,  
SEATING AREA COLUMNS.

WATTYL  
WHEATLANDS

EXTERNAL DOORS,  
SOFFITS.

CFC CLADDING WITH  
TEXTURE COATED  
FINISH.

4

A220

EAST ELEVATION

NOT FOR CONSTRUCTION

SCALE 1 : 100

0

1m

2

3

4

5

DEVELOPMENT  
APPLICATION

METRES  
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DATE

DESCRIPTION

27/08/24 DEVELOPMENT APPLICATION

BY

HF

CLIENT

PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

PROPOSED BUILDING  
ELEVATIONS SHEET 2 OF 2

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

1 : 100

A3

CMi

27/08/24

DRAWING NUMBER



REVISION

2024029-DA-A301

A

PLANT NAME

HABIT

HEIGHT

WIDTH

ACACIA ORARIA 'Coastal Wattle'

MEDIUM TREE

5-10m

3-4m

ACACIA LEPTOSTACHYA 'Townsville Wattle'

SHRUB

2m

1-2m

IXORA 'Pygmy Pink' TWILIGHT GLOW

GROUND COVER

0.5-1m

1-2m

DIETES GRANDIFLORA 'Fortnight Lilly'

CLUMPING AND TUSSOCK PLANT

0.9-1.2m

0.3-0.6m

DIANELA CAERULEA 'Paroo Lilly'

CLUMPING AND TUSSOCK PLANT

1m

0.5m

LOMANDRA HYSTRIX 'Mat-rush'

CLUMPING AND TUSSOCK PLANT

0.8m

0.5m

OPHIPOGON 'Mondo Grass'

CLUMPING AND TUSSOCK PLANT

0.3m

0.3m

LANDSCAPE NOTES

1

5

1 x1

ACACIA ORARIA  
'Coastal Wattle'

DIANELA CAERULEA  
'Paroo Lilly'

2

6

ACACIA  
LEPTOSTACHYA  
'Townsville Wattle'

LOMANDRA  
HYSTRIX 'Mattrush'

ADJACENT INDUSTRIAL LOT

4 x3

3

7

IXORA 'Pygmy Pink'  
TWILIGHT GLOW

4

DIETES  
GRANDIFLORA  
'Fortnight Lilly'

2 x3

EDWARD STREET  
(BRUCE HIGHWAY)

SITE BOUNDARY

7 x5

6 x6

SITE BOUNDARY

5 x4

OUTDOOR  
SEATING  
AREA.

STORE

6 x5

5 x4

7 x4

#### LEVELS

- ALL SURFACES ABUTTING BUILDINGS TO BE A MIN 75mm BELOW WEEPHOLES.

#### ROCKS/PEBBLES

- ALL GARDEN BEDS AGAINST A BUILDING SHALL BE SEPARATED BY A MIN 150mm STRIP OF PEBBLES.
- ALL PEBBLES AREAS TO HAVE WEED MATTING INSTALLED UNDER. BIORETENTION BASIN TO PLANTED WITH GROUND COVERS AT A DENSITY OF 4/m<sup>2</sup> AS PER THE WSUD TECHNICAL DESIGN GUIDELINES.
- ANY TREES IN BIORETENTION BASIN TO BE MOUNDED LOCALLY TO 800mm MINIMUM.

4 x6

3 x6

4 x4

#### SERVICES

- LANDSCAPE CONTRACTOR TO LIAISE WITH SITE PROJECT MANAGER/SUPERVISOR TO DETERMINE LOCATION OF ALL AS CONSTRUCTED SERVICES PRIOR TO COMMENCING WORKS.

7 x3

#### ESTABLISHMENT & MAINTENANCE

- 12 WEEK ESTABLISHMENT PERIOD TO ALL TURF AND PLANTING AREAS COMMENCING FROM BUILDERS PRACTICAL COMPLETION DATE.
- REFER TO LOCAL AUTHORITY REQUIREMENTS IN RELATION TO WATER USAGE RESTRICTIONS TO ENSURE WATER REGIME IS NOT IN BREACH.
- WATER TWICE WEEKLY FOR FIRST 3 WEEKS AND ONCE WEEKLY THEREAFTER.

#### SITE BOUNDARY

#### ADJACENT RESIDENTIAL LOT

2 x1

#### GARDEN EDGING

- PROVIDE EDGING CONCRETE EDGING TO ALL LANDSCAPE AREAS AND ADJOINING CARPARK AND TURFED AREAS.

#### PLANTING BEDS

- REFER TO LANDSCAPE PLANS AND SCHEDULE FOR PLANTING AREAS AND SPECIES.
- CULTIVATE ALL PLANTING BEDS TO MIN 150mm DEEP.
- MULCH AND SOIL TO MEET AS4454 AND AS4419 AND ENSURE SOIL MEDIA IS AMELIORATED TO INCREASE WATER HOLDING CAPACITIES.
- APPLY GYPSUM TO THE SUB GRADE AT A RATE OF 100 GRAMS/m<sup>2</sup>.
- APPLY BLOOD AND BONE TO THE SUB GRADE AT A RATE OF 100 GRAMS/m<sup>2</sup>.
- SPREAD A MIN DEPTH OF 350mm OF IMPORTED ORGANIC WEED FREE SOIL MIX TO GARDEN BEDS DIRECTLY AFTER CULTIVATION WORKS.

- CROWN BEDS IN THE CENTRE.
- POSITION PLANTS GENERALLY IN ACCORDANCE WITH THE LANDSCAPE PLAN.
- MULCH GARDEN BEDS TO 100mm USING QUALITY TEA TREE MULCH.
- WATER PLANTING BEDS.
- FERTILISE WITH A LONG TERM SLOW RELEASE FERTILISER.

