Insite SJC
Town Planning | Surveying | Projects

Development Application for

Material change of use for Low impact industry (Motor vehicle repairs)

46 & 48 Ramsay St, Cloncurry
(described as Lots 2 & 4 on RP708248)

InsiteSJC ref: GC20-337-T01

Rev A

Prepared for -

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GC20-239-T02

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LIMITATIONS STATEMENT

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InsiteSJC derived the data in this report primarily from visual inspections, examinations of records in the public domain, review of previous reports, and interviews with individuals with information relevant to the services provided by InsiteSJC. The passage of time, manifestation of latent conditions or impacts of future events may require further investigations and subsequent data analysis, and re-evaluation of the findings, observations and conclusions expressed in this report.

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Revision	Date	Chapter/section/page revised	Authorisations		
			Originator	Checked	Approved
A	04/12/2020	Final issue lodged with Council	SB	GC	SB

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SUMMARY

This report provides a town planning assessment of the relevant provisions relating to a development application for Motor vehicle repairs located at 46 - 48 Ramsay St, Cloncurry (described as Lots 2 & 4 on RP708248). The proposal involves developing the existing vacant commercial land on the corner of Sheaffe St & Ramsay St that is located within the Cloncurry town centre.

The proposed use is defined as 'Low impact industry'. The subject site is located in the 'Centre' zone—of the *Cloncurry Shire Planning Scheme 2016* (the "planning scheme"); as such, a Material change of use requires an Impact assessable application.

While the proposal is prima facie not anticipated in the land use zone, it is not considered offensive to the amenity of the area considering the established amenity of the town centre and the existing characteristics of the immediate locality and the broader locality that is comprised of several industrial type developments. The use is not designated by the planning scheme as being "inconsistent". The development would be compatible with the area and would be similar in scale to nearby development. The proposed development is an appropriate use of land considering nearby uses and the proposed layout that would contribute positively to the streetscape.

The proposal complies with the majority of relevant assessment criteria of the planning scheme and is not offensive to any State Legislation. It is our view that cogent grounds exist to support and approve all the application having regard to the assessment benchmarks of the planning scheme and other relevant matters. Accordingly, this report recommends approval subject to reasonable and relevant conditions.

BACKGROUND

Formal pre-lodgement advice was received from Cloncurry Shire Council on 16 January 2020 in addition to several further informal discussions and the development application has been prepared giving consideration to the pre-lodgement advice regarding engineering matters and the particular focus of the interface with the external road network including the State-controlled road network. The applicant has embraced the pre-lodgement process and as such the design has evolved to reflect Council's feedback and deliver a building that would be functionable and contribute positively to the streetscape of the locality.

1 INTRODUCTION

Brad Smith has commissioned Insite SJC to prepare this report to accompany an application for a Material Change of Use for Low impact industry (Motor vehicle repairs). This report—

1. describes the proposed development;
2. identifies the relevant assessment criteria;
3. evaluates likely impacts; and
4. demonstrates compliance with the *Cloncurry Shire Planning Scheme 2016* and the *relevant State legislation.*

1.1 APPLICATION

To assist Council in formally describing the application the following is provided—

Material Change of Use for Low impact industry (Motor vehicle repairs) at 46 & 48 Ramsay St, Cloncurry (described as Lots 2 & 4 on RP708248).

1.2 PLANNING ACT

The Act establishes the framework for Queensland's planning system. The purpose of the Act is to establish an efficient, effective, transparent, integrated, coordinated, and accountable system of land use planning, development assessment and related matters that facilitates the achievement of ecological sustainability.

The proposed land use falls within the ambit of industrial usage albeit at the lowest scale. Industrial uses would not ordinarily be expected in the Centre zone however there are reasons that the development is appropriate. Firstly, the nature of the use is similar to other uses within the Town centre. Secondly, the proposed use would support a diverse regional economy including contributing to employment and skills growth. Other economic benefits arise downstream from tourists that may come to the regional centre specifically to access the services provided by the use. Thirdly, the context of the site would be compatible with the area and not out of keeping with the town centre. The higher order provisions of the Strategic framework provide support for the proposal and the zone code does not designate the use as being "inconsistent". An Impact assessment allows for a balanced assessment against the strategic intent of the categorising instrument that sets the policy direction for the planning scheme and indeed for growth throughout the region and allows the assessment manager to consider other relevant matters such as the economic benefits of the use and context of the site with regard to the established amenity of the centre.

Subject to Section 5 (2) of the Act the proposal would advance the purpose of the Act by providing opportunities for the community to be involved in the decision process. Subject to the Act, an Impact assessment must advance the purposes of the Act. The proposal is consistent with this intent by—

- Providing opportunities for the community to be involved in making decisions; and

- Encouraging investment, economic resilience and economic diversity (approval allows the business to become an employment generator and continue to contribute to a diverse economy).

For ease of reference those matters, the assessment manager must have regard to in accordance with the Act are outlined below—

Section 45—Categories of assessment—

(5) An impact assessment is an assessment that—

(a) must be carried out—

(i) against the assessment benchmarks in a categorising instrument for the development; and

(ii) having regard to any matters prescribed by regulation for this subparagraph; and

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

Examples of another relevant matter—

- a planning need;
- the current relevance of the assessment benchmarks in the light of changed circumstances; and
- whether assessment benchmarks or other prescribed matters were based on material errors.

It is inadvisable for any Council to attempt to predict all forms of development as it is essentially impossible; the planning scheme needs to be flexible enough to allow landowners to seek development opportunities. The planning scheme allows for an impact assessment rather than predicting all forms of development and instituting a totally prescriptive planning scheme. This flexibility is inherently built into the framework of the Act itself that drives a performance based system. Notwithstanding that it is our view that the higher order provisions of the planning scheme do in fact provide scope for the proposal.

We are of the opinion that an impact assessment is aligned with a merit based assessment and consider that the proposed development should be approved and will be justified through the matters raised in this report.

1.3 PUBLIC NOTIFICATION

Pursuant to section 53 of the Act, an applicant must give notice of a development application if—

- any part of the application requires impact assessment.

Subject to section 53 (4) of the Act the notification period for the application is to be 15 business days.

2 THE SITE

2.1 LOCALITY DESCRIPTION

The subject site is located in the town centre, adjacent to the Cloncurry Bowls Club and approximately 1.8 kilometres east from the Cloncurry River; refer to Figure 1 below. The site has the benefit of being located on a State-controlled Road. Land contiguous to the site is characterized by a mix of commercial, residential and industrial uses. The Mount Isa railway line is a short distance to the east.

There are no easements encumbering the site. Refer to the attached *SmartMap* for a description of the Lot on plans. The subject site is constrained by localised flooding, albeit on the periphery of the defined flood event (DFE).

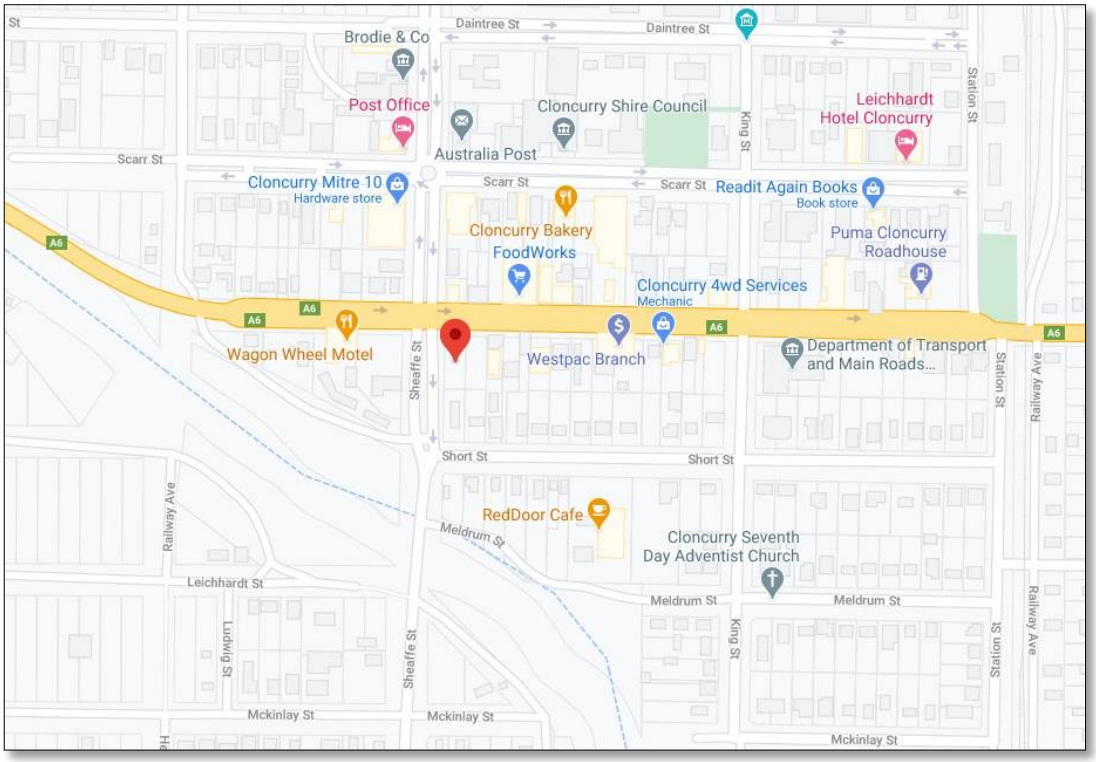


Figure 1—Locality plan (Source: Google maps)

2.2 SITE CHARACTERISTICS

The site has a combined area of 2020m^2 and a road frontage of approximately 40m to Ramsay Street and 50m to Sheaffe St. The Subject site is currently unimproved and does not have any substantial vegetation; refer to Figures 2 & 3 below.

The intersection of Ramsay Street/Sheaffe Street consists of a priority-controlled four-leg arrangement located at the north-western corner of the subject site.

Refer to the attached *Traffic Impact Assessment* prepared by RMA Engineers for a detailed description of the traffic environment and for the proposed connection strategy. The road is in an acceptable condition and provides a road environment suitable for the expected traffic characteristics. The immediate section of road exhibits a flat vertical and horizontal alignment.

There are pedestrian pathways and upright kerb and channel for the full frontage of Ramsay S; refer to Figures 4 & 5. The subject site is located within the Priority Infrastructure Area and has connections to reticulated water and sewer; refer to Figures 6 - 8 below. Topographically survey data indicates that the site is relatively flat with ground contours at approximately 189m; refer to Figure 9 below and the attached Contour & detail survey prepared MH. Lodewyk Consulting Surveyor. Stormwater from uncontrolled sheet flow currently discharges into the existing drainage infrastructure located in the frontage. A search of CSC records indicates that the site is subject to localised flooding.

Table 1—Site details

Address of subject site	46 & 48 Ramsay Street, Cloncurry
Real property description	Lots 2 & 4 on RP708248
Area of site	2020m^2
Name of owner	Cloncurry Constructions Pty Ltd

Figure 2—Aerial of subject site (Source: QLD Globe)

Figure 3—View of site from Sheaffe St (Source: Developer)

Figure 4—Existing kerb and channel (Source: Developer)

Figure 5—Existing pedestrian linkage (Source: Developer)

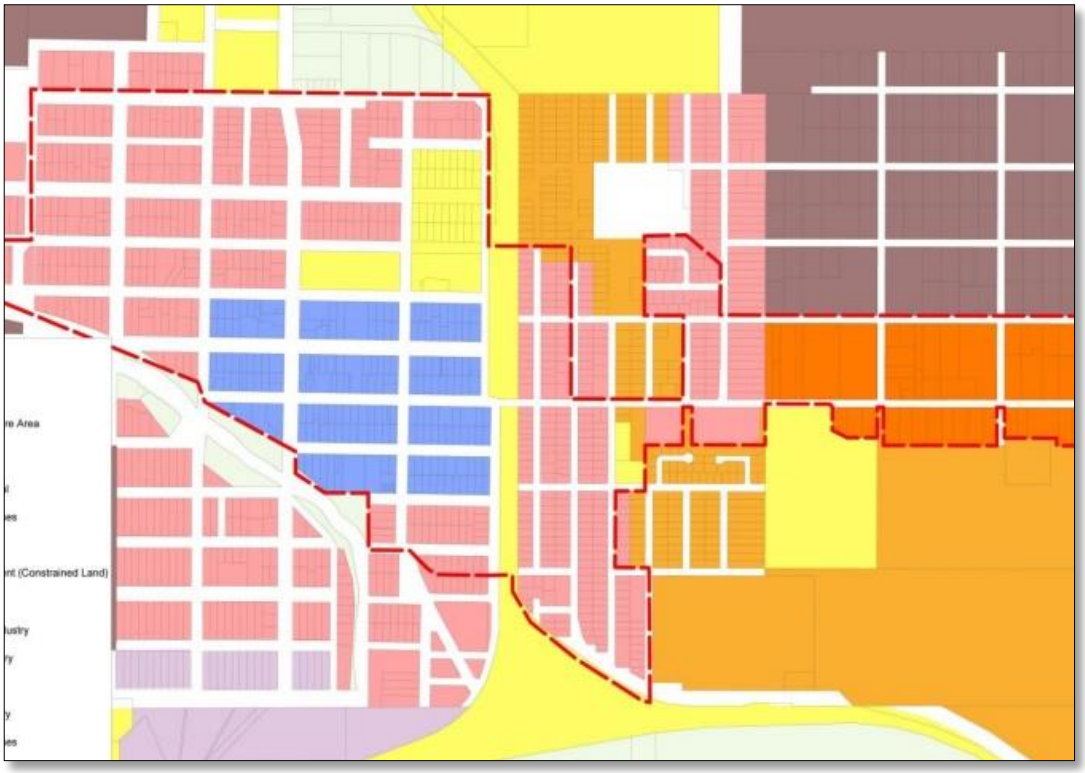


Figure 6—Priority Infrastructure Area (Source: CSPS)

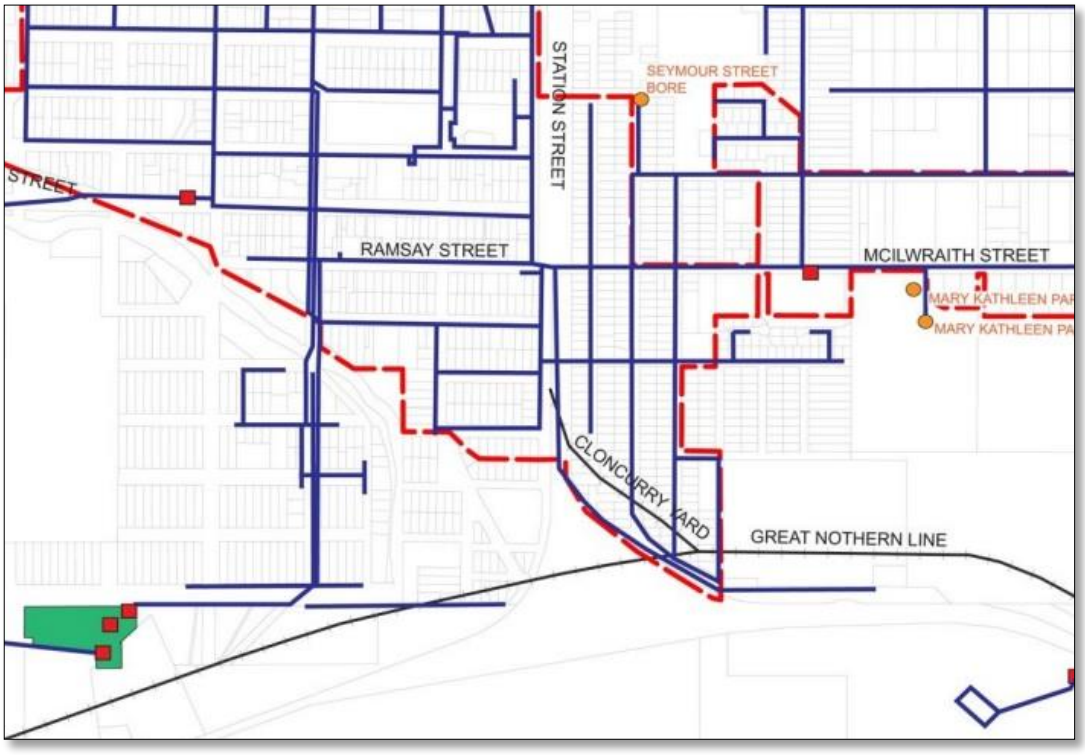


Figure 7—Reticulated water (Source: CSPS)

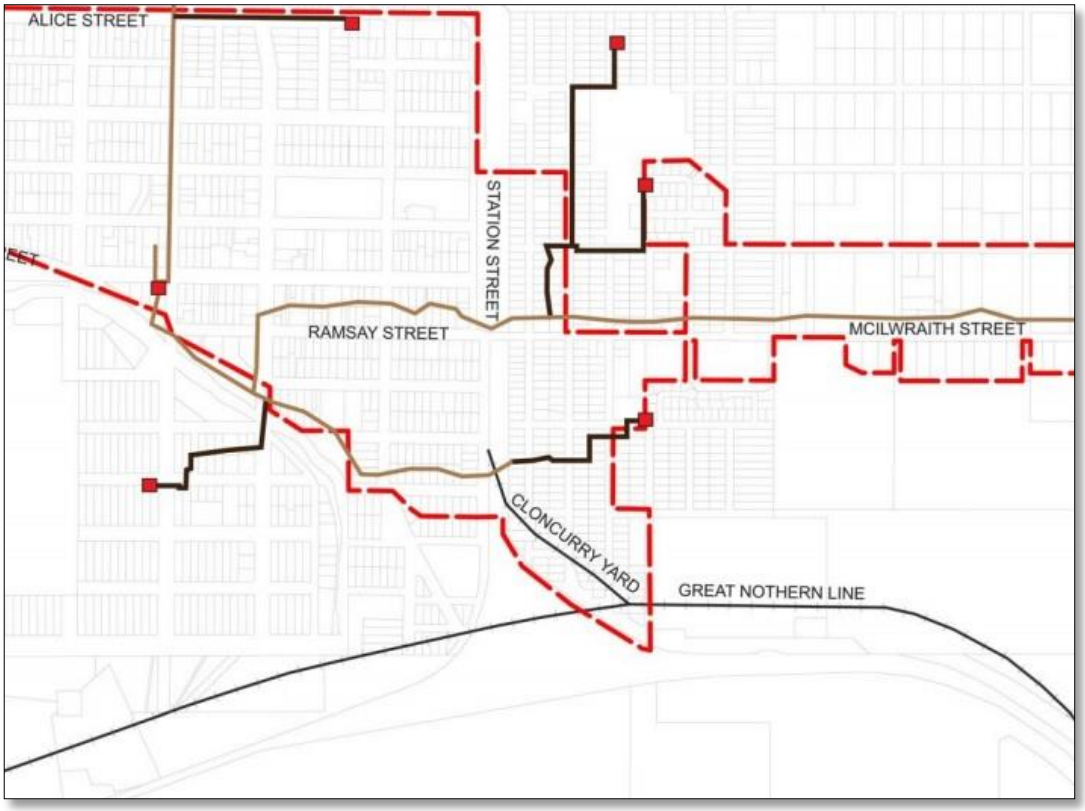


Figure 8—Reticulated sewer (Source: CSPS)