OPHIPOGON  
'Mondo Grass'

7 x4

#### FALLS & DRAINAGE

- PROVIDE FALLS TO ALL LANDSCAPE AREAS. FALL TO DRAINS AS INDICATED AND AWAY FROM BUILDING AND NEIGHBORING PROPERTIES, PONDING IS NOT ACCEPTABLE AND NOTIFY IF ADDITIONAL DRAINAGE MAY BE REQUIRED.
- MIN CROSSFALL TO PLANTING AREAS IS 1:40
- MIN CROSSFALL TO PAVED AREAS TO BE 1:100

3 x7

7 x6

#### SITE BOUNDARY

4 x7

5 x5

6 x4

#### NOT FOR CONSTRUCTION

2 x3

N

#### ADJACENT COMMERCIAL LOT

0

2m

4

6

8

10

#### DEVELOPMENT APPLICATION

METRES  
COPYRIGHT AND NOTES

#### AMENDMENTS

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PO Box 63, MARGATE BEACH, QLD 4019

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P: +61 (0) 7 3256 9933

W: [www.intotum.com.au](http://www.intotum.com.au)

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DATE

DESCRIPTION

27/08/24 DEVELOPMENT APPLICATION

BY

HF

CLIENT

PROJECT

TITLE

SCALE

DRAWN

DATE

ROMA CENTRAL PTY LTD (As Trustee)

ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE

AYR

PROPOSED LANDSCAPE SITE

PLAN

SIZE

CHECKED

DATE

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

1 : 200

A3

CMi

27/08/24

DRAWING NUMBER

REVISION

2024029-DA-L100

A

ADJACENT INDUSTRIAL LOT  
SITE BOUNDARY

SIGNAGE SCHEDULE

SITE BOUNDARY

S04

S03

FACE  
AREA (m<sup>2</sup>)

S01 - PYLON SIGN

5m<sup>2</sup> x2  
(DOUBLE SIDED)

8.0m

S02 - PARAPET  
SIGN

6.15m<sup>2</sup>

4.6m

S03 - TOWER SIGN

1.8m<sup>2</sup>

6.5m

S04 - BANNER  
SIGNAGE

4m<sup>2</sup>

2.4m

HEIGHT FROM  
GROUND.

2500

8000

2500 x 2000 x 400 SIGN BOX.  
ILLUMINATED LETTERS AND  
LOGO ONLY.  
SIGNAGE TO BOTH SIDES.

S01

A300

6000

SITE BOUNDARY

1

ADJACENT COMMERCIAL LOT



SITE PLAN - SIGNAGE

270

S02  
EDWARD STREET  
(BRUCE HIGHWAY)

DELIVERY ZONE

AWNING OVER

SITE BOUNDARY

ADJACENT RESIDENTIAL LOT

STORE

SIGN

2000

S03

SCALE 1 : 200

CANVAS

1420

1400

1330

1330

2400

1800

BOUNDARY LINE

6390

1000

4000

5

S01 - MID SIGN

A240

2

S02 - PARAPET SIGNAGE

3

SCALE 1 : 50

A270

S03 - TOWER SIGNAGE  
SCALE 1 : 50

4

A240

S04 - BANNER SIGNAGE

SCALE 1 : 50

NOT FOR CONSTRUCTION  
N

A270

SCALE 1 : 50

0

0.25m

0.50

0.75

1.0

1.25

DEVELOPMENT  
APPLICATION

METRES  
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DESCRIPTION

27/08/24 DEVELOPMENT APPLICATION

BY

HF

CLIENT

PROJECT

TITLE

ROMA CENTRAL PTY LTD (As Trustee)  
ROMA CENTRAL TRUST

ZARRAFFA'S COFFEE  
AYR

SIGNAGE DETAILS

36 SEABEACH AVE, MERMAID  
BEACH, QLD, 4218

125 EDWARDS STREET,  
AYR, QUEENSLAND 4807

SCALE

DRAWN

DATE

SIZE

CHECKED

DATE

As indicated  
A3

CMi

27/08/24

DRAWING NUMBER

REVISION

2024029-DA-S100

A

## 6.2 APPENDIX B - SCHEMATIC CIVIL DRAWINGS

2479 - CIVIL ENGINEERING REPORT - Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

Page 20

CIVIL SERVICES LEGEND

PROPOSED DRAINAGE PIPE & PIT/MH

PROPOSED SEWER & MANHOLE

PROPOSED WATER & METER

EXISTING DRAINAGE

EXISTING SEWER

EXISTING SEWER (TO

BE LOCATED) TO BE

MAINTAINED FOR

CONNECTION TO

ADJACENT LOT

EXISTING WATER INFRASTRUCTURE

EXISTING SEWER

MANHOLE TO BE

LOCATED AND

CONNECTED TO WITH

NEW 150mm uPVC SN8

STUB FOR ZARRAFFAS

DRAINAGE LINE TO

BUILDING TO CONNECT TO

ROOFWATER

DRAINAGE LINE TO

BUILDING TO CONNECT TO

ROOFWATER

150mm uPVC

150

mm

uP

VC

150mm uPVC

EXISTING WATER

METER/SERVICE TO BE

REUSED FOR

ZARRAFFAS (SUBJECT

TO HYDRAULICS)

PROPOSED 600x600 TYPE D GRATED

INLET PIT. ALLOW 100mm PONDING

OVER PIT IN MAJOR RAINFALL EVENT.

15

0

mm

uP

VC

PROPOSED 600x600 TYPE D GRATED

INLET PIT. ALLOW 100mm PONDING

OVER PIT IN MAJOR RAINFALL EVENT.

3 CUBIC METRES

(APX) PONDING

3 CUBIC METRES

(APX) PONDING

225m

PROPOSED 600x600  
TYPE D GRATED INLET  
PIT.

m uP

2 x 150mm uPVC @ 3%

mm

uPV

225mm uPVC CONNECT INTO  
BACK OF EXISTING GULLY IN  
EDWAARD STREET  
CIRCA 1m DEEP

VC

225

C

4.5 CUBIC METRES (APX)  
STORAGE WITHIN RCBCs  
PROPOSED 6 x 600(W) x 450(H) x 2400(L)  
RCBC ALONG SOUTHERN EDGE OF  
SITE TO ACT AS SHALLOW DETENTION

150mm BARRIER KERB  
ALONG LOWER EDGE  
OF SITE

PROPOSED 150mm uPVC SN8 PIPE TO  
THROTTLE FLOW TO PREDEVELOPMENT CONDITION TO  
ACHIEVE NON-WORSENING TO STATE  
CORRIDOR

NORTH POINT

SCALE BAR(S)

DRAWN:

APPROVED:

01

FOR INFORMATION

REV  
DESCRIPTION  
Document

Set ID: 1836518

Version: 1, Version Date: 18/09/2024

10.09.24

DATE

MB

MB

DRAWN

APPR.

CLIENT:

MB

DESIGNED:

MB

DRAWING TITLE:

ROMA CENTRAL PTY LTD

ABN 46 153 772 813

E: INFO@MELIORACE.COM

PROJECT:

RPEQ SIGNATURE

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125 EDWARD ST

AYR

CIVIL WORKS

PRELIMINARY LAYOUT

2479

MELIORA JOB No.

SK01

DWG No

01

REVISION

### 6.3 APPENDIX C – BYDA RESULTS

2479 – CIVIL ENGINEERING REPORT – Rev 01 - Date: 11/09/2024

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[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

Page 21



Job # 37405299  
Seq # 243553581  
Provider: Burdekin Shire Council  
Telephone: 07 4783 9800

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Legend

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119

BYDA Enquiry

73

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Council Optic Fibre Pit

124-126

A1

Council Optic Fibre Cable

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75

Minor Drainage Pit/Manhole

Minor Drainage Pipe

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Sewer Manhole

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Sewer Pipe

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21/08/24 (valid for 30 days)

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In an emergency contact Burdekin Shire Council on (07) 4783 9800

Document

ID: 1836518

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generated

by SmarterWX™ Automate

Version: 1, Version Date: 18/09/2024

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reliability,  
completeness,  
or  
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negligence) for all expenses, losses, damage  
(including indirect or consequential damage)  
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any way and for any reason. A site inspection  
and investigation by the applicant are  
recommended before the commencement of  
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[www.burdekin.qld.gov.au](http://www.burdekin.qld.gov.au).

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Scale 1:1,000

Paper size A3 Map has been designed to be reproduced in colour  
All underground cables shall be treated as being energised. Where a cable is located that is not represented on the ERGON ENERGY BYDA map, then ERGON ENERGY shall be contacted immediately.

For Emergency Situations  
please call 13 16 70

BYDA  
Sequence: 243553584  
Date: 21/08/2024  
Scale: 1:1025

## OVERVIEW

1

For a full list of Map  
Symbols, please  
refer to the supplied  
BYDA Symbolology  
Legend page

AS5488 Category "D" Plan

2

This output provides details of the ERGON ENERGY electrical network. As variations map exist no responsibility is incurred by ERGON ENERGY for the accuracy or completeness of the information provided. Exact positions of cables and electrical connectivity should be confirmed on site.

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Plans generated

21/08/2024

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Version:

1, Version

Date: 18/09/2024

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BYDA  
Sequence: 243553584  
Date: 21/08/2024  
Scale: 1:500  
Tile No: 1

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Symbols, please  
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BYDA Symbology  
Legend page

AS5488 Category "D" Plan

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BYDA  
Sequence: 243553584  
Date: 21/08/2024  
Scale: 1:500  
Tile No: 2

For a full list of Map  
Symbols, please  
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BYDA Symbology  
Legend page

AS5488 Category "D" Plan

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Ergon - Response Plan.docx (13 Mar 2023)

To:  
Phone:  
Fax:  
Email:

Kousik De  
Not Supplied  
Not Supplied  
admin@meliorace.com

Dial before you dig Job  
37405299

#:

Sequence #  
243553582

Issue Date:  
20/08/2024

Location:  
125 Edwards St , Ayr , QLD , 4807

Indicative Plans are tiled below to demonstrate how to layout  
and read nbn asset plans

Document Set ID: 1836518  
Version: 1, Version Date: 18/09/2024

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Version: 1, Version Date: 18/09/2024

#### Emergency Contacts

You must immediately report any damage to the nbn™ network that you are/become aware of.

Notification may be by telephone - 1800 626 329.

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

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38  
]

4

4

12

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m 0.0  
4

5m

1  
C[  
0

m



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14

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P20  
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P20  
3

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P35 1.6  
OC[11mm]

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P20  
1.0  
2xOC[ 7mm]

5m

m

7m

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7m

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C[

1  
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46

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m

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11  
C[

7m

m

m

11

]

2

C[

.6

61

1

C[

C[

0

m

1m

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40

0

C

0

83

]

m

C[

P50 7.7

OC[17mm]

P35 1.6

OC[14mm]

OC[11mm]

OC[ 4mm]

C

]

P

0

C[

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1m

U1  
U2

35

.0

1

C[

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12  
8C  
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]

0

C[

0

I3  
G

2x

3

]

0 [1  
P2 0C

5.0  
m]

m

41

P50 14.0  
2x0C[24mm]

0  
P5

m  
7m

]

m

m

11 0  
I2  
G 9.6  
2

C[

P2

0

0

C[  
5

.6

6  
12

C

SH

1

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12

2x0

m

GI20 14.3  
OC[11mm]

m  
11

.4

m]

m  
[11

P35 0.2  
OC[15mm]

76 5  
7

OC

M  
40

74 3  
7

8  
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OC[15mm]  
OC[14mm]

72

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P2

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U3

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U3

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P5

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U3

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OC[

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OC

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mm

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m m]

4

1 m .8

C[ 1 30

0 C[1

0

5

C

P3

0

[7

m]

C[ 7m

m

[7

0

I2

OC

2x

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G

U2

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OC

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11

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0 P35

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GI20 25.0  
OC[11mm]

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11

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C[

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P2  
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2x0 14.0  
C[1  
0m  
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P200C[11m40

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3

m

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P5

P5  
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C[

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2xOC[ 7mm1 ]

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7m 30

C[

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2xP20

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.