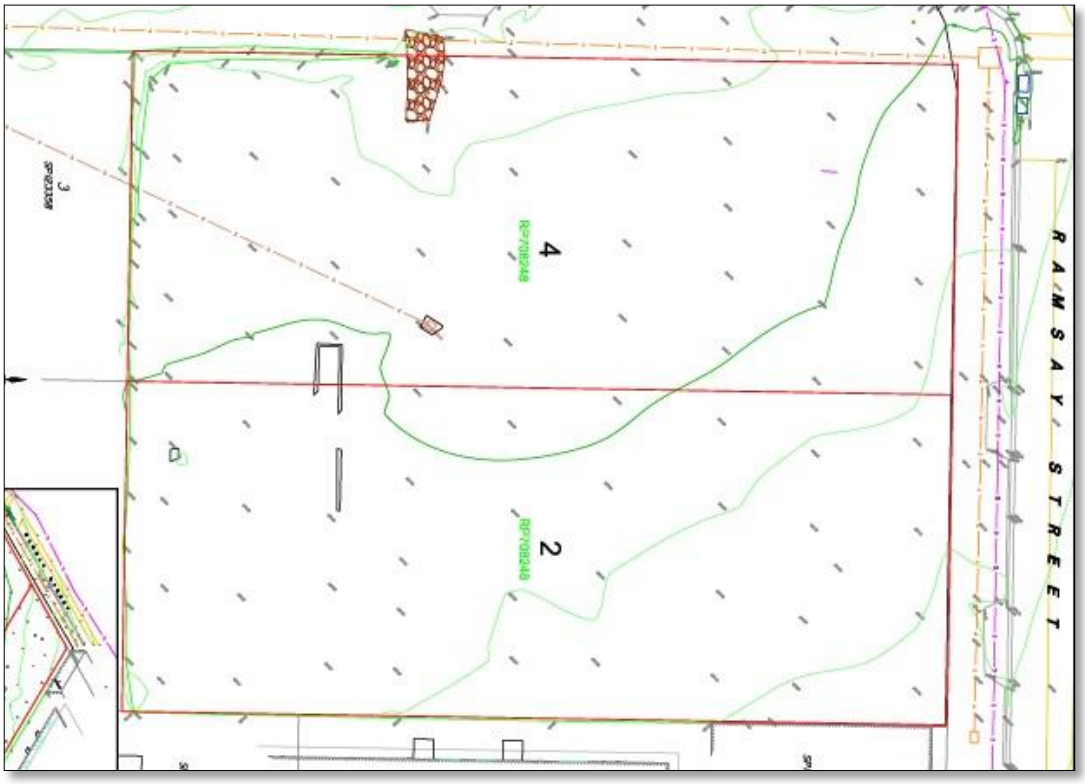


Figure 9—Site topography (Source: Lodewyk Consulting Surveyors)

3 PROPOSED DEVELOPMENT

3.1 THE PROPOSAL

The applicant seeks a development permit for a Material Change of Use for Low impact industry (Motor vehicle repairs). The development is proposed to occur generally in accordance with the proposal plans—*Proposed Motor Vehicle Repairs dated September 2020* drafted by Design Direct. The proposal includes 868.8m^2 of building located on the north-eastern extent of the site and built to the boundary of Ramsay St. The proposed use is for general mechanical repairs and includes ancillary office and spare parts/showroom areas.

The proposed development has the following features—

- Additional 868.8^2 of workshop and ancillary areas;
- Site coverage of 42%;
- 8.35m overall building height;
- 237m^2 of landscape area
- Mixture of cladding;
- North-south building orientation;
- Twenty-four (24) formal carparks, including disability parking;
- 5 fulltime employees;
- Hours of operation are proposed to be 6.30am - 7pm, Mon - Fri and 7am to 1pm Saturdays.;
- All parking and manoeuvring spaces/areas designed to comply with Australian Standard AS2890.1 & AS2890.6;
- The layout is designed to enable the largest design vehicle—SRV to enter and exit in a forward gear;
- Proposed new fence along eastern boundary.

3.1.1 Material change of use

The application seeks a development permit for making a Material change of use for Low impact industry (Motor vehicle repairs) generally in accordance with the plans attached at Appendix 3.

3.1.2 Reconfiguring a lot

The Proposal does not require a Reconfiguring a lot application. Any future amalgamation of lots would be Development local categorising instrument is prohibited from stating is assessable development under Schedule 6 of the *Planning Regulation 2017*.

3.1.3 Building work

The proposal involves building work as per the proposal plans but no development permit is sought as part of this development application. A subsequent application would be necessary after receiving the MCU approval.

3.1.4 Operational work

The proposal does not involve excavation or filling.

4 SUPPORTING DOCUMENTS

This application should be read in conjunction with the accompanying supporting documentation, proposal plans and technical reports that form part of the application—

Plan/Report/Document Title	Author	Appendix
SmartMap	Department of Natural Resources, Mines and Energy	1
Proposal Plans – Proposed Motor Vehicle Repairs — 200902	Design Direct	2
Detail & Contour Survey Plan	M.H. Lodewyk Consulting Surveyors	3
Detailed Code Assessment	InsiteSJC	4
Traffic Impact Assessment	RMA Engineers	5
Dial before you dig	Telstra, Ergon, Nextgen, NBN	6
DA Form 1	Queensland Government	7
Owner's Consent	Queensland Government	8

4.1 TRAFFIC IMPACT ASSESSMENT

The purpose of the report prepared by RMA Engineers is to assess the transport impacts of the proposed development and the integration with and impact on the external State-controlled road network. The assessment of the proposal and subsequent development layout are undertaken in accordance with the relevant requirements of the Department of Transport and Main Roads (DTMR)—*Guidelines for traffic impact assessment (*GTIA) and the *Cloncurry Shire Planning Scheme 2016*. The report provides a methodology for determining impacts of the development and demonstrates how the proposed site upgrades would mitigate impacts of the development. The report concludes that there are no unacceptable or adverse impacts on the external road network and that there are no identified engineering matters that would preclude approval of the development subject to reasonable and relevant conditions.

5 ASSESSMENT—LOCAL CATEGORISING INSTRUMENT

5.1 DEVELOPMENT ASSESSMENT—MOTOR VEHICLE REPAIRS

The development application for Material Change of Use for the proposed Motor vehicle repairs is subject to the following provisions—

(1) The site is subject to assessment against the *Cloncurry Shire Planning Scheme 2016* (the 'planning scheme');

(2) The subject parcel is situated in the 'Centre' zone (refer to Figure 10 below);

(3) The proposed use is defined as "Low impact industry';

(4) Table of assessment 5.5-1 contained in the planning scheme identifies that the category of assessment for a Material Change of Use for Low impact industry in the Centre zone as requiring Impact assessment against the entire planning scheme with the most relevant benchmarks contained in the following codes[1]—

a) Centre zone code;

b) Car parking and access code;

c) Earthworks code;

d) Integrated water cycle management code;

e) Landscaping code; and

f) Operational works and services code.

(5) Refer 5.4 'Codes' for assessment of the Codes.

[1] Refer to Section 1.2 of this report that explains the assessment category in more detail.

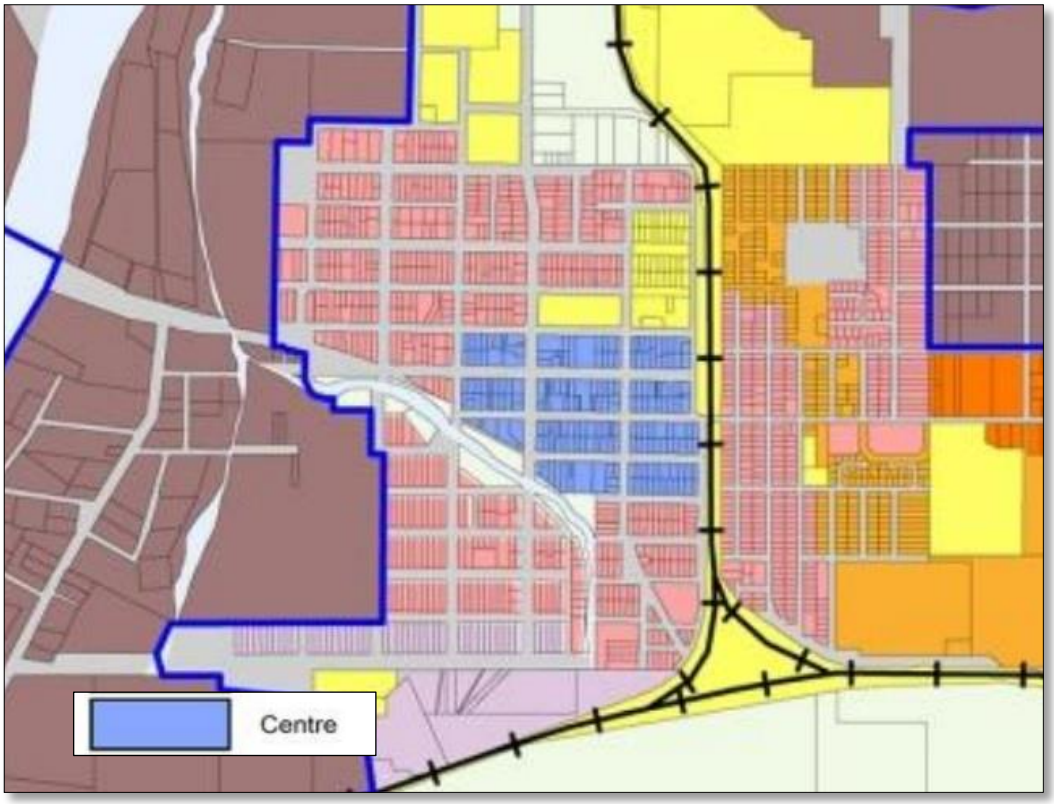


Figure 10—Extract of zoning map (Source: CSPS)

5.2 OVERLAYS

The subject site is mapped within the following overlays in the planning scheme—

(a) Flood hazard overlay (refer to Figure11 below).

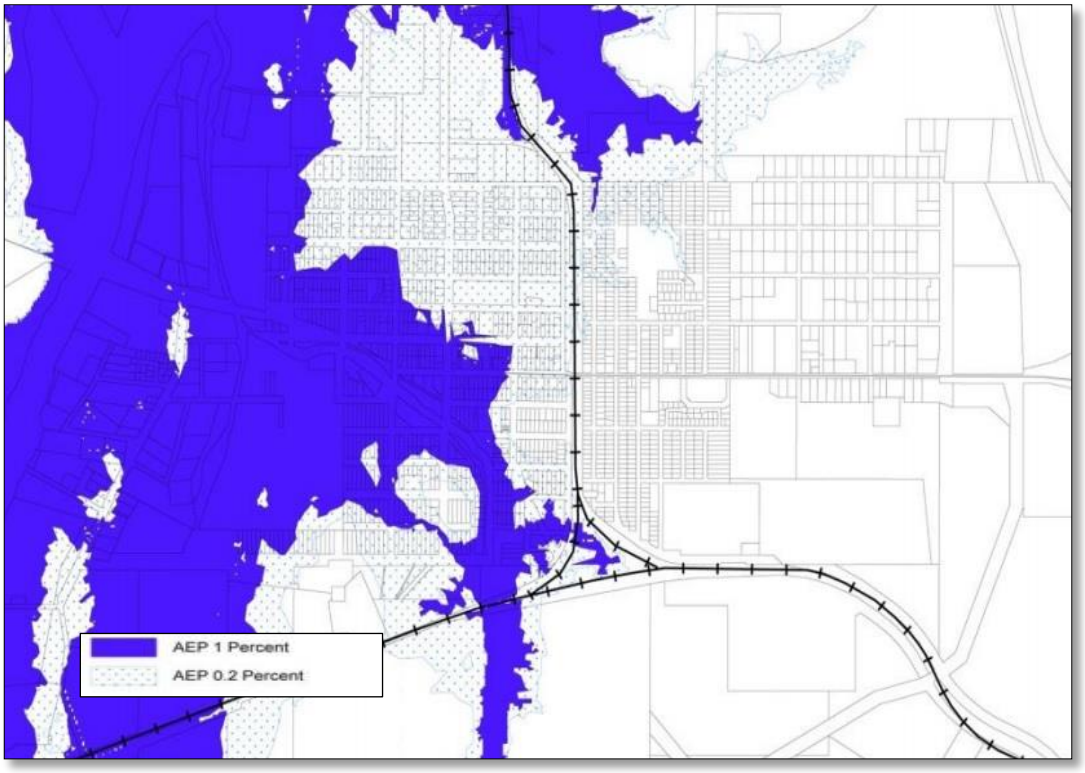


Figure 11—Extract of Flood hazard overlay map (Source: CSPS)

As a result, the proposal must also be assessed against the following code—

(a) Flood hazard overlay code.

5.3 EXTENT OF CONSISTENCY WITH PLANNING SCHEME

Pursuant to the provisions of the planning scheme in relation to the hierarchy of assessment, the strategic framework prevails over all other components of the scheme. Subject to Section 3.1 (4), *although each theme has its own section, the strategic framework in its entirety represents the policy intent for the planning scheme*. The strategic framework sets the policy direction for the planning scheme area and forms the basis for ensuring appropriate development occurs within the planning scheme area for the life of the planning scheme. Pursuant to Section 5.3.3 (5) the assessment benchmark for impact assessable development in the planning scheme is the whole of the planning scheme. Further to this subject to Section 30 (3) of the *Planning Regulation 2017* (the Reg) an Assessment manager may, in assessing development requiring Impact assessment, consider an assessment benchmark only to the extent the assessment benchmark is relevant to the development. With consideration of the strategic framework as a whole, there are sufficient grounds to approve the application.

The proposal is not contrary to any aspects of the strategic framework nor offensive to the broader intent of the strategic themes. The development supports a diverse regional economy, and the proposed development is

expected to benefit from Cloncurry's nexus to Mount Isa, Boulia, Carpentaria, Winton, McKinlay and Burke Shires. Cloncurry acts as a regional centre and the development would leverage off its position within the region offering services to travellers, businesses and to those on other towns that do not have the same level of service available. The transport industry is a major employment generator, and the proposed development would contribute to the strength of this sector. It is our view that the development also supports the strategic intent by providing a high quality built form that would contribute positively to the streetscape. The Cloncurry Shire supports long term well established businesses and encourages new businesses that contribute to the Shire's economy and the proposed development would be consistent with this imperative.

The proposed development is both appropriate and suitable for the site. As a Major Regional Activity Centre, Cloncurry Township supports a range of uses anchored by the town centre including Low impact industry. Of the types of Low impact industry that may locate within the town centre it is considered that Mechanical repair shop is a sensible land use that would be anticipated to locate in the township and would be readily found in the majority of regional townships centres. It is noted that there are already several similar uses located within the Cloncurry town centre. It is also the case that opportunities for urban development within the immediate township are supported on land that is vacant and not constrained physically or by tenure, and the proposed development meets these criteria. Whilst industrial development is predominantly located to the north-east and east of the Cloncurry Township, this is distinct form a blanket prohibition on these uses occurring within the centre. There are good reasons for the development to locate on the main road within the town centre such as accessibility and exposure. Those who are unfamiliar with the township such as tourists would benefit from accessing the mechanical services within the centre.

The proposed development finds a strong alignment with the Economic development theme that encourages economic diversification that strengthens the local skills base and increases local employment, and it is expected that the business would provide employment for locals and possibly offer apprenticeships that would contribute to the local skill base. As noted, the proposed development would support the Tourism sector. It is anticipated that a large volume of tourists, in particular grey nomads, would rely upon a regional centre such as Cloncurry for mechanical repairs and services. The proposed development would support a vibrant town centre and provide local employment as the use would generate activity throughout the day. Those using the business are expected to seek other dining and retail options available in the town centre and there it is a strong possibility that some users of the site may seek short stay options as a result of stopping in town for mechanical repairs.

The interface between the proposed land use would be effectively managed to protect the nearby sensitive land use from intrusion by noxious or offensive odour, noise, lighting or particulate emission. The proposal as much as practical would protect the amenity of the adjoining sensitive receptor, having regard to the existing landscaping, setbacks, fences, building design, management of noise and lighting, vehicle movements and through the anticipated conditions of approval that would seek to preserve or at least not diminish the existing amenity of the locale. These factors in concert would support the land use strategies outlined in the Strategic framework.

The proposal would support a diversified regional economy and contribute to employment. The development is also considered to be an appropriate use for the subject site. The development would ensure the adequate supply of industrial land in the identified Industry and enterprise areas and protect the economic value and employment opportunities of these areas by preserving land for more intense industrial uses that cannot easily be located outside of the designated zones.