35

C[

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m

7m

Cable Plan

U

]

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P5

m

m

11

m

.0

24

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Email - [Telstra.Plans@team.telstra.com](mailto:Telstra.Plans@team.telstra.com)

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Sequence Number: 243553583

CAUTION: Critical Network Route in plot area.

DO NOT PROCEED with any excavation prior to  
seeking advice from Telstra Plan Services on :  
1800 653 935

The above plan must be viewed in conjunction with the Mains Cable Plan on the  
following page

WARNING

Telstra plans and location information conform to Quality Level "D" of the

Australian Standard AS 5488-Classification of Subsurface Utility Information. As such, Telstra supplied location information is indicative only. Spatial accuracy is not applicable to Quality Level D. Refer to AS 5488 for further details. The exact position of Telstra assets can only be validated by physically exposing it. Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy. Further on site investigation is required to validate the exact location of Telstra plant prior to commencing construction work. A Certified Locating Organisation is an essential part of the process to validate the exact location of Telstra assets and to ensure the asset is protected during construction works. See the Steps- Telstra Duty of Care that was provided in the email response. Document Set ID: 1836518  
Version: 1, Version Date: 18/09/2024

A100  
AB  
AA BA

P100

6  
0. --1  
2.

Mains Cable Plan  
AA

C100

N

c1:M1-200 200/0.51 PIUT (AA)  
c1:M201-400 200/0.51 PIUT (AA)  
c1:M401-600  
200 PIUT PJ (AA)

W

E

S

7

2.

.5

10

77

6  
0. --1  
2.

5  
0. -- .7  
1

8

c7:M801-1200 400 CPIUT (AA)

AA BA

P100  
6  
0. ---

-

AA

26

.1

52

C100

.8

c1:M1-200 200/0.51 PIUT (AA)  
c1:M201-400 200/0.51 PIUT (AA)  
c1:M401-600  
200 PIUT PJ (AA)

AA BA

c7:M801-1200 400 CPIUT (AA)

P100

6

0. --1

2.

4

0. -- .7

1

c2:M1-600 600/0.51 PIUT (AA)  
c2:M601-900 300/0.40 PIUT (AA)  
c2:M901-1100 200/0.40 PIUT (AA)

c1:M1-200 200/0.51 PIUT (AA)  
c1:M201-400 200/0.51 PIUT (AA)  
c1:M401-600  
200 PIUT PJ (AA)

AA

C100

AD

OC[15mm](AD)

P100

37.9

.7

44

0

.

44

R

UN

7

M

6

0. --1

2.

c1:M201-400 200/0.51 PIUT <- (AA)

c1:M1-200 200/0.51 PIUT <- (AA)  
c1:M401-600  
200 PIUT PJ <- (AA)

4  
0. -- .7  
1

c2:M1-600 600/0.51 PIUT (AA)  
c2:M601-900 300/0.40 PIUT (AA) AA BA  
c2:M901-1100 200/0.40 PIUT (AA)  
C100  
.0

15

AA

9

0.

9

C100

12  
--- 8  
0.

AA

C100  
c7:M801-1200 400 CPIUT (AA)

AA

P100

52

AA BA

.9

P100

c2:M1-600 600/0.51 PIUT (AA)  
c2:M601-900 300/0.40 PIUT (AA) AA BA  
c2:M901-1100 200/0.40 PIUT (AA)  
C100

.  
52  
9

.2

P5 200/1800  
AA BA

4

c7:M801-1200 400 CPIUT (AA)

AD

58

P100

c2:M1101-1200  
c7:M1101-1200  
394m  
DA5

P100

M

A  
AH

R  
G

.  
30

P100

--- 8  
0.

ST

OC[24mm](AA) AA

83.0

2  
6

5.3

4

AA

c2:M1101-1200 100/0.40 PIUT (AA)  
c7:M1101-1200 100/0.40 PIUT (AA)  
(AA)

C100 4xOC  
OC[24mm]  
(AB)  
c2:M1-1200 1200 PIUT (BA)  
c1:M1-600 600/0.51 PIUT (BB)

QK800330 (AA1)

.4

AB BB

27

BA

c5:M401-800 400/0.40 PIUT  
(AA)  
1xP32 SUBDUCTS  
(AA)  
OC OPTUS3441 DBOR1 5/2028  
(AA2)  
1xP35 SUBDUCTS  
(AA)  
F TNSX 3008:RFB-YY/1-26 26F/- SMOF FNPEHJ-D <- (AA1)  
3501:AA-AV/1-12 12F/- SMOF FNPEHJ  
(BA)

36

.3

C100

AA

AD  
800DEAD  
800/0.81 APIUT  
(AA)  
AC BC  
c7:M1-1200 1200/0.40 CPIUT  
(AB)  
3501:AA-AB/1-24  
24F/- SMOF FNPEHJ (BA) AB BB  
3501:AA1-AB/1-12 12F/- SMOF SM@RTCORE (BA)  
AA BA  
c6:M1-800  
800/0.40 CPIUT  
(BB)

C100

AA

58

c2:M1-1200 1200 PIUT (BA)  
c1:M1-600 600/0.51 PIUT (BB)