The proposed development is not out of step with the Strategic framework and is consistent with many of the relevant outcomes. The proposed development whilst within the ambit of industrial activities is not of a high impact industrial scale and would not necessitate locating on industrial land, especially due to the locational advantages of being within the centre. The planning scheme's strategic framework is to be read as a whole. So, while there is a general expectation that industrial activities would establish in identified industry areas, there are reasons to allow the development to occur on the subject site. There is no blanket prohibition on locating outside these areas, and there are mitigating circumstances applying such as the nature and scale of the use, the size of the lot, the measures implemented to ensure amenity is preserved, exposure and access for those users from outside the township such as tourists and supporting a diverse economy. Despite the level of assessment, the proposed development is the highest and best use of the site. We feel Council would be supportive of the site being used rather than being vacant, especially for a development that does support a diversified regional economy and local employment. The proposal finds support in the Strategic Framework through the factors outlined above; the weight of assessment should be placed on this aspect of the planning scheme in conjunction with the higher order concepts of the codes as communicated through the purpose and overall outcomes.

5.4 CODES

With respect to the Development codes, we have reviewed the totality of the provisions and consider that on the whole the Development codes do not introduce any assessment criteria that the proposal would not be able to

demonstrate compliance with or be conditioned to comply with. Subject to Section 60 of the *Planning Act 2016*, Council may impose development conditions to achieve compliance to the extent the development does not comply with some assessment benchmarks. However as noted in the formal & informal pre-lodgement discussions with Council, there are aspects of the codes that the development would not strictly comply with. Although it is our view that some non-compliance with the codes is counterbalanced by the site's context including factors such as the established character of the immediate locality. The attached engineering response in conjunction with a description of the vehicle movements demonstrates that impacts to the State-controlled road would be negligible. The proposed development has merit, and we are able to demonstrate why there would be grounds to support the proposal.

The application will be assessed against the aforementioned planning scheme codes—

5.4.1 Centre zone code

The proposal complies with the purpose of the code by providing "activities" that are compatible with the existing and future character of the locality and that would be able to service all of the local government area. The development would also facilitate the growth and expansion of the Cloncurry Town centre by developing a vacant site. Additionally, those working at the premises and using the site would be seeking dining and retail options available in the centre which further contributes to growth. As noted earlier in the report, the proposed Motor vehicle repairs is the type of use that would be characteristic of a rural shire's town centre. The proposed development would also support the purpose of the code by providing a high quality amenity, the proposal plans indicate that façade along Ramsay St has been given a mix of treatments that are commercial in appearance such as a mixture of claddings, provision of an awning for the full frontage to provide shelter for passers-by, fenestration and window openings and a built form that activates the frontage by being built to the boundary. The very clear nexus to the purpose of the code is the development's potential to provide local employment options.

The proposed development achieves the purpose of the code by providing a service that meets the needs of both shire residents and visitors. The nature of the development is also of a relatively low impact and is commensurate with other uses along Ramsay Street. The built form would be visually consistent with adjacent and surrounding uses and the awning would be visually coherent with other uses. The features of the built form described above in concert provide a consistent and integrated streetscape and an overall character that would be common to a traditional rural shire town centre. The low-rise built form is also consistent with the scale of surrounding development. As noted, the proposed development provides an active street front through the use of design elements

such as awnings and a built to boundary front setback. The awning also contributes to a safe pedestrian-oriented environment. The attached TIA demonstrates that a functional, safe and efficient vehicular access arrangement is provided that also maintains the effective operating capability of the external road network. The building design and the on-site traffic movement pattern assume greater significance to ensure a positive contribution is made to the built environment. These considerations have given birth to a design that seeks to define the importance of the town centre, integrate a modern articulated built form within the site and relieve traffic congestion by locating the access driveway as far as practicable from the intersection. The development has effective access to and can be efficiently serviced by all essential infrastructure networks.

In light of the above it is our view that the proposed development is appropriate for the site. We would go a step beyond this and say that the proposed development would be highly suitable for the site when considering factors such as the existing site activities within the centre and the premises location on the highly visible and easily accessed State-controlled road. The proposal as much as practical protects the amenity of adjoining development, having regard to the proposed building design, management of noise and other operational aspects of the development, management of vehicle movements and through the anticipated conditions of approval that would seek to preserve or at least not diminish the existing amenity of the locale.

Refer to Appendix 4 for a detailed assessment against the specific benchmarks of the code.

Note: The proposal relies on the higher order imperatives of advancing the Act and the strategic framework that sets the policy intent for the planning scheme in addition to demonstrated compliance with the benchmarks of the code.

Location outside of the designated industrial area should be considered against the broader purpose of the code where the proposal has a demonstrated compliance. There is no blanket prohibition on the proposed uses locating outside of the Industry and enterprise areas (in this case locating within the Centre). An Impact assessment allows for a balanced assessment of the proposed development, its scale and intensity, lot size, similar uses in the centre and location in the context of the immediate area.

5.4.2 Car parking and access code

The proposed development is consistent with the overall purpose of the code as transport infrastructure would efficiently service the demand generated by the site. The development achieves the purpose of the code by providing more than sufficient on-site parking and access that would meet the reasonable requirements of the development and have a storage capacity to meet the demand generated by the use. The proposed parking exceeds the rate required

by *Table 8.3.2.3-2-Car parking requirements*. The attached *Traffic Impact Assessment* prepared by RMA Engineers demonstrates that design vehicles would be able to safely enter and exit the site in a forward gear. The traffic report provides a methodology for determining the safety and efficiency of the proposal including the analysis of crash data, site conditions and traffic volumes. The report also provides recommendations including access geometry, the extent of sealing and measures to mitigate the impacts of demand generated by the development. The proposed development aligns with the function of the road, in that the existing State-controlled network is designed to allow for the movement of heavy vehicles and can cater for large volumes of traffic. However, noting that the access is on the lower order road—Sheaffe St to maintain the safe, effective and efficient operation of the State-controlled road network. Given the vertical and horizontal alignment of Sheaffe St, sight distances from the driveway would be unrestricted. Accordingly, the minimum stopping sight distance required under AS2890.1 is achieved in both directions and would also satisfy the SISD requirements of the Austroads Guide thus maintaining the safety of the road environment.

The entry to the site would be clearly delineated and immediately obvious to users entering from Sheaffe St. The proposed access arrangements are totally consistent with the imperative of the code to provide effective and efficient infrastructure that meets the needs of the development whilst maintaining a safe external road network. The predicted peak hour traffic generation of the proposed development would have a negligible impact on queuing and the proposed capacity is sufficient for the use of the site. As such, the impact of the traffic associated with the development is expected to be marginal. Refer to *Section 5—Development traffic impact on external road network* of the TIA for a description of the operational characteristics of the development as represented through traffic movements. The intersection is predicted to operate within the accepted performance thresholds and is expected to have minimal operational impact.

Ultimately access and manoeuvring areas associated with the proposed development would not detract from the streetscape character or compromise the safety and efficiency of the transport network. As noted above, the building design and the on-site traffic movement pattern assume greater significance to ensure a positive contribution is made to the built environment. These considerations have given birth to a design that seeks to define the importance of the town centre, integrate a modern articulated built form within the site and relieve traffic congestion by locating the access driveway as far as practicable from the intersection.

Refer to Appendix 4 for a detailed assessment against the specific benchmarks of the code and to Appendix 5—*Traffic Impact Assessment* prepared by RMA Engineers for a detailed assessment of traffic matters.

5.4.3 Earthworks code

This code is not considered relevant to the assessment of this application as there is no proposed Operational work.

5.4.4 Integrated water cycle management code

It is anticipated that stormwater management would be addressed as part of an application for Operational work. It would be appropriate for Council to impose a condition of approval requiring a Site Based Stormwater Management Plan to be provided as part of an Operational work application. The attached TIA includes an assessment against the *State Development Assessment Provisions* and indicates that there would be no discernible worsening of the post-development stormwater conditions within the State-controlled road network. It is our preliminary view that to a practical extent there would be no increase in the peak quantity of stormwater exiting the site and no worsening of the quality of stormwater exiting the site. In addition to Council imposing a condition of approval requiring a SBSMP it would be acceptable to also condition that the post-development water surface levels discharging from the site would not cause an actionable nuisance as far as quantifiable loss to downstream neighbouring properties or stormwater infrastructure. The water quality objectives set out by the State Planning Policy are not relevant as the premises would be under 2,500m^2.

Refer to Appendix 4 for a detailed assessment against the specific benchmarks of the code.

5.4.5 Landscaping code

The submitted proposal plans indicate the location and extent of proposed treatments including along the street frontage to complement the visual characteristics of the locality and along the majority of the boundary to assist in softening the built form. The proposed treatments would achieve the purpose of the code by providing landscaping in a manner that compliments the character of the place whilst enhancing the amenity and visual interest of the development. The landscaping indicated on the proposal plans is indicative, but it is expected that there would be a focus on providing landscaping treatments consisting of a local provenance of species with landscaping generally being designed to be functional, durable and practical to maintain. Any shrubbery at the intersection of Ramsay St and Sheaffe St would be limited to 600mm in height and any trees would have canopies that would be 1m clear above shrubs.

The proposal would be able to obtain compliance with the assessment benchmarks through the imposition of reasonable and relevant conditions. The applicant would then be required to complete the landscaping shown on the endorsed plans and any further conditions of approval prior to the commencement of the use and maintain all landscape works in accordance with the subsequent approved plans whilst the use remains.

Refer to Appendix 4 for a detailed assessment against the specific benchmarks of the code.

5.4.6 Operational works and services code

The proposed development supports the purpose of the code by providing infrastructure that is in accordance with Council's standards, primarily the *Planning scheme policy for Operational works and services* and to a level appropriate to service the needs of the demand generated by the development.

The proposal would achieve the purpose of the code by providing and connecting to all urban services including reticulated water supply, sewerage, stormwater infrastructure, bitumen sealed roads, electricity and telecommunications. The proposal would provide the required development infrastructure in accordance with the community's expectations by delivering the desired standard of service suitable for the context of the locality and the requirements of the planning scheme. This infrastructure would be integrated with the surrounding networks. The attached *Traffic Impact Assessment* provides a mitigation strategy to integrate the proposed development with the external road network. It is expected that the measures to manage stormwater exiting the site would be detailed as part of an Operational work application. It is our preliminary view that the site could be shaped such that flows are directed to the frontage and existing stormwater infrastructure.

Unless otherwise approved by the Assessment Manager, building work would not make audible noise before 6.30am or after 6.30pm on a business day or Saturday or on any other day, at any time. All litter, building waste and sediments on the building site would be contained by the use of a skip and any other reasonable means to prevent release to neighbouring properties, roads or waterways. Any material spills and accumulated sediment deposits would be managed in a way that minimises environmental harm and/or damage to public and private property. A *Construction Traffic Management Plan* would be prepared prior to the commencement of works. All construction personnel would undergo a site induction to outline the requirements and responsibilities with regard to environmental nuisance with a view to limit disruptions to the locality during the construction phase. There are no aspects of the proposal that are offensive to the purpose and overall outcomes of the code.

Refer to Appendix 4 for a detailed assessment against the specific benchmarks of the code.

5.4.7 Flood hazard overly code

The development would comply with the purpose of the code as there would be no appreciable impact on property, persons or economic activity. The site is located on the periphery of the defined flood extent (DFE). The proposed development is compatible with the nature of the risk as the use is industrial in

nature and has no residential component. The building would be constructed to be resilient to flood conditions. There would be no need for people to be on-site during a defined flood event. The topography of the locality is such that flows travel in a south-eastern direction away from the residential development to the east. It would be acceptable for Council to impose a condition of approval requiring all hazardous materials to be stored above the DFE. To a practical extent there would be no material increase in the extent or severity of flooding post-development. As previously discussed, the nature of the risk is compatible with the use of the site and existing obstruction of flows in the locality would not be appreciably exacerbated by the proposed building envelope.

6 STATE ASSESSMENT

6.1 STATE REFERRALS

Queensland Government mapping identifies the site is located in proximity to a State-controlled road; refer to Figure 12 below.

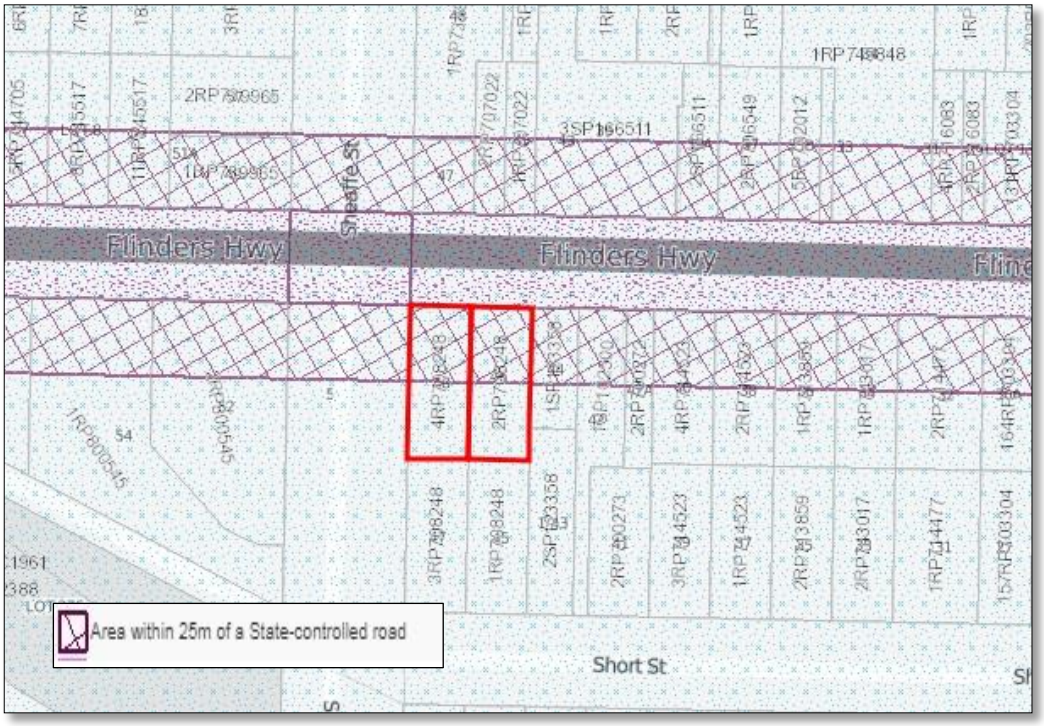


Figure 12—Extract of State-controlled road (Source: SARA interactive mapping)

Pursuant to Schedule 10, Part 9, Division 4, Subdivision 2, Table 4, item 1(a) of the *Planning Regulation 2017,* concurrence referral to the *State Assessment Referral Agency* is triggered as the subject site is within 25m of a State transport corridor.

6.2 STATE DEVELOPMENT ASSESSMENT PROVISIONS

Appendix 1, Table 2 of the SDAP identifies that if near a State controlled road, the proposal must be assessed against *State code 1: Development in a state-controlled road environment.* Please refer to the attached *Traffic Impact Assessment* prepared by RMA Engineers that demonstrates compliance with the SDAP.

6.3 STATE PLANNING POLICY

The new *State Planning Policy* (SPP) came into effect on 3 July 2017 and replaced the SPP April 2016. The SPP contains interim development assessment requirements for certain state interests, with assessment only being required for those state interests that are not appropriately reflected in the planning scheme. The proposed development is to be assessed under the *Cloncurry Shire Planning*

Scheme 2015[2], and as such the proposal will be assessed against the assessment benchmarks in the SPP to the extent of any inconsistency (as set out by Section 8 of the Act). Essentially the SPP sits above the local planning instrument in the hierarchy of instruments under the Act. The SPP may apply either as an assessment benchmark or a matter to have regard to.

The SPP Interactive Mapping System (IMS) indicates that the subject site locates within the following overlays—

(a) Safety and resilience to hazard—Flood hazard area. Refer to Figure 13 below.

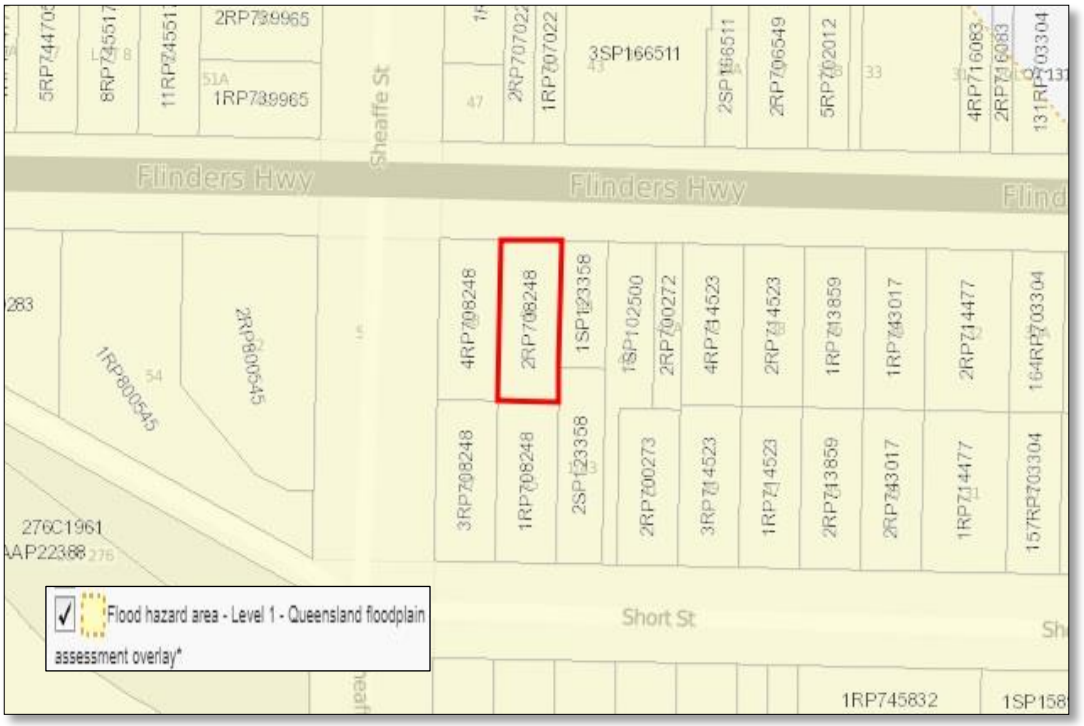


Figure 13—Extract of State interest Safety and resilience to hazards

6.3.1 Natural hazards risk and resilience

The SPP IMS states that *if identified as being contained within a Local Government flood mapping area, the SPP requirements for flood are triggered by the flood mapping contained in that Local Government's planning scheme.* A search of CSC's planning scheme mapping indicates that the site is subject to the Flood hazard overlay, please refer to Section 5.4.7 for comment.

[2] The planning scheme only reflects the SPP July 2014.

7 OTHER MATTERS

7.1.1 Statement of reasons

The Act sets the obligation and scope of the requirement to provide reasons for a decision. It is considered that this proposal can assist the assessment manager in meeting the obligations of Section 63 (5) of the Act by providing a description of the development as done earlier in this report and a description of the proposal's compliance with the relevant assessment benchmarks as enunciated through the strategic framework and purpose of the relevant codes and the other relevant matters to have regard to. In summary—

1. Due to the application being Impact assessable there are a number of matters that advance the purposes of the Act, these matters are given more weight where there may be a conflict with benchmarks of the planning scheme;

2. In accordance with the Act, the Assessment manager must consider planning need and the current relevance of the assessment benchmarks in the light of changed circumstances. The proposed land use falls within the ambit of industrial usage albeit at the lowest scale. Industrial uses would not ordinarily be expected in the Centre zone however there are reasons that the development is appropriate. Firstly, the nature of the use is similar to other uses within the Town centre. Secondly, the proposed use would support a diverse regional economy including contributing to employment and skills growth. Other economic benefits arise downstream from tourists that may come to the regional centre specifically to access the services provided by the use. Thirdly, the context of the site would be compatible with the area and not out of keeping with the town centre. The higher order provisions of the Strategic framework provide support for the proposal and the zone code does not designate the use as being "inconsistent".;

3. The proposed development also advances the purposes of the Act by encouraging investment, economic resilience and economic diversity and supplying infrastructure in a coordinated, efficient and orderly way;

4. The interface between the proposed land use would be effectively managed to protect the nearby sensitive land use from intrusion by noxious or offensive odour, noise, lighting or particulate emission. The proposal as much as practical would protect the amenity of the adjoining sensitive receptor, having regard to the existing landscaping, setbacks, fences, building design, management of noise and lighting, management of vehicle movements and through the anticipated conditions of approval that would seek to preserve or at least not diminish the existing amenity of the locale;

5. The proposed development would also support the purpose of the zone code by providing a high quality amenity; the proposal plans indicate that façade along Ramsay St has been given a mix of treatments that are commercial in appearance such as a mixture of claddings, provision of an awning for the full frontage to provide shelter for passers-by, fenestration and window openings and a built form that activates the frontage by being built to the boundary;

6. The submitted *Traffic Impact Assessment* demonstrates that the proposal would not affect the safe, efficient or effective operation of the external road network and that the development would align with the function of the State-controlled road network that is designed to allow for the movement of heavy vehicles;

7. Post-development water surface levels discharging from the site are not expected to cause an actionable nuisance as far as quantifiable loss to downstream neighbouring properties or stormwater infrastructure;

8. The proposed development is compatible with the nature of flood risk as the building would be resilient to the impacts of flooding as well as being located on the periphery of the DFE extent where flood velocity would be minimal. There would be no need for people to be on-site during a defined flood event, although users of the site could easily evacuate to 180m east of the site where there is no flood inundation;

9. Cloncurry acts as a regional centre and the development would leverage off its position within the region offering services to travellers, businesses and to those on other towns that do not have the same level of service available;

10. The Cloncurry Shire supports long term well established businesses and encourages new businesses that contribute to the Shire's economy and the proposed development would be consistent with this imperative;

11. The proposed development is both appropriate and suitable for the site. As a Major Regional Activity Centre, Cloncurry Township supports a range of uses anchored by the town centre including Low impact industry. Of the types of Low impact industry that may locate within the town centre it is considered that Mechanical repair shop is a sensible land use that would be anticipated to locate in the township and would be readily found in the majority of regional townships centres. It is noted that there are already several similar uses located within the Cloncurry town centre;

12. The development would also facilitate the growth and expansion of the Cloncurry Town centre by developing a vacant site. Additionally, those working at the premises and using the site would be seeking dining and retail options available in the centre which further contributes to growth;

13. There is no blanket prohibition on locating outside industrial areas, and there are mitigating circumstances applying such as the nature and scale of the use, similar uses in the Town centre, the measures implemented to ensure amenity is preserved, supporting a diverse economy; and

14. While the proposal is prima facie not anticipated in the land use zone, it is not considered offensive to the amenity of the area considering the established amenity of the town centre and the existing characteristics of the immediate locality and the broader locality that is comprised of several industrial type developments. The use is not designated by the planning scheme as being "inconsistent". The development would be compatible with the area and would be similar in scale to nearby development.

8 CONCLUSION—GROUNDS FOR APPROVAL

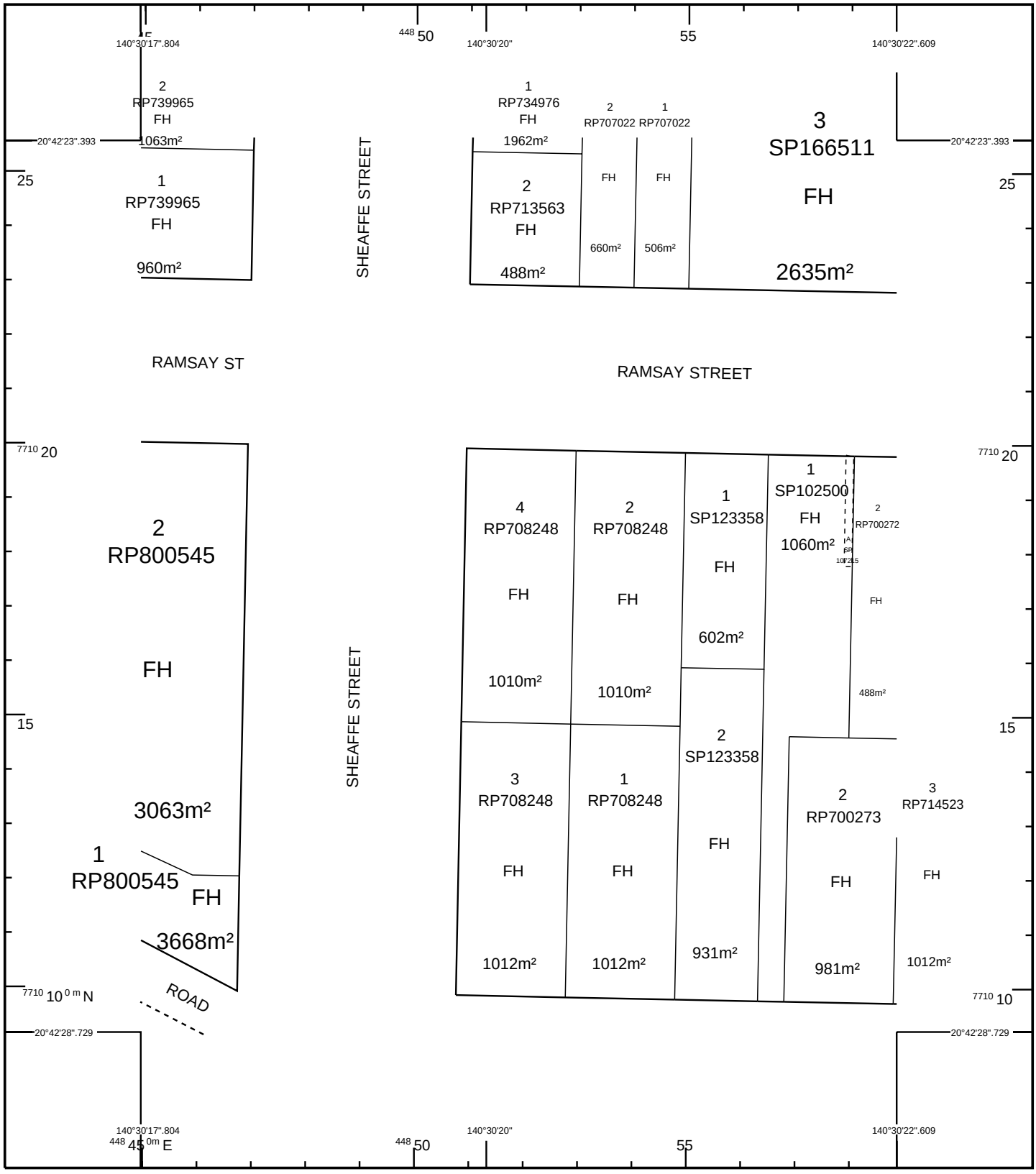
The applicant seeks a development permit for Material Change of Use—Low impact industry (Motor vehicle repairs) at 46 - 48 Ramsay St, Cloncurry (described as Lots 2 & 4 on RP708248).

The following conclusions are made from this report—

- The development application has been made in accordance with the requirements of the *Planning Act 2016 and the Planning Regulation 2017*;
- This report has demonstrated compliance with the relevant elements of the *Cloncurry Shire Planning Scheme 2016*;
- The proposal accords with the relevant aspects of the *State Planning Policy 2017*;
- The proposal advances the purposes of the Act, and the assessment manager has a statutory obligation to give regard to this;
- The outcomes of the report indicate that the proposed use is both suitable and appropriate for the locality;
- The proposal complies with the relevant benchmarks for assessable development including the majority of acceptable outcomes and as enunciated through the higher order outcomes of the Codes and the Strategic framework;
- The assessment manager may approve the application even if the development does not comply with some benchmarks; and
- Sufficient material has been provided to allow the development application to be approved or approved subject to conditions.

This assessment report supports the proposed development and recommends it to Council, as Assessment manager, for approval pursuant to Section 60 of the Act and subject to relevant conditions or reasonably required conditions in accordance with Section 65 of the Act.

APPENDIX 1—SMARTMAP



STANDARD MAP NUMBER
7056-43343

0 20 40 60 80 100 m

HORIZONTAL DATUM:GDA94 ZONE:54 SCALE 1 : 1000

SmartMap

An External Product of
SmartMap Information Services

Based upon an extraction from the
Digital Cadastral Data Base

MAP WINDOW POSITION &
NEAREST LOCATION

140°30'20".207
20°42'26".061
CLONCURRY
0.29 KM

SUBJECT PARCEL DESCRIPTION

DCDB

Lot/Plan	4/RP708248
Area/Volume	1010m²
Tenure	FREEHOLD
Local Government	CLONCURRY SHIRE
Locality	CLONCURRY
Segment/Parcel	62402/51

CLIENT SERVICE STANDARDS

PRINTED (dd/mm/yyyy) 25/11/2020

DCDB 24/11/2020

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GDA

Queensland Government

APPENDIX 2—PROPOSAL PLANS PREPARED BY DESIGN DIRECT

LOCALITY PLAN
SCALE 1:1000

PROPERTY DESCRIPTION:

LOT 2 ON RP708248
LOCAL GOVERNMENT: CLONCURRY
LOCALITY: BEACONSFIELD
SITE AREA: 2023.9m^2

SERVICES LEGEND:

X-S	EXISTING SEWER LINE
X-SW	EXISTING STORMWATER LINE
X-W	EXISTING WATER LINE
X-T	EXISTING TELECOM LINE
X-E	EXISTING ELECTRICAL LINE

ABBREVIATION LEGEND:

SP	STEEL POST
XCP	EXISTING COMMUNICATIONS PILLAR
XPP	EXISTING POWER POLE
XSM	EXISTING SEWER MANHOLE
XSWM	EXISTING STORMWATER MANHOLE
XSWP	EXISTING STORMWATER PIT
XTP	EXISTING TELECOM PIT

PLANNING SCHEME PROVISIONS:

ZONING - CENTRE ZONE
PROPOSED USE - LOW IMPACT INDUSTRY
ZONE CODE - CENTRE ZONE CODE
USE CODES - LOW IMPACT INDUSTRY ZONE CODE
GENERAL CODES:
- EARTHWORKS CODE
- PUBLIC UTILITY CODE
- INTERGRATED WATER CYCLE MANAGEMENT CODE
- LANDSCAPING CODE
- CAR PARKING & ACCESS CODE
- OPERATIONAL WORKS & SERVICES CODE
- FLOOD HAZARD OVERLAY CODE

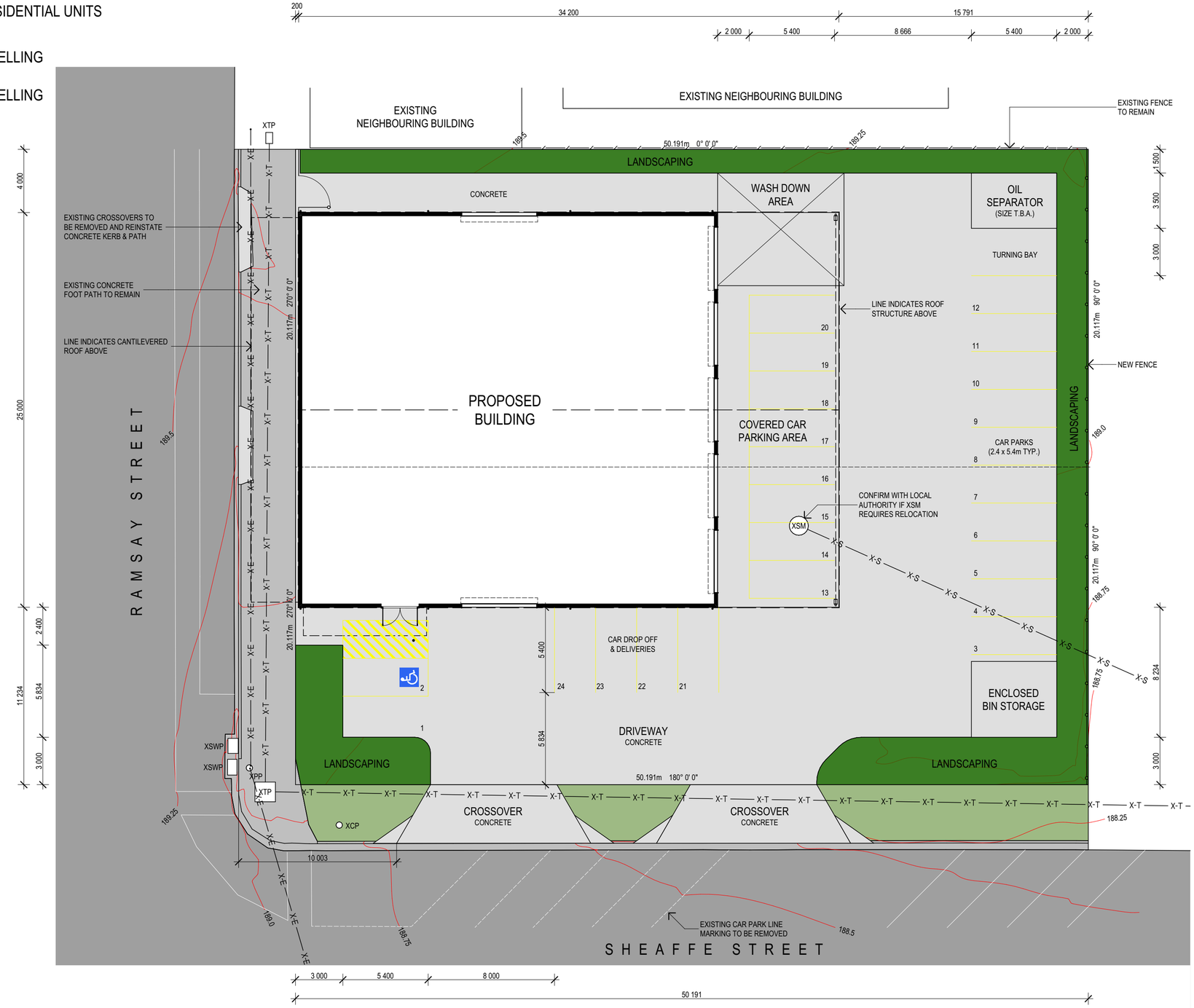
SITE AREA = 2023.9m^2

MAXIMUM TOTAL SITE COVER - 75% = 1 517.9m^2
PROPOSED SITE COVER = 855m^2

MINIMUM LANDSCAPING COVER - 10% = 202m^2
LANDSCAPING COVER PROVIDED = 237m^2

PROPOSED GROSS FLOOR AREA (GFA) = 868.8m^2

CAR PARKING CALCULATIONS
LOW IMPACT INDUSTRY (MOTOR VEHICLE REPAIRS)
- 2 / FULL TIME EMPLOYEE + 5 / SERVICE BAY
TOTAL CAR PARKING SPACES REQUIRED - 35
(5 FULL TIME EMPLOYEES + 5 SERVICE BAYS)
TOTAL CAR PARKING SPACES PROVIDED - 24