.1

AB BB

32

BA

C100

P100

.4

P100CE  
AD BD  
AC BC  
AB BB  
AA BA



800DEAD 800/0.81 APIUT  
(AA)  
c6:M1-800  
800/0.40 CPIUT  
(AB)  
c7:M1-800  
800/0.40 CPIUT  
(BA)  
c7:M801-1200  
400 CPIUT  
(BB)  
3501:AA-AB/1-24 24F/- SMOF FNPEHJ (BB)  
3501:AA1-AB/1-12 12F/- SMOF SM@RTCORE (BB)

8

P100CE  
.3

86

.0

23

6

W  
ED

AD  
800DEAD  
800/0.81 APIUT  
(AA)  
AC BC  
c7:M1-1200 1200/0.40 CPIUT  
(AB)  
3501:AA-AB/1-24  
24F/- SMOF FNPEHJ (BA) AB BB  
3501:AA1-AB/1-12 12F/- SMOF SM@RTCORE (BA)  
AA BA  
c6:M1-800  
800/0.40 CPIUT  
(BB)

P100CE

DS

AR

.9  
44

AD  
800DEAD  
800/0.81 APIUT  
(AA)  
c7:M1-1200 1200/0.40 CPIUT  
(AB)  
AC BC  
3501:AA-AB/1-24  
24F/- SMOF FNPEHJ (BA)  
AB BB

3501:AA1-AB/1-12 12F/- SMOF SM@RTCORE (BA)  
c6:M1-800  
800/0.40 CPIUT  
(BB)  
AA BA

c5:M401-800 400/0.40 PIUT  
(AA)  
1xP32 SUBDUCTS  
(AA)  
0C OPTUS3441 DBOR1 5/2028  
(AA2)  
1xP35 SUBDUCTS  
(AA)  
F TNSX 3008:RFB-YY/1-26 26F/- SMOF FNPEHJ-D <- (AA1)  
3501:AA-AV/1-12 12F/- SMOF FNPEHJ  
(BA)

P100CE  
3501:AA1-B29/1-12 12F/- SMOF FNPEHJC/STD (AA)  
0C[11mm]  
(AA)

QK800330 (AA1)

.2

80

AA

P35

.9

29

3501:BK-B34/1-12 12F/- SMOF FNPEHJC/STD <- (AA)  
3501:CA-BK/1-12 12F/- SMOF FNPEHJ/STD (AA)  
3501:BK-B21/1-12 12F/- SMOF FNPEHJ/STD <- (AA)

10.0

AA BA

3501:CA-BK/1-12 12F/- SMOF FNPEHJ/STD (AA)AA BA  
3501:BK-B34/1-12 12F/- SMOF FNPEHJC/STD <- (AA)  
P100  
4x0C  
(AA)  
1xP32 SUBDUCTS  
(AA)  
0C TELD09071 D01 02/2035  
(AA1)  
AA1

6

10

800DEAD  
800/0.81 APIUT  
(AA)  
AD

c7:M1-1200  
1200/0.40 CPIUT  
(AB)  
3501:AA-AB/1-24  
24F/- SMOF FNPEHJ  
(BA) AC BC  
3501:AA1-AB/1-12  
12F/- SMOF SM@RTCORE (BA)  
AB BB  
3501:AA1-B29/1-12 12F/- SMOF FNPEHJC/STD (BA)  
AA BA  
OC[15mm]  
(BA)  
c6:M1-800  
800/0.40 CPIUT  
(BB)  
P100CE

8

0.  
QK800330 (AA1)

AB BB  
AA BA  
AA1

1xP32 SUBDUCTS  
(AA)  
OC TELD09071 D01 02/2035(AA1)  
OC[11mm]  
(BA)

P100

AB  
AA BA  
AA1

P100

.3

51

1xP32 SUBDUCTS  
(AA)  
OC TELD09071 D01 02/2035(AA1) AB  
3xOC  
(BA)

P4 200/1800  
c1:M901-1200  
190m  
DA4

AA BA  
AA1

P100  
1xP32 SUBDUCTS  
(AA)  
OC TELD09071 D01 02/2035(AA1) AB  
AA BA

OC[17mm]  
(BA)  
AA1

P100

AB BB  
BA

.0

ST

33

OC OPTUS 3441M01  
BREAKOUT

C100

c2:M1-1200 1200 PIUT (BA)  
c1:M1-600 600/0.51 PIUT (BB)  
2xOC  
(BB)

1xP32 SUBDUCTS  
(AA)  
OC TELD09071 D01 02/2035(AA1)  
3xOC  
(BA)

.5

10  
3

AB  
AA BA  
AA1

P100

7  
9.

CC  
CA CB

P100

Report Damage: <https://service.telstra.com.au/customer/general/forms/report-damage-to-telstra-equipment>

Ph - 13 22 03

Email - [Telstra.Plans@team.telstra.com](mailto:Telstra.Plans@team.telstra.com)

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Sequence Number: 243553583

CAUTION: Critical Network Route in plot area.  
DO NOT PROCEED with any excavation prior to  
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1800 653 935

WARNING

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Refer to AS 5488 for further details. The exact position of Telstra assets can only be validated by physically exposing it.

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Further on site investigation is required to validate the exact location of Telstra plant prior to commencing construction work.

A Certified Locating Organisation is an essential part of the process to validate the exact location of Telstra assets and to ensure the asset is protected during construction works.

See the Steps- Telstra Duty of Care that was provided in the email response.

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

#### 6.4 APPENDIX D – SDAP CODE RESPONSES

2479 – CIVIL ENGINEERING REPORT – Rev 01 - Date: 11/09/2024

Document Set ID: 1836518

[www.meliorace.com](http://www.meliorace.com)

Version:

1, Version Date: 18/09/2024

Page 22

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

State Development Assessment Provisions guideline - State Code 1: Development in a state-controlled road environment. This guideline provides direction on how to address State Code 1.