N

SITE PLAN
SCALE 1:200

design direct BUILDING DESIGNERS
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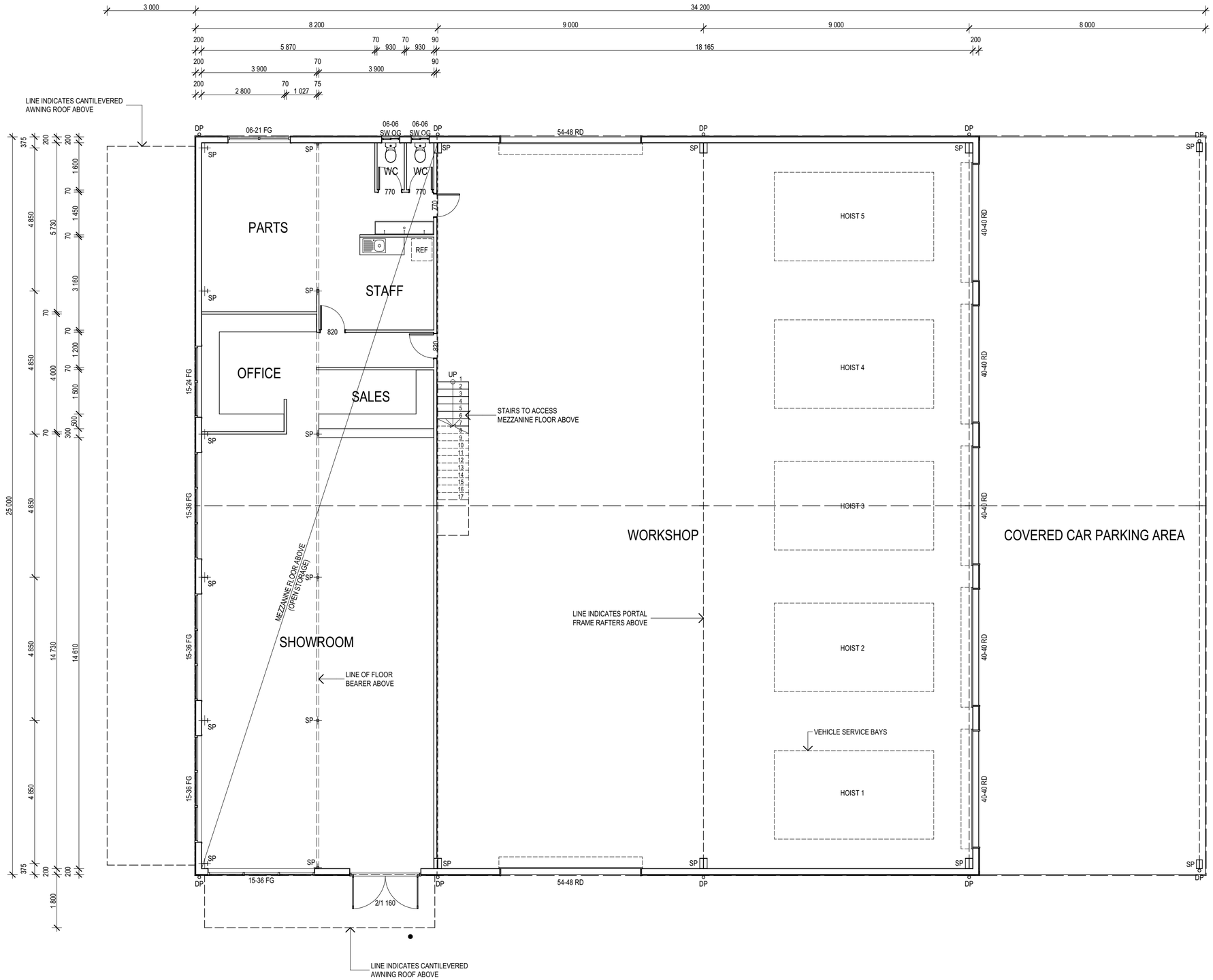
HERVEY BAY 49 Hunter Street (07) 4128 3911
info@designdirect.net.au
www.designdirect.net.au
QBCC No. 1162156

ISSUE: FOR INFORMATION, NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE	BY
*	ORIGINAL	19/11/20	TL

PROJECT: PROPOSED MOTOR VEHICLE REPAIRS DEVELOPMENT	LOCATION: 46 RAMSAY STREET CLONCURRY	PAGE SIZE: A2	SCALE: 1:200, 1:1000	START DATE: SEPT 2020	DESIGNED: TL
				DRAWN: TL	CHECKED: MS
CLIENT: CLONCURRY CONSTRUCTIONS PTY LTD	TITLE: LOCALITY & SITE PLAN	BCA CLASS: 8	PROJECT NO.: 200902	DRAWING NO.: DA01	REVISION: *



FLOOR PLAN
SCALE 1:100

BUILDING AREAS:

GROUND FLOOR ENCLOSED	663.1
MEZZANINE FLOOR	205.7
COVERED CAR PARKING AREA	191.9
	1 060.7 m²

WALL LEGEND:

(REFER PLAN FOR WALL THICKNESSES)

METAL GIRT FRAMED WALL
- 200mm METAL WALL GIRT
- COLORBOND WALL CLADDING

TIMBER STUD FRAMED WALL
- 10mm PLASTERBOARD INTERNAL LINING

NOTE:
SUBSTITUTE PLASTERBOARD FOR AN APPROVED LINING TO WET AREAS

ABBREVIATION LEGEND:

DP	DOWN PIPE
FG	FIXED GLASS WINDOW
MB	METER BOX
OG	OBSCURE GLASS
RD	ROLLER DOOR
REF	REFRIGERATOR SPACE
SP	STEEL POST
SW	SLIDING WINDOW

N

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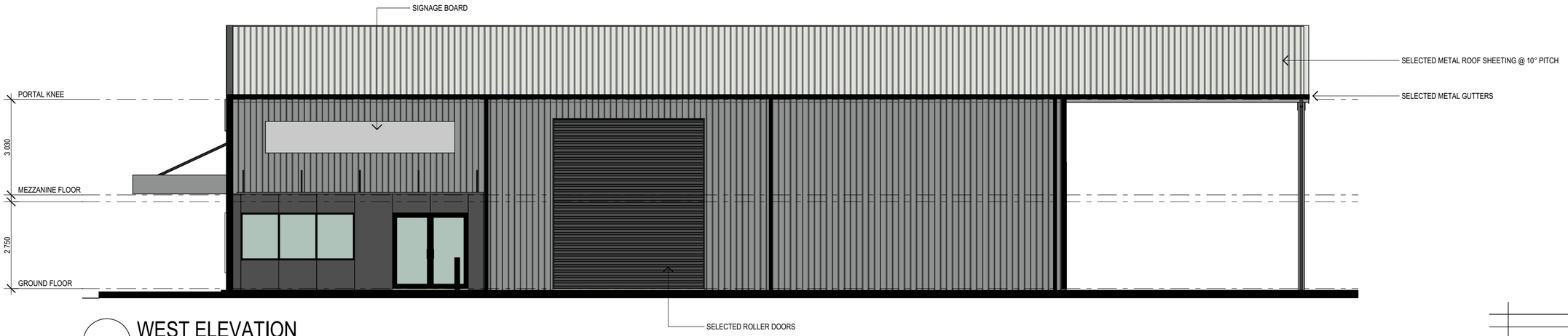
				DRAWN: TL	CHECKED: MS
CLIENT: CLONCURRY CONSTRUCTIONS PTY LTD	TITLE: FLOOR PLAN	BCA CLASS: 8	PROJECT NO.: 200902	DRAWING NO.: DA02	REVISION: *

NORTH ELEVATION
SCALE 1:100



WEST ELEVATION
SCALE 1:100

VIEW FROM NORTH WEST

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PROJECT
PROPOSED MOTOR VEHICLE REPAIRS DEVELOPMENT

CLIENT
CLONCURRY CONSTRUCTIONS PTY LTD

LOCATION
46 RAMSAY STREET CLONCURRY

TITLE
ELEVATIONS & 3D VIEWS

PAGE SIZE	SCALE	START DATE	DESIGNED
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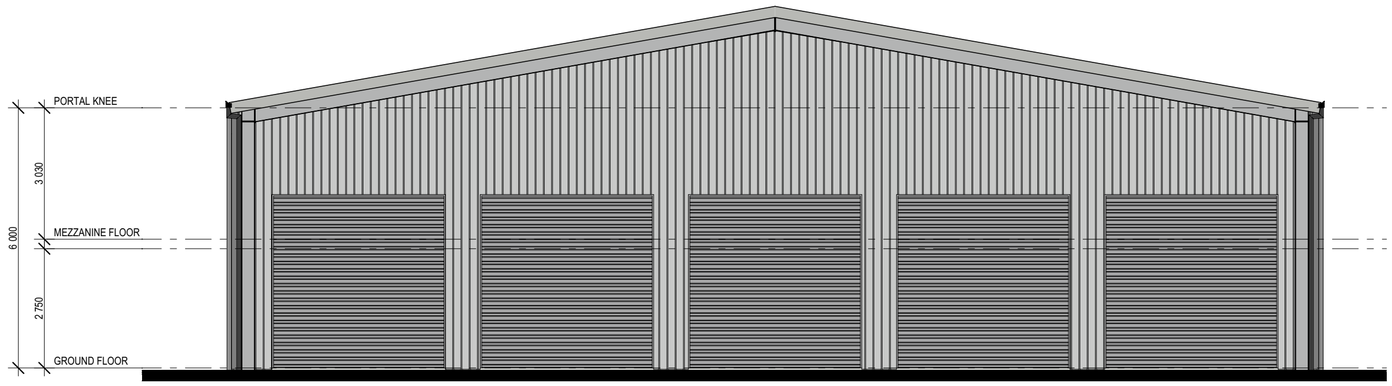
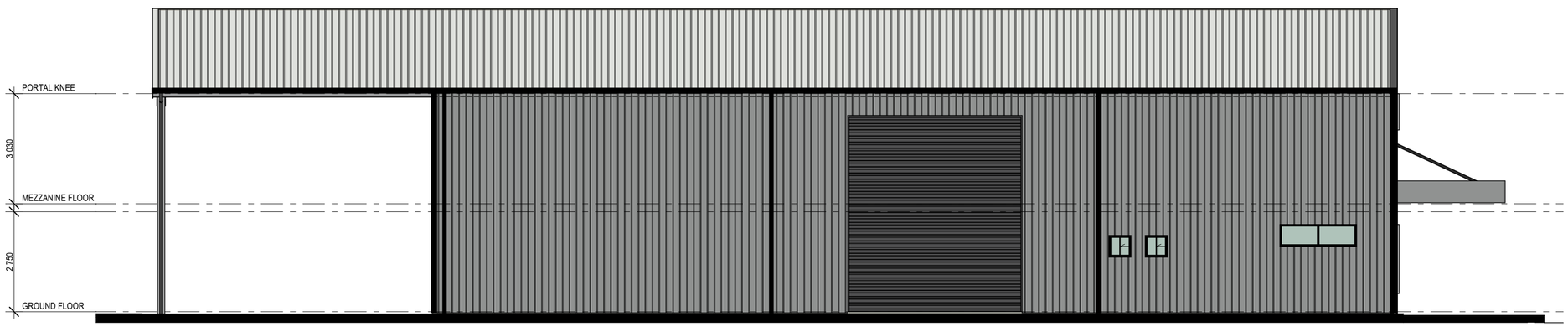
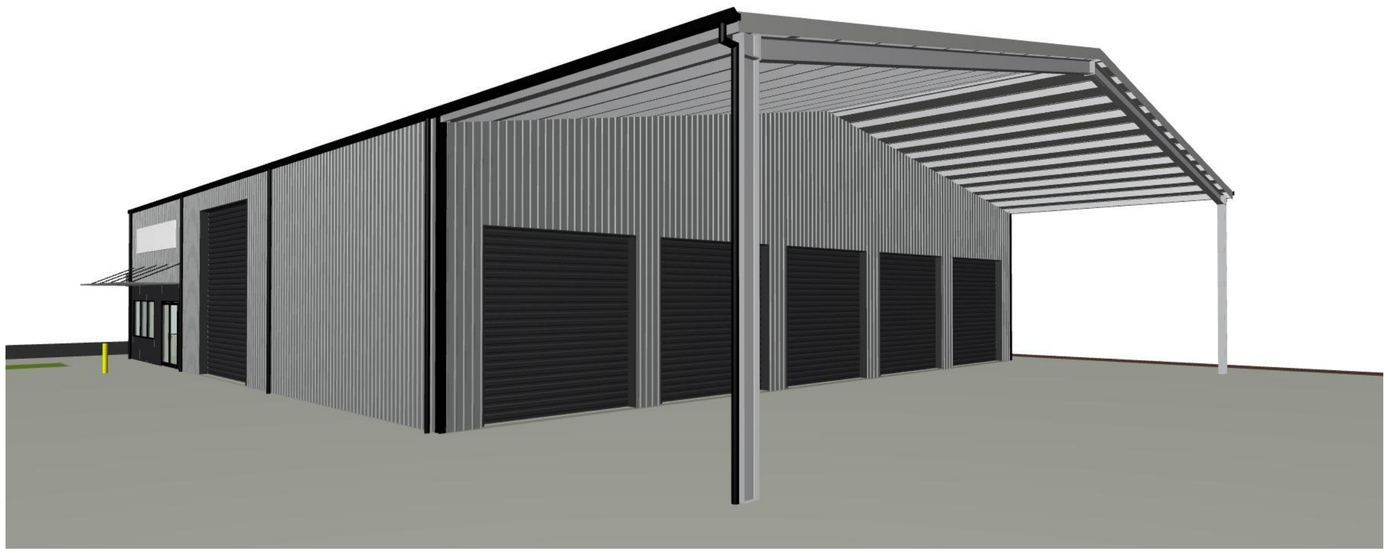
		DRAWN TL	CHECKED MS
BCA CLASS	PROJECT NO.	DRAWING NO.	REVISION
8	200902	DA03	*



SOUTH ELEVATION
SCALE 1:100



EAST ELEVATION
SCALE 1:100



VIEW FROM SOUTH WEST

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QBCC No. 1162156

PROJECT
PROPOSED MOTOR VEHICLE REPAIRS DEVELOPMENT

CLIENT
CLONCURRY CONSTRUCTIONS PTY LTD

LOCATION
46 RAMSAY STREET CLONCURRY

TITLE
ELEVATIONS & 3D VIEWS

PAGE SIZE	SCALE	START DATE	DESIGNED
A2	1:100	SEPT 2020	TL
		DRAWN TL	CHECKED MS
BCA CLASS	PROJECT NO.	DRAWING NO.	REVISION
8	200902	DA04	*

APPENDIX 3—CONTOUR & DETAIL SURVEY PREPARED BY M.H. LODEWYK

RAMSAY STREET

SHEAFFE STREET

4
RP708248

2
RP708248

3
SP123358

2
SP123358

/
SP123358

REFERENCE MARKS PROJECT COORDINATE SYSTEM (PLANE GRID)				
Point ID	Easting	Northing	Elevation (AHD der)	Description
STN01	48504.34	10150.88	188.22	Ramset Nail
STN02	48511.15	10200.72	189.13	BOLT IN CONCRETE
STN03	48548.48	10201.92	189.63	BOLT IN CONCRETE

Scale 1:100 – Lengths are in Metres.

Isometric View (not to scale)

REVISIONS	

Services shown herein have been located where possible by field survey

Prior to any demolition, excavation or construction on this site the relevant authority should be contacted for possible location of further underground services and detailed location of all services.

Contour interval 0.25m
Boundary shown is subject to formal survey.

M.H. LODEWYK
CONSULTING SURVEYOR
MOUNT ISA
PH–07 47434155
6 SECOND AVENUE
EMAIL survey@lodewyk.com.au

LEVEL DATUM	A.H.D.
REF. B.M.	PSM 71031
AZIMUTH	MGA z 54
DATE SURVEYED	September 2020
SURVEYOR	JPS
SCALE	1:100 (A1)

CLIENT Cloncurry Constructions

Survey of 48 Ramsay Street
Cloncurry, Queensland

PASSED DATE 20–102–01–A

APPENDIX 4—DETAILED CODE RESPONSES

6.2.1 CENTRE ZONE CODE

Table 6.2.1.3-1-Benchmarks for assessable development and Requirements for Accepted development

Performance Outcomes	Acceptable Outcomes	Applicants Response
For assessable development and Accepted development subject to requirements		
Built form and Character		
PO1 Buildings must be compatible in form and scale with the character of a rural town centre.	AO1.1 Building height does not exceed 12m and 3 storeys, except where development is a single detached Class 1 building or Class 10 building or structure located on the same allotment as a single detached Class 1 building. AO1.2 Site cover does not exceed 75%, except where development is a single detached Class 1 building or Class 10 building or structure located on the same allotment as a single detached Class 1 building. AO1.3 Buildings have a maximum plot ratio of 1.0:1 (up to 2 storeys) and 1.25:1 (3 storeys), except where development is a single detached Class 1 building or Class 10 building or structure located on the same allotment as a single detached Class 1 building.	AO1.1. Complies. Refer to attached proposal plan. AO1.2. Compiles. Refer to attached proposal plan. AO1.3. Complies. Refer to attached proposal plan.
PO2 Buildings are setback from the road frontage to provide: (a) an articulated and active integration between the development and public pedestrian realm of the street; (b) a high quality pedestrian footpath amenity including weather protection.	AO2.1 Buildings have a zero lot setback alignment to the road frontage.	AO2.1. Complies. Refer to attached proposal plan.
PO3 Footpath awnings must be provided to all buildings having a zero lot alignment to the road frontage.	AO3.1 A 3m wide cantilevered awning is provided to the road frontage.	AO3.1. Complies. Refer to attached proposal plan.
Advertising devices		
PO4 Advertising devices enhance the visual appearance of the development; are sympathetically integrated into the external	AO4.1 Advertising devices are located and constructed to comply with section 8.3.1 - Advertising device code.	N/A