Table 1.1 Development in general  
Performance outcomes

Acceptable outcomes

Buildings, structures, infrastructure, services and utilities

P01 The location of the development does not

A01.1 Development is not located in a statecreate a safety hazard for users of the statecontrolled road.  
controlled road.

AND

Response

Complies with P01

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.

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

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.

Complies with P02

No acceptable outcome is prescribed.

Complies with P03

No acceptable outcome is prescribed.

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

Page 1 of 17

## Performance outcomes

### Acceptable outcomes

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.

### Response

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.

AND

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

AND

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

Landscaping

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

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

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.

NA

A07.1 Landscaping is not located in a statecontrolled road.

AND

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

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024



Performance outcomes

Acceptable outcomes

Response

AND

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

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 state-controlled 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 state-controlled road or road transport infrastructure.

P011 Development ensures that stormwater is lawfully discharged.

No acceptable outcome is prescribed.

Complies with P08

No acceptable outcome is prescribed.

Complies with P09

No acceptable outcome is prescribed.

Complies with P10

A011.1 Development does not create any new points of discharge to a state-controlled road. Complies with P011 & A011. 3, 4

AND

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

AND

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

A011.1 not complied with, though swaps sheet flow regime into piped discharge into existing gully pit. This arguably is a superior arrangement as it undergrounds the flows from the site to the State Corridor – where previously this would have been kerb flow.

A011.2 not complied with, though location of concentrated flow is into existing gully which will not present an impact to State corridor users.

AND

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024



Performance outcomes

Acceptable outcomes

Response

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

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.

Complies with P012 & A012.1, 2, 3

Road at direct frontage is not flood impacted.

Non-worsening of flows is proposed to State 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 statecontrolled 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 statecontrolled road.

Drainage Infrastructure

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 with P013 & A013.1, 2

Into back of existing gully

AND

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

Page 4 of 17

## Performance outcomes

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.

### Acceptable outcomes

#### Response

A013.2 Drainage infrastructure can be maintained without requiring access to a statecontrolled road.  
No acceptable outcome is prescribed.

Complies with P014

## Table 1.2 Vehicular access, road layout and local roads Performance outcomes

### Acceptable outcomes

#### Response

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 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 changed access does not adversely impact the functional requirements of the statecontrolled road.

P017 The location, design and operation of a new or changed access is consistent with the future intent of the state-controlled road.

P018 New or changed access is consistent with No acceptable outcome is prescribed.

the 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

No acceptable outcome is prescribed.  
within 100 metres of an intersection with a statecontrolled road does not compromise the safety of users of the state-controlled road.

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

Performance outcomes

Acceptable outcomes

Response

P020 New or changed access to a local road  
No acceptable outcome is prescribed.  
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  
No acceptable outcome is prescribed.  
safety of users of public passenger transport infrastructure, public passenger services and active transport infrastructure.  
P022 Development maintains the ability for  
No acceptable outcome is prescribed.  
people to access public passenger transport infrastructure, public passenger services and active transport infrastructure.  
P023 Development does not adversely impact the  
No acceptable outcome is prescribed.  
operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.  
P024 Development does not adversely impact  
No acceptable outcome is prescribed.  
the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure.

Table 1.3 Network impacts  
Performance outcomes

Acceptable outcomes

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

No acceptable outcome is prescribed.

Response

No acceptable outcome is prescribed.  
No acceptable outcome is prescribed.

State Development Assessment Provisions v3.0  
State code 1: Development in a state-controlled road environment

Document Set ID: 1836518  
Version: 1, Version Date: 18/09/2024

## Performance outcomes

### Acceptable outcomes

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.

No acceptable outcome is prescribed.

### Response

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

## 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.

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

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

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

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

No acceptable outcome is prescribed.

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.

### Response

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

## Table 1.5 Environmental emissions

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024



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

A037.1 Development provides a noise barrier or intrusion from a state-controlled road. earth mound which is designed, sited and constructed:

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

2. in accordance with:

a. 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

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 statecontrolled road.

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

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024



Performance outcomes

Acceptable outcomes

P038 Reconfiguring a lot minimises free field noise intrusion from a state-controlled road.

A038.1 Development provides noise barrier or earth mound which is designed, sited and constructed:

1. to achieve the maximum free field acoustic levels in reference table 2 (item 2.1);
2. in accordance with:
  - a. 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

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

P039 Development minimises noise intrusion from A039.1 Development provides a noise barrier or

a state-controlled road in private open space. 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:

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

## Performance outcomes

### Acceptable outcomes

- a.
- b.
- c.

### Response

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

OR

P040 Development (excluding a relevant residential building or relocated building) minimises noise intrusion from a state-controlled road in habitable rooms at the facade.

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.

A040.1 Development (excluding a relevant residential building or relocated building) provides a noise barrier or earth mound which is designed, sited and constructed:

1. to achieve the maximum building facade acoustic level in reference table 1 (item 1.1) for habitable rooms;
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;

State Development Assessment Provisions v3.0  
State code 1: Development in a state-controlled road environment

Document Set ID: 1836518  
Version: 1, Version Date: 18/09/2024

## Performance outcomes

### Acceptable outcomes

c.

### Response

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

OR

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.

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).

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.

1. a continuous solid gap-free structure or  
balustrade (excluding gaps required for  
drainage purposes to comply with the Building  
Code of Australia);

2. highly acoustically absorbent material  
treatment for the total area of the soffit above  
balconies, podiums, and roof decks.

P043 Habitable rooms (excluding a relevant  
No acceptable outcome is provided.  
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).

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.

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

Performance outcomes  
provides a noise barrier or earth mound that  
is designed, sited and constructed:  
a. to achieve the maximum free field  
acoustic level in reference table 2 (item  
2.3) for all outdoor education areas and  
outdoor play areas;  
b. in accordance with:  
i. 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

Acceptable outcomes

Response

1.

No acceptable outcome is provided.

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

Page 12 of 17

Performance outcomes

Acceptable outcomes

Response

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

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.

1. indoor education areas and indoor play areas; or

2. sleeping rooms in a childcare centre; or

3. patient care areas in a hospital achieves the maximum internal acoustic level in reference table 3 (items 3.2-3.4).

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

P047 Development involving a childcare centre

No acceptable outcome is provided.

or educational establishment which have balconies, podiums or elevated outdoor play areas predicted to exceed the maximum free field acoustic level in reference table 2 (item 2.3) due to noise from a state-controlled 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);

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

Performance outcomes

2. highly acoustically absorbent material treatment for the total area of the soffit above balconies or elevated outdoor play areas.

P048 Development including:

1. indoor education areas and indoor play areas in a childcare centre or educational establishment; or
2. sleeping rooms in a childcare centre; or
3. patient care areas in a hospital located above ground level, is designed and constructed to achieve the maximum internal acoustic level in reference table 3 (items 3.23.4).

Air, light and vibration

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

Acceptable outcomes

Response

No acceptable outcome is provided.

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 gapfree fence, or other solid gap-free structure.

OR

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

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

## Performance outcomes

### Acceptable outcomes

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

A050.1 Hospitals are designed and constructed to ensure vibration in the patient treatment area does not exceed a vibration dose value of  $0.1\text{m/s}^1.75$ .

### Response

AND

P051 Development is designed and sited to ensure light from infrastructure within, and from users of, a state-controlled road or type 1 multimodal corridor, does not:

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

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  $0.4\text{m/s}^1.75$ .

No acceptable outcomes are prescribed.

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 state-controlled road.

### Response

OR ALL OF THE FOLLOWING APPLY:

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

AND

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

Performance outcomes

Acceptable outcomes

Response

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 statecontrolled 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.

AND

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

AND

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

AND

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024



Performance outcomes

Acceptable outcomes

Response

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

State Development Assessment Provisions v3.0

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

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

Page 17 of 17

State code 6: Protection of state transport networks

Table 6.2 Development in general

Performance outcomes

Network impacts

P01 Development does not compromise the safety of users of the state-controlled road network.

Acceptable outcomes

Response

No acceptable outcome is prescribed.

Complies with P01

P02 Development does not adversely impact the structural integrity or physical condition of a state-controlled road or road transport infrastructure.

P03 Development ensures no net worsening of the operating performance the state-controlled road network.

P04 Traffic movements are not directed onto a state-controlled road where they can be accommodated on the local road network.

P05 Development involving haulage exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road.

P06 Development does not require a new railway level crossing.

P07 Development does not adversely impact the operating performance of an existing railway crossing.

P08 Development does not adversely impact on the safety of an existing railway crossing.

P09 Development is designed and constructed to allow for on-site circulation to ensure vehicles do not queue in a railway crossing.

P010 Development does not create a safety hazard within the railway corridor.

P011 Development does not adversely impact the operating performance of the railway corridor.

No acceptable outcome is prescribed.

Complies with P02

No acceptable outcome is prescribed.

Complies with P03

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

State code 3: Development in a busway environment

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

Page 1 of 7

Performance outcomes

P012 Development does not interfere with or obstruct the railway transport infrastructure or other rail infrastructure.

P013 Development does not adversely impact the structural integrity or physical condition of a railway corridor or rail transport infrastructure.

Stormwater and overland flow

P014 Stormwater run-off or overland flow from the development site does not create or exacerbate a safety hazard for users of a state transport corridor or state transport infrastructure.

P015 Stormwater run-off or overland flow from the development site does not result in a material worsening of operating performance of a state transport corridor or state transport infrastructure.

P016 Stormwater run-off or overland flow from the development site does not interfere with the structural integrity or physical condition of the state transport corridor or state transport infrastructure.

P017 Development associated with a state-controlled road or road transport infrastructure ensures that stormwater is lawfully discharged.

Acceptable outcomes

No acceptable outcome is prescribed.

Response

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

Complies with P014

No acceptable outcome is prescribed.

Complies with P015

No acceptable outcome is prescribed.

Complies with P016

A017.1 Development does not create any new points of discharge to a state transport corridor or state transport infrastructure.

Complies with P017 & A017. 3, 4

AND

A017.2 Development does not concentrate flows to a state transport corridor.

AND

A017.3 Stormwater run-off is discharged to a lawful point of discharge.

AND

A017.1 not complied with, though swaps sheet flow regime into piped discharge into existing gully pit. This arguably is a superior

arrangement as it undergrounds the flows from the site to the State Corridor – where previously this would have been kerb flow. A017.2 not complied with, though location of concentrated flow is into existing gully which will not present an impact to State corridor users.

State Development Assessment Provisions v3.0  
State code 3: Development in a busway environment

Document Set ID: 1836518  
Version: 1, Version Date: 18/09/2024

Page 2 of 7

## Performance outcomes

### Flooding

P018 Development does not result in a material worsening of flooding impacts within a state transport corridor or state transport infrastructure

### Acceptable outcomes

A017.4 Development does not worsen the condition of an existing lawful point of discharge to a state transport corridor or state transport infrastructure.

### Response

For a state-controlled road or road transport infrastructure, all of the following apply:

A018.1 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (within +/- 10mm) to existing flood levels within a state transport corridor.

AND

A018.2 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing peak velocities within a state transport corridor.

AND

A018.3 For all flood events up to 1% annual exceedance probability, development ensures there are negligible impacts (up to a 10% increase) to existing time of submergence of a state transport corridor.