Performance Outcomes	Acceptable Outcomes	Applicants Response
design elements of the building facade and do not detract from or dominate the streetscape.		
Landscaping		
PO5 Landscaping must enhance the amenity and streetscape of the locality.	AO5.1 Development provides for a minimum of 10% of the site to be landscaped. AO5.2 A 1.8m high solid screen fence and 1.5m wide strip of screen landscaping are provided along all boundaries shared with an adjoining residential use.	AO5.1. Complies. Refer to attached proposal plan. AO5.2. Complies. Refer to attached proposal plan.
Infrastructure and servicing		
PO6 Adequate area for the storage of waste disposal must be provided.	AO6.1 Waste disposal areas: (a) are screened from any road frontage and adjoining properties with a fence with a minimum height of 1.8m; (b) have an impervious area; (c) are located within the vicinity of a hose cock for cleaning purposes.	AO6.1. Complies. Refer to attached proposal plan.
For assessable development only		
Uses		
PO7 Development contributes to achieving a diverse range of uses in the centre, that: (a) enhances the primacy, vitality and vibrancy of the Shire's town centre; (b) provides services, employment and other economic development opportunities.	AO7.1 Uses which are identified as being inconsistent with the purpose of the zone and identified in Table 6.2.1.3-2 are not established or preferred in the Centre zone. **Note:** Indicates a policy position that the nature and operational characteristics of the use and its potential impacts are inappropriate and will not satisfy the overall outcomes for the zone.	AO7.1. Complies. The use is not listed as inconsistent.
PO8 Multiple dwelling, Dwelling unit and Short-term accommodation (tourist) uses are designed and integrated as part of mixed use development, ensuring active street frontages at the ground level.	AO8.1 No acceptable outcome prescribed.	N/A
PO9 Service industry uses are; (a) of a low impact scale and nature;	AO9.1 The maximum gross floor area of a Service industry use does not exceed 200m2.	N/A

Performance Outcomes	Acceptable Outcomes	Applicants Response
(b) compatible with other predominant commercial and business uses in the town centre; (c) capable of achieving a high quality town centre amenity.		
Boundary Setbacks		
PO10 Buildings must be set back from the rear and side boundaries to ensure achievement of a commercial character typical of a rural town centre with: (a) convenient, functional and safe access and servicing of the property; (b) provision of natural light and ventilation; (c) attention to privacy and noise attenuation; (d) opportunity for site landscaping; (e) adequate provision of off-street parking.	AO10.1 A minimum building setback is provided to a rear laneway as follows: (a) zero lot setback where the building wall height is 4.5m or less; (b) 3m where the building wall height is greater than 4.5 m; except where development is a single detached Class 1 building or Class 10 building or structure located on the same allotment as a single detached Class 1 building. AO10.2 A minimum building setback to a side or rear boundary (where not to a rear laneway) is provided as follows: (a) zero lot setback where the site adjoins a non- residential zone; (b) the greater of 3m or half the height of the building wall facing the residential zone; except where development is a single detached Class 1 building or Class 10 building or structure located on the same allotment as a single detached Class 1 building.	N/A
PO11 Development is sited having regard to the safety of people using the site and the adjoining site, the amenity enjoyed by those people, and the maintenance of buildings and work.	AO11.1 No acceptable outcome prescribed.	PO11. The building is located within the site to allow easy access and maintenance to all facades. The built form is sympathetic to the pedestrian environment and includes features such as an awning for the full frontage to protect pedestrians from sunlight and inclement weather conditions. The customer parking area is also covered.
Amenity, Health and Safety		

Performance Outcomes	Acceptable Outcomes	Applicants Response
PO12 Development does not generate impacts through unacceptable levels of noise, odour, dust, air emissions, light spillage or vibration that will affect adjoining or nearby sites containing existing sensitive land uses.	AO12.1 No acceptable outcome prescribed.	PO12. The subject site would be fully sealed to prevent dust. The operator of the site would be familiar with their obligations under the provisions of the *Environmental Protection Act* that legislates the requirements for impacts such as noise, odour, dust etc. It is expected that a standard condition would be imposed requiring no unacceptable generation of impacts beyond the boundaries of the site.
Reverse Amenity		
PO13 Development of sensitive land uses inclusive of Multiple dwelling, dwelling unit and Short term accommodation (tourist) uses does not have an adverse impact on the normal operation of a non-residential use either existing or envisaged in the Centre zone.	AO13.1 No acceptable outcome prescribed.	N/A
Infrastructure and Servicing		
PO14 All buildings must be suitably serviced with reticulated water supply and sewage treatment, drainage, power supply and telecommunication facilities.	AO14.1 Provision and design of water supply, sewerage and roads are constructed to standards in Section 8.3.6 – Operational works and services code.	AO14.1. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval, noting that the subject site has access to all of Council's available reticulated services.
Environment		
PO15 the development responds sensitively to on-site and surrounding topography, drainage systems, utility service and vegetation, through: (a) any earthworks and retaining structures being minimised; (b) the retention of natural drainage lines being maximised; (c) the retention of existing vegetation being maximised where practical; (d) avoiding damage or disruption to urban utility services; (e) buffering that protects the ecological functions of wetlands and waterways.	AO15.1 No acceptable outcome prescribed.	PO15. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.

8.3.2 CAR PARKING AND ACCESS CODE

Table 8.3.1.3-1-1- Assessable development benchmarks and Requirements for Accepted development

Performance Outcomes	Acceptable Outcomes	Applicant Response
For assessable development and Accepted development subject to requirements		
Car parking		
PO1 On-site car parking must be provided at levels commensurate with the demand expected for the use of the site.	AO1.1 Car parking is provided in accordance with 8.3.2.3-2– car parking requirements.	Refer to Appendix E of attached TIA
PO2 Car parking areas must be suitable for the purpose.	AO2.1 Car parks are marked with line work. AO2.2 Car parks are signed in accordance with AS 1742.11-1999 Manual of Uniform Traffic Control Devices - Parking Controls AO2.3 Car parks are sealed with a hard stand surface. AO2.4 Car parks are designed in accordance with AS 2890-2009 Parking Facilities Set. *Note: AO2.4 above does not apply to building work.*	Refer to Appendix E of attached TIA
PO3 Car parking areas do not detract from the amenity of the surrounding locality.	AO3.1 Car parking areas are landscaped with a vegetated strip having a minimum width of 2m to a side or rear boundary and 3m to a road frontage.	Refer to Appendix E of attached TIA
Access		
PO4 Access and on-site manoeuvring must be provided for the use.	AO4.1 Access and internal manoeuvring is provided in accordance with AS1428-2003 Design for Access and Mobility Set.	Refer to Appendix E of attached TIA
PO5 Access must be provided for persons with disabilities or mobility difficulties.	AO5.1 Access and internal manoeuvring is provided for in accordance with AS1428-2003 Design for access and mobility set and AS/NZS 2890.6-2009 Off-street Parking for People with Disabilities.	Refer to Appendix E of attached TIA
PO6 Appropriate access for service vehicles must be provided.	AO6.1 Access for service vehicles is provided in accordance with Table 8.3.2.3-2 and AS 2890.2-2009 Off-street Commercial Vehicle Facilities AO6.2 Access provision allows for all service vehicles to	Refer to Appendix E of attached TIA

Performance Outcomes	Acceptable Outcomes	Applicant Response
	enter and leave the site in a forward motion.	
For assessable development only		
Landscaping		
PO7 Landscaped car parking areas must be sympathetic to the local environment and utilise species native to the local area.	AO7.1 No acceptable outcome prescribed.	Refer to Appendix E of attached TIA
Infrastructure		
PO8 Stormwater drainage is designed to avoid impacts on the State-controlled road network.	AO8.1 No acceptable outcome prescribed.	Refer to Appendix E of attached TIA

Table 8.3.2.3-2-Car parking requirements

Use	Parking requirements
Air services	1 car space per 5m^2 of lounge area; PLUS 1 bus space per 50m^2 of lounge area; PLUS 1 car space per 2 equivalent full-time employees
Animal keeping	1 car space for manager; PLUS 1 car space per 2 equivalent full-time employees; PLUS 1 car space per 10 enclosures for a cattery or kennel
Child care centre	1 car space per 2 equivalent full-time employees; PLUS 1 car space per 5 children able to be accommodated
Club	1 car space per 15m^2 GFA
Dual occupancy	1 car space per dwelling; PLUS 1 car space for visitor parking
Educational establishment	Where a pre-school, primary school or secondary school: (a) 1 car space per full-time equivalent employee Where a tertiary or further education facility: (b) 1 car space per full-time equivalent employee; PLUS (c) 1 car space per 10 students able to be accommodated at any time For all facilities: (a) Provision for loading and unloading of passengers
Food and drink outlet	1 car space per 10m^2 of the total floor area assigned to patrons of the facilities; PLUS 1 car space per 50m^2 of GFA for food preparation; PLUS 1 car space per 100m^2 of GFA used for storage.
Garden centre	6 car spaces; PLUS 1 car space per 500m2 of total use area

Use	Parking requirements
Health care services	1 car space per 20m^2 GFA; OR 4 car spaces per medical practitioner; AND 1 car space per 2 equivalent full-time employees, whichever is the greater; AND 1 car space for ambulance vehicles pick-up and set down
High impact industry	1 car space per 50m^2 of GFA up to 500m^2; PLUS 1 car space per 100m^2 of GFA thereafter
Hospital	1 car space per 3 beds; PLUS 1 car space per 2 equivalent full-time employees; PLUS 1 car space for each resident doctor; PLUS 1 car space per 3 consultative staff
Intensive animal industry	1 car space for manager; PLUS 1 car space per 2 equivalent full-time employees
Low impact industry	Where for motor vehicle repairs: (a) 2 car spaces per equivalent full-time employees; PLUS (b) 5 car spaces per workshop/service bay For other low impact industry: (a) 1 car space per 50m^2 of GFA up to 500m^2; PLUS (b) 1 car space per 100m^2 of GFA thereafter
Medium impact industry	1 car space per 50m^2 of GFA up to 500m^2; PLUS 1 car space per 100m^2 of GFA thereafter
Multiple dwelling	1 car space per dwelling plus one car space per 3 dwellings for visitor car parking.
Non-resident workforce accommodation	1 car space per 4 dwelling units; PLUS 1 truck parking space per 10 dwelling units.
Office	1 car space per 30m² of GFA, or part thereof.
Outdoor sales	1 car space per 2 equivalent full-time employees; PLUS 1 car space per 50m^2 of display area
Place of worship	1 car space per 10 seats; OR 1 car space per 15m^2 of GFA, whichever is greater
Relocatable home park	1 space per caravan site, camp site or relocatable home site; PLUS 1 space per 10 caravan sites or relocatable home sites for visitor parking; PLUS 1 space for resident manager; PLUS 1 space per 2 equivalent full-time employees.
Retirement village	1 car space per 4 hostel type units; PLUS 1 car space per 6 nursing home beds; PLUS 1.25 spaces per self-contained dwelling; PLUS 1 car space per 2 full-time equivalent employees
Tourist attraction	1 car space per 50m^2 of GFA
Tourist park	1 car space per dwelling or serviced room; PLUS

Use	Parking requirements
	1 car space for manager's residence; PLUS 1 car space per 2 equivalent full-time employees; PLUS 1 car space per 15m^2 of GFA assigned to patrons of these facilities if a restaurant is present
Transport depot	1 car space per 2 employees; PLUS 1 car space per vehicles used in business; PLUS 4 car spaces for cars or similar such vehicles delivering or receiving goods
Veterinary services	1 car space per 30m^2 GFA; PLUS 1 car space per professional staff; PLUS 1 car space per 2 equivalent full-time employees
Warehouse	2 car spaces; PLUS 1 car space per 100m^2 GFA.
Wholesale plant nursery	2 car spaces; PLUS 1 car space per 500m2 of total use area
All other uses	Sufficient car spaces to accommodate the amount of vehicular traffic likely to be generated by the particular use
Note: *Where the calculated number of spaces is not a whole number, the number of spaces to be provided is to be rounded to the nearest whole number. If the decimal is 0.5 the requirement is the next whole number. If the calculated number is less than 1, the requirement is 1. Where development involves two or more uses the parking requirement for each use is to be complied with.*	

Table 8.3.2.3-3 -Servicing requirements

Use	Parking requirements
Commercial use	On-site manoeuvring for a small rigid van
Industrial use	On-site manoeuvring for a semi-rigid

8.3.4 INTERGRATED WATER CYCLE MANAGEMENT CODE

Table 8.3.4.3- 1 - Assessable development benchmarks and Requirements for Accepted development

Performance Outcomes	Acceptable Outcomes	Applicant Response
For assessable development and Accepted development subject to requirements		
Stormwater Management		
PO1 Development does not adversely impact on the quality of receiving waters by avoiding or minimising pollutants entering and being transported with stormwater.	AO1.1 Stormwater quality treatment measures are implemented in accordance with PSP3 Operational Works and Services. AO1.2 Pollutant load reductions are achieved in accordance with PSP3 Operational Works and Services. *Note - Environmental values and water quality objectives are established pursuant to Environment Protection Policy (Water)2009. Reference should also be made to the Urban stormwater quality management guidelines 2010*	PO1. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.
PO2 Adverse impacts of construction activities on stormwater quality are avoided where feasible. If not feasibly avoided, impacts are minimised using best practice environmental management for erosion and sediment control.	AO2.1 Sediment and erosion control measures are implemented in accordance with PSP3 Operational Works and Services.	AO2.1. All litter, building waste and sediments on the building site would be contained by the use of a skip and any other reasonable means to prevent release to neighbouring properties, roads or waterways. Any material spills and accumulated sediment deposits would be managed in a way that minimises environmental harm and/or damage to public and private property.
PO3 Stormwater management incorporates water sensitive urban design techniques and avoids adverse impacts from water quantity, flow rates and duration and frequency in receiving waters, having regard to: (a) channel, bed and bank stability; (b) aquatic and riparian ecosystems; and (c) hydrological functions	AO3.1 Stormwater flow control measures are implemented in accordance with PSP3 Operational Works and Services.	PO3. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.
Waste Water Management		
PO4 Development does not discharge wastewater to a waterway or external to the site unless demonstrated to be best practice environmental management for that site and has appropriate	AO4.1 Waste water management measures are implemented in accordance with PSP3 Operational Works and Services.	PO4. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.

Performance Outcomes	Acceptable Outcomes	Applicant Response
regard for: (a) cumulative effects; (b) the applicable water quality objectives for the receiving waters; (c) adverse impact on ecosystem health of receiving waters; and (d) in waters mapped as being of high ecological value, the adverse impacts of such releases and their offset.		
Artificial Waterways and Water Bodies		
PO5 The waterway or water body is designed to integrate multiple functions, including: (a) aesthetics, landscaping, and recreation; (b) flood management; (c) stormwater management; (d) water conservation and reuse; (e) community health; and (f) pest management.	AO5.1 Artificial waterways or water bodies are designed in accordance with PSP3 Operational Works and Services.	N/A
PO6 The waterway is located and designed to be responsive to natural drainage features.	AO6.1 Artificial waterways or water bodies are designed in accordance with PSP3 Operational Works and Services.	N/A
PO7 The waterway or body is designed to minimise whole of life cycle costs.	AO7.1 Artificial waterways or water bodies are designed in accordance with PSP3 Operational Works and Services.	N/A
Flooding and Drainage		
PO8 Flooding and drainage characteristics upstream or downstream of the site are not worsened.	AO8.1 Development is undertaken in accordance with PSP3 Operational Works and Services.	PO8. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.
PO9 The drainage network has sufficient capacity to safely convey stormwater run-off from the site.	AO9.1 Development is undertaken in accordance with PSP3 Operational Works and Services.	PO9. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.
PO10 Stormwater resulting from roofed areas is collected and discharged in a manner that does not adversely affect the stability of buildings or the use of adjacent land.	AO10.1 Roof water is collected and discharged in accordance with PSP3 Operational Works and Services.	PO10. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.
Water Cycle Management		

Performance Outcomes	Acceptable Outcomes	Applicant Response
PO11 The design and management of the development integrates water cycle elements so that: (a) water is used efficiently and potable water demand is reduced; (b) wastewater production is minimised; (c) stormwater peak discharges and runoff volumes are not worsened; (d) natural drainage lines and hydrological regimes are maintained as far as possible; (e) large, uninterrupted impervious surfaces are minimised; (f) reuse of stormwater and grey-water is encouraged where public health and safety will not be compromised; and (g) water is used efficiently.	AO11.1 Integrated water management practices and infrastructure are implemented in accordance with PSP3 Operational Works and Services.	

8.3.5 LANDSCAPING CODE

Table 8.3.5.3- 1 - Assessable development benchmarks and Requirements for Accepted development

Performance Outcomes	Acceptable Outcomes	Applicants Response
For assessable development and Accepted development subject to requirements		
Landscape design		
PO1 Landscaping contributes to the amenity and appearance of the development and the character of the region.	AO1.1 Landscape buffer strips are provided in accordance with the applicable code and the design incorporates: (a) endemic or other native species as provided in PSP3 Operational Works and Services; (b) planting with a size maturity that: a. in the case of street trees, grows to a minimum height of 7m, except under power lines; and b. in the case of trees on other land, grows to a minimum height of at least 75% of the height of the largest structure on the allotment; (c) all ground surfaces not covered by paving are covered by a groundcover; and (d) water reticulation for landscape maintenance. AO1.2 Planting for landscape buffers is at the following minimum densities: (a) large trees, at 8m centres; (b) small trees, at 3m centres; (c) shrubs, at 1.5m centres; or (d) groundcover, at 0.5-1m centres.	AO1.1. Complies. Refer to attached proposal plans. AO1.2. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.
For assessable development only		
Planting standards		
PO2 Landscape planting is installed at an appropriate standard and adequately established and maintained.	AO2.1 Minimum plant stock sizes are: (a) street and feature trees, 45 litre bags; (b) other trees, 25 litre bags; (c) shrubs, 200mm pot; or (d) groundcover, 140mm pot. AO2.2 The required spacing for trees, shrubs and groundcovers are:	AO2.1. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.