No acceptable outcome is prescribed for a railway corridor or rail transport infrastructure.

### Drainage infrastructure

P019 Drainage infrastructure does not create a safety hazard in a state transport corridor.

For a state-controlled road environment, both of the following apply:

Complies with P019 & A019.3, 4

A019.1 Drainage infrastructure associated with, or in a state-controlled road is wholly contained

State Development Assessment Provisions v3.0

State code 3: Development in a busway environment

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

## Performance outcomes

### Acceptable outcomes

within the development site, except at the lawful point of discharge.

### Response

AND

A019.2 Drainage infrastructure can be maintained without requiring access to a state transport corridor.

For a railway environment both of the following apply:

A019.3 Drainage infrastructure associated with a railway corridor or rail transport infrastructure is wholly contained within the development site.

AND

P020 Drainage infrastructure associated with, or in a state-controlled road or road transport infrastructure is constructed and designed to ensure the structural integrity and physical condition of existing drainage infrastructure and the surrounding drainage network is maintained.

Planned upgrades

P021 Development does not impede delivery of planned upgrades of state transport infrastructure.

A019.4 Drainage infrastructure can be maintained without requiring access to a state transport corridor.

No acceptable outcome is prescribed.

Complies with P020

No acceptable outcome is prescribed.

Table 6.3 Public passenger transport infrastructure and active transport  
State Development Assessment Provisions v3.0  
State code 3: Development in a busway environment

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

Performance outcomes

P022 Development does not damage or interfere with public passenger transport infrastructure, active transport infrastructure or public passenger services.

Acceptable outcomes

No acceptable outcome is prescribed.

P023 Development does not compromise the safety of public passenger transport infrastructure, public passenger services and active transport infrastructure.

No acceptable outcome is prescribed.

P024 Development does not adversely impact the operating performance of public passenger transport infrastructure, public passenger services and active transport infrastructure.

P025 Development does not adversely impact the structural integrity or physical condition of public passenger transport infrastructure and active transport infrastructure.

P026 Upgraded or new public passenger transport infrastructure and active transport infrastructure is provided to accommodate the demand for public passenger transport and active transport generated by the development.

P027 Development is designed to ensure the location of public passenger transport infrastructure prioritises and enables efficient public passenger services.

P028 Development enables the provision or extension of public passenger services, public passenger transport infrastructure and active transport infrastructure to the development and avoids creating indirect or inefficient routes for public passenger services.

P029 New or modified road networks are designed to enable development to be serviced by public passenger services.

No acceptable outcome is prescribed.

Response

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

A029.1 Roads catering for buses are arterial or sub-arterial roads, collector or their equivalent.  
AND

A029.2 Roads intended to accommodate buses are designed and constructed in accordance with:

State Development Assessment Provisions v3.0

State code 3: Development in a busway environment



Document Set ID: 1836518  
Version: 1, Version Date: 18/09/2024

Page 5 of 7

## Performance outcomes

### Acceptable outcomes

1. Road Planning and Design Manual, 2nd Edition, Volume 3 – Guide to Road Design; Department of Transport and Main Roads;
2. Supplement to Austroads Guide to Road Design (Parts 3, 4-4C and 6), Department of Transport and Main Roads;
3. Austroads Guide to Road Design (Parts 3, 44C and 6);
4. Austroads Design Vehicles and Turning Path Templates;
5. Queensland Manual of Uniform Traffic Control Devices, Part 13: Local Area Traffic Management and AS 1742.13-2009 Manual of Uniform Traffic Control Devices – Local Area Traffic Management;

### Response

AND

P030 Development provides safe, direct and convenient access to existing and future public passenger transport infrastructure and active transport infrastructure.

P031 On-site vehicular circulation ensures the safety of both public passenger transport services and pedestrians.

P032 Taxi facilities are provided to accommodate the demand generated by the development.

P033 Facilities are provided to accommodate the demand generated by the development for community transport services, courtesy transport services, and booked hire services other than taxis.

A029.3 Traffic calming devices are not installed on roads used for buses in accordance with section 2.3.2 Bus Route Infrastructure, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

No acceptable outcome is prescribed.

State Development Assessment Provisions v3.0

State code 3: Development in a busway environment

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

Performance outcomes

P034 Taxi facilities are located and designed to provide convenient, safe and equitable access for passengers.

P035 Educational establishments are designed to ensure the safe and efficient operation of public passenger services, pedestrian and cyclist access and active transport infrastructure.

Acceptable outcomes

A034.1 A taxi facility is provided parallel to the kerb and adjacent to the main entrance.

Response

AND

A034.2 Taxi facilities are designed in accordance with:

1. AS2890.5-1993 Parking facilities – on-street parking and AS1428.1-2009 Design for access and mobility – general requirements for access – new building work;
2. AS1742.11-1999 Parking controls – manual of uniform traffic control devices
3. AS/NZS 2890.6-2009 Parking facilities –off street parking for people with disabilities;
4. Disability standards for accessible public
5. transport 2002 made under section 31(1) of the Disability Discrimination Act 1992;
6. AS/NZS 1158.3.1 – Lighting for roads and public spaces, Part 3.1: Pedestrian area (category P) lighting – Performance and design requirements;
7. Chapter 7 Taxi Facilities, Public Transport Infrastructure Manual, Department of Transport and Main Roads, 2015.

A035.1 Educational establishments are designed in accordance with the provisions of the Planning for Safe Transport Infrastructure at Schools, Department of Transport and Main Roads, 2011.

State Development Assessment Provisions v3.0

State code 3: Development in a busway environment

Document Set ID: 1836518

Version: 1, Version Date: 18/09/2024

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Document Set ID: 1836518  
Version: 1, Version Date: 18/09/2024

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