Performance Outcomes	Acceptable Outcomes	Applicants Response
	(a) trees higher than 10m at maturity, 8-10m spacing; (b) trees between 5m and 10m high at maturity, 5-8m spacing; (c) shrubs higher than 1.5m at maturity, 1-2m spacing; or (d) groundcover other than grass, 0.5-1m spacing. AO2.3 Landscaping is installed and established in accordance with PSP3 Operational Works and Services.	
Landscaping Principles		
PO3 Development is to have an area of the site appropriately landscaped to enhance its appearance and provide an adequate level of amenity for occupants and adjoining land uses.	AO3.1 For residential development other than a dwelling house, landscaping is to include: (a) a minimum of 1 tree for every 15m of site perimeter; (b) shrubs of sufficient height and size at maturity are placed so as to completely screen blank walls, sheds, plant and machinery, refuse storage areas and similar elements of the development; (c) low shrubs and groundcover provide complete coverage of unsealed surfaces; and (d) at least 10% of the area of the site is landscaped in such a way that the full effect of the landscaping is visible from the street. AO3.2 For non-residential development, landscaping includes: (a) large trees that achieve a canopy spread at maturity over a minimum of 40% of the perimeter of the site; (b) at least 25% of trees that achieve a height at maturity above the level of the building parapet or eaves; (c) spreading trees and shrubs to maximise the screening effect of vegetation; (d) one (1) spreading canopy tree with mulched	PO3. The proposed treatments would achieve the purpose of the code by providing landscaping in a manner that compliments the character of the place whilst enhancing the amenity and visual interest of the development. The attached plans indicates that a substantial area of the site has been quarantined for landscape treatments. Attention has been given to streetscape planting and planting along boundaries of adjoining land uses. The proportion of landscaping provided is sufficient considering the existing amenity of the immediate locality. Detailed specifics would be provided as part of Operational work.

Performance Outcomes	Acceptable Outcomes	Applicants Response
	surrounds and groundcover for every 6 car parking spaces; and (e) at least 10% of the area of the site is landscaped in such a way that the full effect of the landscaping is visible from the street.	
Restoration of disturbed areas		
PO4 Ground surfaces which are disturbed by construction activities are restored to at least their original condition.	AO4.1 Where the surface of the ground is disturbed by construction activities and is not subsequently covered by a building, paving or other landscaping, the surface is to be restored to its original condition by: (a) stockpiling and respreading the original topsoil; (b) planting the affected area with species to match the original plant cover; (c) maintaining the plants until they are established; and (d) if the original vegetation required maintenance, on-going maintenance to the new plants to promote health and vigorous growth.	AO4.1. Complies. As per the attached proposal plans all disturbed areas would consist of either hardstand area or landscape treatment.
Access and safety		
PO5 Landscaping enhances access and personal safety.	AO5.1 Paved surfaces are slip-resistant, stable and trafficable in all weather conditions. AO5.2 Landscape design complies with AS1428-2003 Design for Access and Mobility Set. AO5.3 Landscaping does not obstruct visibility within parks, playgrounds, pathways and vehicle parking areas. AO5.4 Trees with a clear trunk height at maturity of at least 1.8m and groundcover with a maximum height of 0.3m are used in landscaping along street footpaths, pathways, vehicle parking areas, street corners and street lighting.	PO5. Landscaping treatments would be functional as well as contributing to a visually pleasing site and pleasant amenity. Any shrubbery would be limited to 600mm to assist with CEPTED.
Landscape buffers		

Performance Outcomes	Acceptable Outcomes	Applicants Response
PO6 Appropriately designed landscape buffers are provided between incompatible uses for visual screening and noise attention.	AO6.1 Where landscaped buffer strips are required by an applicable code, a combination of the following elements is incorporated or provided: (a) earth mounding; or (b) screen fencing of durable materials and constructions; or (c) planting with dense foliage which extends to the ground; or (d) low dense plants and high-branching taller trees to screen larger buildings or objects. AO6.2 Planting for landscape buffers is at the following minimum densities: (a) large trees, 8m centres; (b) small trees, 3m centres; (c) shrubs, 1.5m centres; and (d) groundcover, 0.5-1m centres.	AO6.1. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval. AO6.2. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.

8.3.6 OPERATIONAL WORKS AND SERICES CODE

Table 8.3.6.3- 1 - Assessable development benchmarks and Requirements for Accepted development

Performance Outcomes	Acceptable Outcomes	Applicants Response
For assessable development and Accepted development subject to requirements		
Infrastructure Services		
For development in the General residential, Township, Centre, Low impact industry, Medium impact industry or High impact industry zone		
PO1 Each allotment is to be provided with connection to the following services: (a) reticulated sewerage; (b) reticulated water supply; (c) stormwater drainage; (d) a new/existing road; (e) reticulated electricity supply; and (f) telecommunication services; that will satisfy the current and future demands of the intended use and be capable of being approved and installed in accordance with the requirements of the relevant regulatory authority.	AO1.1 Infrastructure is provided in accordance with PSP3 Operational Works and Services. AO1.2 Premises are connected to an electricity supply approved by the relevant regulatory authority. AO1.3 The development is connected to telecommunications infrastructure in accordance with the standards of the relevant regulatory authority.	PO1. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval. Noting that the site has available access to all of Council's reticulated services and it is also expected that connection to electricity and telecommunications would be uncomplicated. Refer to the attached dial before you dig data.
PO2 A system of stormwater drainage is to be provided which services all land affected by runoff from the site of development.	AO2.1 Stormwater drainage infrastructure is provided in accordance with PSP3 Operational Works and Services.	AO2.1. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval. Noting that details would be provided as part of Operational work application.
PO3 Street lighting and signage is to be provided to ensure the safety of vehicles, cycles and pedestrians with respect to access and movement.	AO3.1 On Major Transport Routes, the lighting is referred to as route lighting and is classified in *AS/NZS 1158.1.1 Lighting for Roads and Public Spaces* as Category V lighting. **Or** **AO3.2** On all other Minor Streets (where not Major Transport Routes , the lighting is classified in *AS/NZS 1158.3.1 Lighting for Roads and Public Spaces* as Category P lighting. The minimum lighting category for new developments is to be P4. *Editor's note:- A principal consultant is to be appointed to liaise with the City and be the only contact for the design and construction of street lighting.*	PO3. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.

Performance Outcomes	Acceptable Outcomes	Applicants Response
	AO3.3 Any cycleways and pathways shall be lit to the lighting category determined from AS/NZS1158.3 "Pedestrian area (Category P) lighting". Minimum requirements shall be Category P4 with the desirable level being Category P2. **AO3.4** On-street parking (signs and pavement markings) shall be in accordance with Department of Transport and Main Roads (DTMR) Manual of Uniform Traffic Control Devices 2010 (MUTCD).	
For development in the Rural residential zone		
PO4 Each allotment is to be provided with connection to the following services: (a) on-site effluent disposal system[2]; (b) potable water supply[3]; (c) a new/existing road; (d) stormwater drainage; (e) reticulated electricity supply; and (f) telecommunication services. [2] *Plumbing and Drainage Act 2002* (on-site sewerage code) *[3] Note – where bore water is supplied, each bore is pump tested in accordance with AS2368-1990 for quantity and quality purposes.*	AO4.1 Infrastructure is provided in accordance with PSP3 Operational Works and Services.	N/A
For development in the Rural zone		
PO5 Each allotment is to be provided with connection to the following services: (a) potable water supply[4]; and (b) a new/existing road. *[4]Note – where bore water is supplied, each bore is pump tested in accordance with AS2368-1990 for quantity and quality purposes.*	AO5.1 Infrastructure is provided in accordance with PSP3 Operational Works and Services.	N/A
PO6 Infrastructure services are designed and constructed so that there is adequate: (a) sewerage or on-site wastewater disposal; (b) water supply; (c) provision for solid waste collection;	AO6.1 Infrastructure is provided in accordance with PSP3 Operational Works and Services.	N/A

Performance Outcomes	Acceptable Outcomes	Applicants Response
(d) electricity supply; (e) telecommunications services; and (f) street lighting and signs.		
PO7 The location and construction of infrastructure should have regard to the following: (a) the nature and location of the development; (b) suitable materials should be used for construction that are durable, easy to maintain, and cost effective taking into account whole of life cycle costs; and (c) best practice environmental management and energy saving.	AO7.1 Infrastructure is provided in accordance with PSP3 Operational Works and Services.	N/A
Road design and construction		
PO8 Roads are designed and constructed to support their specified function and their alignment provides for safe and efficient movement of traffic.	AO8.1 Roads are designed and constructed in accordance with PSP3 Operational Works and Services.	N/A
PO9 Road pavement surfaces: (a) are durable enough to carry estimated wheel loads of travelling and parked vehicles; and (b) provide for the safe passage of vehicles, pedestrians and cyclists, and discharge of stormwater run-off from contributing catchments and the preservation of all-weather access.	AO9.1 Roads and associated earthworks are undertaken in accordance with PSP3 Operational Works and Services.	N/A
PO10 Kerb and channel is provided to ensure vehicle movements are controlled by delineating the carriageway for all users and pavement runoff is conveyed to stormwater drainage infrastructure.	AO10.1 Roads are designed and constructed in accordance with PSP3 Operational Works and Services.	N/A
PO11 Verges and footpaths provide: (a) safe access for pedestrians clear of obstructions; (b) an access area for vehicles onto properties; (c) a corridor allocated for public utilities; and (d) additional amenity for minor roads.	AO11.1 Roads are designed and constructed in accordance with PSP3 Operational Works and Services	N/A

Performance Outcomes	Acceptable Outcomes	Applicants Response
Stormwater drainage		
PO12 Stormwater drainage systems or networks have the capacity to control the quantity and quality of stormwater flows so that: (a) overland runoff is directed to areas where there is not damage to property or hazards for motorists; (b) runoff is directed to a lawful point of discharge through controlled outlet structures; and (c) development retains the existing hydrological regime (surface and groundwater cycle and flow) to protect vegetation and habitats in and adjoining watercourses.	AO12.1 Stormwater drainage is to be designed and constructed in accordance with PSP3 Operational Works and Services	PO12. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.
Works over or near infrastructure services		
PO13 Building or operational works near or over the Council's sewerage, water and stormwater drainage infrastructure must: (a) protect the infrastructure from physical damage; and (b) allow ongoing necessary access for maintenance purposes.	AO13.1 Building and operational work near or over the Council's sewerage, water and stormwater drainage infrastructure is to comply with PSP3 Operational Works and Services	N/A
Protection against natural hazards		
PO14 Essential services maintain their function during the occurrence of natural hazards, including flooding, bushfire and landslides.	AO14.1 Components of the systems which deliver electricity supply, gas supply, water supply, sewerage and telecommunication services and which will be adversely affected by the inundation by infiltration of floodwater are to be: (a) located above the level of the 100-year ARI flood; or (b) designed and constructed to resist the hydrostatic and hydrodynamic forces which result from such inundation.	PO14. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.
Location of underground services		
PO15 Underground services are located in such a way as to provide maximum flexibility for future development.	AO15.1 Any easement required for underground services is to be located parallel to and within 2m of any allotment boundary.	PO15. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.

Performance Outcomes	Acceptable Outcomes	Applicants Response
For assessable development only		
General infrastructure		
PO16 Infrastructure is integrated with and efficiently extends existing networks.	AO16.1 No acceptable outcome prescribed.	PO16. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.
Stormwater and wastewater discharge		
PO17 Discharge of stormwater to a watercourse or wetland only occurs where the water has been treated prior to discharge to remove or reduce contaminants such as sediments, litter and excess nutrients (particularly nitrogen and phosphorus).	AO17.1 No acceptable outcome prescribed.	N/A
PO18 Stormwater and on-site wastewater does not contaminate ground water flows.	AO18.1 No acceptable outcome prescribed.	PO18. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval. Details would be provided as part of an Operational work application.

Table **Error! No text of specified style in document.**1 - Assessable Development

Performance Outcomes	Acceptable Outcomes	Applicants Response
For assessable development		
Siting and design of development		
PO1 Development siting and layout responds to flooding potential and maintains personal safety at all times.	AO1.1 A developable area is available within the site that is at least 300mm freeboard above the defined flood event (DFE) i.e. 1%AEP, with sufficient space to accommodate the likely population of the development in safety for a relatively short time until flash flooding subsides or people can be evacuated. *Note: a flood study report prepared by a suitably qualified engineer should be provided, demonstrating the achievement of a developable area that is at a level of at least 300mm above the 1% AEP.* **For Material Change of Use** AO1.2 New buildings are: (a) not located within the overlay area; **or** (b) located on the highest part of the site to minimise entrance of floodwaters; or (c) elevated above the DFE; that is for example raised above ground level on stumps; and (d) provided with clear and directed pedestrian and vehicle evacuation routes off the site that remains passable for emergency evacuations during all floods. *Note: If part of the site is outside the Flood hazard overlay area, this is the preferred location for all buildings, provided flood free access to this part of the site can also be maintained at all times.* **For Reconfiguring a lot** AO1.3 New lots are: (a) located outside the overlay area; and (b) provided with clear and directed pedestrian and vehicle evacuation routes	PO1. The building is located on the highest part of the site and the premises is on the periphery of the DFE meaning it is unlikely to be affected by rising waters with a strong velocity. The nature of the use is compatible with the hazard, particularly as there is no residential activities conducted on-site. It is our view that if the site were at serious risk of flood impacts that Council would have zoned the land for Limited development. Plans were provided to Council as part of pre-lodgement discussions and no issues were flagged with the design. In the event of flooding all persons on site could easily evacuate to Ramsay St. Approximately 180m to the east of the site is outside of the inundated area.

Performance Outcomes	Acceptable Outcomes	Applicants Response
	off the site that remains passable for emergency evacuations during all floods. *Note: If part of the site is outside the Flood hazard overlay area, this is the preferred location for all lots (excluding park or other relevant open space and recreation lots), provided flood free access can be maintained to each lot at all times.* *Note: Buildings subsequently developed on the lots created will need to comply with the relevant building assessment provisions under the Building Act 1975.*	
PO2 Development is resilient to flood events by ensuring design and built form account for the potential risks of flooding.	**For material change of use (residential uses)** AO2.1 Residential dwellings are not designed as single-storey slab on ground and only non-habitable rooms such as garages and laundries are located on the ground floor. *Note: The highset "Queenslander" style house is a resilient low-density housing solution in floodplain areas. Higher density residential developments should ensure only non-habitable rooms (e.g. garages, laundries) are located on the ground floor.* AO2.2 Residential buildings: (a) use screening to ensure that the understorey is not visible from the street; and (b) orient to the street by ensuring that the stairs to the dwelling and at least one habitable room overlook the street; and (c) have ground floors that allow for the flow through of flood water. *Note: The highset "Queenslander" style house is a resilient low-density housing solution in floodplain areas. Higher density residential developments should ensure only non-habitable rooms (e.g. garages, laundries) are located on the ground floor.* **For material change of use (non-residential uses)** AO2.3 Non-residential buildings and structures: orient to the street by activating the street frontage through ground floor commercial uses or urban design treatments such as recess wall treatments, screening and/or landscaping; and	PO2. The building would be constructed to be resilient to flood events. The building design would need to be compliant with the relevant provisions of the Building Act. In addition to consulting with Council, the building would be designed in consultation with a Building Assessment Manager to ensure compliance with the relevant building assessment provisions.

Performance Outcomes	Acceptable Outcomes	Applicants Response
	allow for flow through of flood waters on the ground floor. *Note: Businesses should ensure that they have the necessary continuity plans in place to account for the potential need to relocate property prior to a flood event (e.g. allow enough time to transfer stock to the upstairs level of a building or off site).* *Note: The relevant building assessment provisions under the Building Act 1975 apply to all building work within the Flood hazard overlay area and must take account of the flood potential within the area.* *Note: Resilient building materials for use within the Flood hazard overlay area should be determined in consultation with Council, in accordance with the relevant building assessment provisions.*	
Flood storage and conveyance		
PO3 Development directly, indirectly and cumulatively avoids any change to the flood characteristics of the area, taking into account: (a) loss of flood storage; (b) loss of or changes to flow paths; (c) acceleration or retardation of flows; (d) increase in the depth or duration of flood waters; (e) any reduction in flood warning times elsewhere on the floodplain; and (f) damage as a result of flood on and off site.	AO3.1 Works in urban areas associated with the proposed development do not involve: (a) any physical alteration to a watercourse or floodway including vegetation clearing; or (b) a net increase in filling (including berms). *Note: Berms are considered to be an undesirable built form outcome and are not supported.* AO3.2 Works in rural areas either: (a) do not involve a net increase in filling greater than $50m^3$; or (b) do not change the flood characteristics outside the subject site in ways that result in: i. loss of flood storage; ii. loss of or changes to flow paths; iii. acceleration or retardation of flows; or iv. any reduction in flood warning times elsewhere on the floodplain.	N/A
Access		
PO4 Development is sited to provide a safe vehicular access for evacuation in the event of a flood.	AO4.1 A least one road and/or accessway provides a safe and clear evacuation route and direct simple routes to main carriageways during all	PO4. It is not possible to have a flood free access at the peak of the DFE. However as noted Council have not zoned the land as Limited development and it is our view that the

Performance Outcomes	Acceptable Outcomes	Applicants Response
	flooding and flooding events up to and including the DFE (1% AEP).	proposed development is more suitable than other allowable uses within the zone. As noted earlier, the subject site is on the periphery of the DFE and persons on the site could easily evacuate to the flood free section of Ramsay St that is approximately 180m to the east. Although it is expected that the site would be evacuated prior to rising waters entering the site.
Hazardous materials		
PO5 Public safety and the environment are not adversely affected by the detrimental impacts of floodwater on hazardous materials manufactured or stored in bulk.	**For material change of use** AO5.1 Materials manufactured or stored on site are not hazardous in nature; OR AO5.2 The manufacture or storage in bulk of hazardous materials takes place above the DFE (1%AEP) of the site to enhance flood immunity; OR AO5.3 Structures used for the manufacture or storage of hazardous materials in bulk are designed to prevent the intrusion of floodwaters. *Note: Refer to the Dangerous Goods Safety Management Act 2001 and associated Regulation, the Environmental Protection Act 1994 and the relevant building assessment provisions under the Building Act 1975 for requirements related to the manufacture and storage of hazardous substances.*	PO5. Compliance could be achieved through the imposition of reasonable and relevant conditions of approval.
Community infrastructure and essential services		
PO6 Essential services infrastructure within a site (including electricity, gas, water supply, wastewater and telecommunications) maintains its function immediately after flood events.	AO6.1 Any components of the infrastructure that are likely to fail to function or may result in contamination when inundated by flood water (e.g. electrical switchgear and motors, water supply pipeline air valves) are designed and constructed to avoid floodwater intrusion/infiltration. AO6.2 Substations in flood prone areas ensure that the sensitive electrical equipment on site (e.g. transformers, control cabinets, neutral earth reactors and switch gear) are located 300mm above 1% AEP flood levels.	N/A

Performance Outcomes	Acceptable Outcomes	Applicants Response
	Note: A flood study report prepared by a suitably qualified engineer may need to be provided, demonstrating the achievement of this requirement. AO6.3 Development for any of the uses identified in column 1 of Table 7.2.3.2-2 - Minimum flood levels is located above the flood level specified in column 2 of Table 7.2.3.2-2 - Minimum flood levels. *Note: A flood study report prepared by a suitably qualified engineer may need to be provided, demonstrating the achievement of this requirement.*	
PO7 Community infrastructure: (a) is able to function effectively and safe access is provided to and from the infrastructure during and immediately after flood events; or (b) is protected from flooding due to its historical or cultural significance.	**For material change of use** AO7.1 Community infrastructure is not located in an area below the DFE (1% AEP) within the Flood hazard overlay and has at least one road access that will remain trafficable for the performance of emergency evacuations for all floods up to and including the DFE (1% AEP).	N/A

APPENDIX 5—TRAFFIC IMPACT ASSESSMENT PREPARED BY RMA ENGINEERS

TRAFFIC IMPACT ASSESSMENT

Mechanic – 46 Ramsay Street, Cloncurry

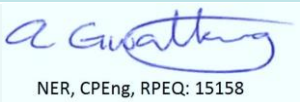
Traffic Engineering Report

Client Cloncurry Constructions Pty Ltd

Project Number 15986

REPORT CONTROL SHEET

Report Details	
Report Title:	Traffic Impact Assessment
Project No.:	15986
Site:	46 Ramsay Street, Cloncurry
Author:	D Delac

Document Control					
Revision	**Author**	**Reviewer**	**Approved for Issue**		
			Name	**Signature**	**Date**
1	D Delac	A Gwatking	Adam Gwatking	 NER, CPEng, RPEQ: 15158	9 / 11 / 2020
2	D Delac	A Gwatking	Adam Gwatking	 NER, CPEng, RPEQ: 15158	2 / 12 / 2020

Disclaimer:

RMA Engineers has undertaken this report based on accepted traffic engineering practices, standards, and information available at the time of writing. It is not intended as a quote, guarantee or warranty and does not cover any latent defects. RMA Engineers do not accept any responsibility for the authentication of accuracy of supplied information or validation of data that is outside the scope of works. RMA Engineers are not accountable for any changes to the standards, physical infrastructure conditions or planning impacts that occur after the completion date of the assessment.

The conclusions in this report should not be read in isolation. We recommend that its contents be reviewed in person with the author so that the assumptions and available information can be discussed in detail to enable the reader to make their own risk assessment in conjunction with information from other sources.

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Contents

1. Introduction

RMA Engineers has been engaged by Cloncurry Constructions Pty Ltd to undertake a Traffic Impact Assessment (TIA) in support of a development application for a proposed motor vehicle repairs development (mechanic) located at 46 Ramsay Street, Cloncurry (the subject site). The site is identified as Lot 2 on RP708248 within the Cloncurry Shire Council (CSC) area.

This assessment has been undertaken in general accordance with the road transport related requirements identified in the DTMR *Guide to Traffic Impact Assessment* (GTIA) (2018) and the Cloncurry Shire Council *Planning Scheme* (2016).

1.1 Report objectives and scope

The purpose of this TIA report is to document an investigation of traffic and transport impacts of the proposed development on the surrounding road network. The assessment considers the following:

- Estimation of traffic generated by the development and distribution on the surrounding road network.
- Review of potential operational impacts at the key intersections with the proposed development influence at the year of completion.
- Assessment of sight distance at the proposed access intersection in accordance with Australian Standards.
- Safety considerations, review of historical crash data and commentary on required mitigation measures.
- Review of the internally layout of the proposed development.

Where required, this report makes recommendations for the mitigation of development impacts.

1.2 Reference material

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

- Austroads Guide to Road Design, Part 4A: *Unsignalised and Signalised Intersections* (2017)
- Austroads Guide to Traffic Engineering Practice Part 5: *Intersections at Grade* (2005)
- Austroads Guide to Traffic Management Part 12: *Traffic Impacts of Developments* (2019)
- Austroads Guide to Traffic Management Part 6*: Intersections, Interchanges & Crossing*s (2017)
- DTMR *Guidelines for Traffic Impact Assessment* (GTIA) (2018)
- DTMR *Road Planning and Design Manual* (RPDM) (2016)
- CSC *Planning Scheme* (2016)

2. Proposed development

2.1 Location and descriptions

The subject site is located on the south-eastern corner of Ramsay Street and Sheaffe Street in Cloncurry. The development is located within the Cloncurry Shire Council (CSC) local government area

The site is within the centre zone as per the CSC Planning Scheme.

The site and its environs are illustrated on the locality plan in **Figure 2-1**.

Figure 2-1 Locality plan

2.2 Development details

The proposed motor vehicle repair development includes:

- 850m^2 GFA building with five service bays for vehicle repair
- 24 car parking spaces including one accessible space
- Wash down area
- Access via Sheaffe Street

The proposed development is shown in **Figure 2-2** and provided in **Appendix A**.

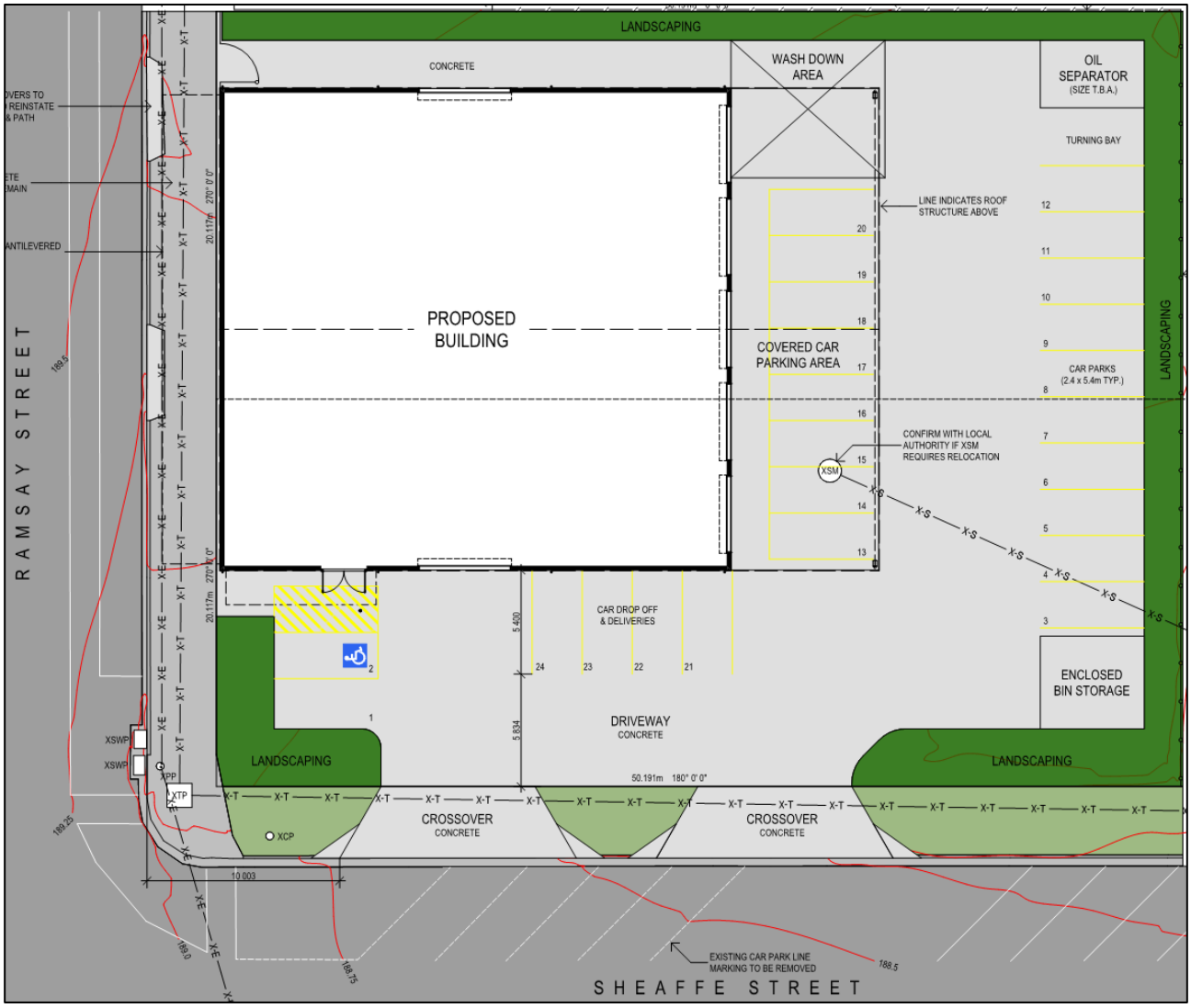


Figure 2-2 Proposed staged expansion

The development is anticipated to open in 2021 and include five full time employees.

For a conservative assessment, it is assumed that all development vehicles access the site via the key Ramsay Street/Sheaffe Street intersection (i.e. no vehicle movements are assumed to gain access to the site from the southern end of Sheaffe Street).

3. Existing transport environment

The key roads and intersections relevant to the site are discussed in the following sections.

3.1 Key roads

3.1.1 Ramsay Street

Ramsay Street extends from Station Street/McIlwraith Street in the east to Henry Street in the west. Ramsay Street is the local (Cloncurry) component of the following two State-controlled roads:

- Flinders Highway (14E) – east of Sheaffe Street
- Barkley Highway (15A) – west of Sheaffe Street

In the vicinity of the site, Ramsay Street has the following characteristics (refer to **Figure 3-1**):

- Two way, two lane, divided configuration
- Median 90 degree car parking and parallel on-street car parking
- Road reserve width of approximately 30m
- Speed limit of 50km/h
- Daily traffic volumes of approximately 3,100 vehicles per day (2019 DTMR AADT data)

Figure 3-1: Ramsay Street looking west towards Sheaffe Street

3.1.2 Sheaffe Street

Sheaffe Street is classified as a local road under the jurisdiction of CSC. Sheaffe Street extends from Philips Street in the south to Alice Street/Ernest Henry Street in the north.

Sheaffe Street is shown in **Figure 3-2** and has the following characteristics:

- Two-way, two-lane, divided configuration
- Median angled car parking and parallel on-street car parking
- Road reserve width of approximately 40m
- Speed limit of 60km/h

Figure 3-2: Sheaffe Street looking north towards Ramsay Street (subject site on right)

3.2 Key intersection

The Ramsay Street/Sheaffe Street intersection is identified as the key intersection for this assessment.

It is noted that there are other intersections further from the site that may be utilised by development traffic, however, due to the location and expected distribution of development traffic, the Ramsay Street/Sheaffe Street intersection is the only intersection where the expected impact of the development is considered of significance (i.e. development traffic being more than five per cent of the background traffic).

3.2.1 Ramsay Street/Sheaffe Street intersection

The intersection of Ramsay Street/Sheaffe Street consists of a priority-controlled four-leg arrangement located at the north-western corner of the subject site lot.

Sheaffe Street has recently been upgraded from the Coppermine Creek Bridge south of the site to Alice Street north of the site, including the Ramsay Street/Sheaffe Street intersection. The intersection allows all turning movements with channelisation on the Ramsay Street approaches.

The upgrade is not yet available on Queensland Government mapping aerial photography. The approximate arrangement is depicted in **Figure 3-3.**

Figure 3-3: Ramsay Street/Sheaffe Street intersection

3.3 Crash data

DTMR crash data was reviewed for the previous five years from 1 January 2014 to 31 December 2018 (the most recent available period). Data was obtained from Queensland Globe (transportation – road crash locations). Findings indicate that there were no recorded crashes at the site frontage or at the key Ramsay Street/Sheaffe Street intersection

Therefore, no safety issues, crash patterns or mitigation measures could be determined from the crash data review.

4. Traffic operation

4.1 Existing traffic volumes

Traffic data was obtained from DTMR and a manual traffic count to assess the impact of the development on the external road network.

4.1.1 DTMR data

Midblock traffic count data was obtained from DTMR for Flinders Highway and Barkly Highway (undertaken in 2019). The locations examined comprise:

- Site ID 10035 Flinders Highway (Ramsay Street) just east of the key intersection
- Site ID 10062 Barkly Highway (continuation of Ramsay Street) just west of Cloncurry

The Flinders Highway at the key intersection is shown to have an average annual daily traffic (AADT) two-way volume of 3,097 vehicles per day. Historical AADT data indicates that traffic volumes have increased over the previous record year (2018 to 2019) but decreased in the prior five year period (as shown in **Figure 4-1** below).

Site 10035 Flinders Highway

Year	AADT	1-Year Growth	5-Year Growth
2019	3,097	14.28%	
2018	2,710		-5.86%
2017			
2016			
2015	3,134		

Site 10062 Barkly Highway

Year	AADT	1-Year Growth	5-Year Growth
2019	1,357	2.65%	
2018	1,322	-9.14%	-5.01%
2017	1,455	5.28%	-3.46%
2016	1,382	3.91%	
2015	1,330		

Figure 4-1: Ramsay Street AADT and annual segment growth data (2019 count data)

A 2% compound per annum background traffic growth rate has been applied for this assessment and is deemed a conservative assumption when compared to the available count data.

The traffic count data is included at **Appendix C**.

4.1.2 Traffic survey

A manual traffic count was undertaken at the Ramsay Street/Sheaffe Street intersection on Thursday 8 October 2020. The development peak periods of 8:00-9:00am and 4:00-5:00pm were surveyed.

The data shows heavy vehicle proportions of approximately 2%.

The morning and afternoon peak hour volumes are summarised in **Figure 4-2**.

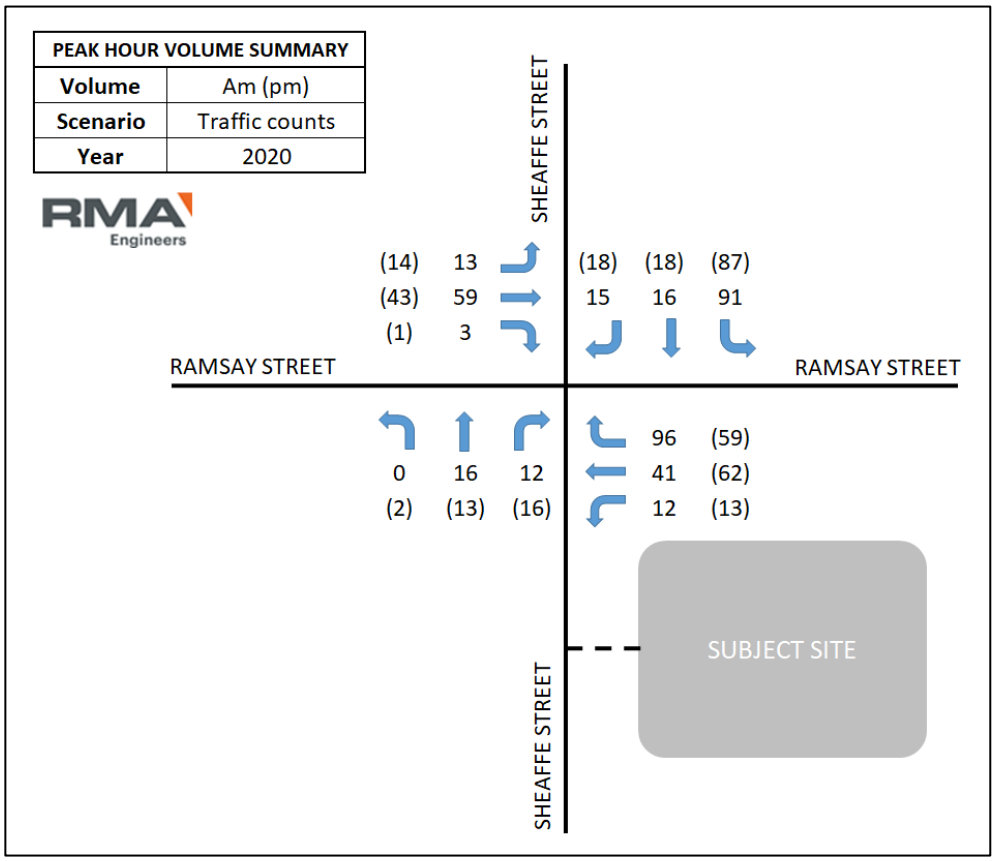


Figure 4-2: 2020 manual traffic count

4.2 Development traffic volumes

Estimated development traffic generation for the peak hour periods is summarised in **Table 4-1**.

Table 4-1: Estimated peak hour traffic generation

Traffic	Am (8:00-9:00)		Pm (4:00-5:00)	
	In	Out	In	Out
Employees	5	0	0	5
Customer vehicle drop off and pick up *(based on an estimated rate of 2 vehicles per peak hour per service bay)*	10	0	0	10
Total	**15**	**0**	**0**	**15**

As discussed in **Section 2.2**, it is assumed that all development vehicles access the site via the key Ramsay Street/Sheaffe Street intersection. The following distribution of development traffic is assumed, based on local residential catchments and highway connectivity:

- 50% of traffic to/from northern Sheaffe Street
- 25% of traffic to/from Ramsay Street to the east (Flinders Highway)
- 25% of traffic to/from Ramsay Street to the west (Barkly Highway)

The resulting estimated development traffic volumes at the Ramsay Street/Sheaffe Street intersection are illustrated in **Figure 4-3**, and background with development traffic at the estimated opening year of 2021 in **Figure 4-4.**

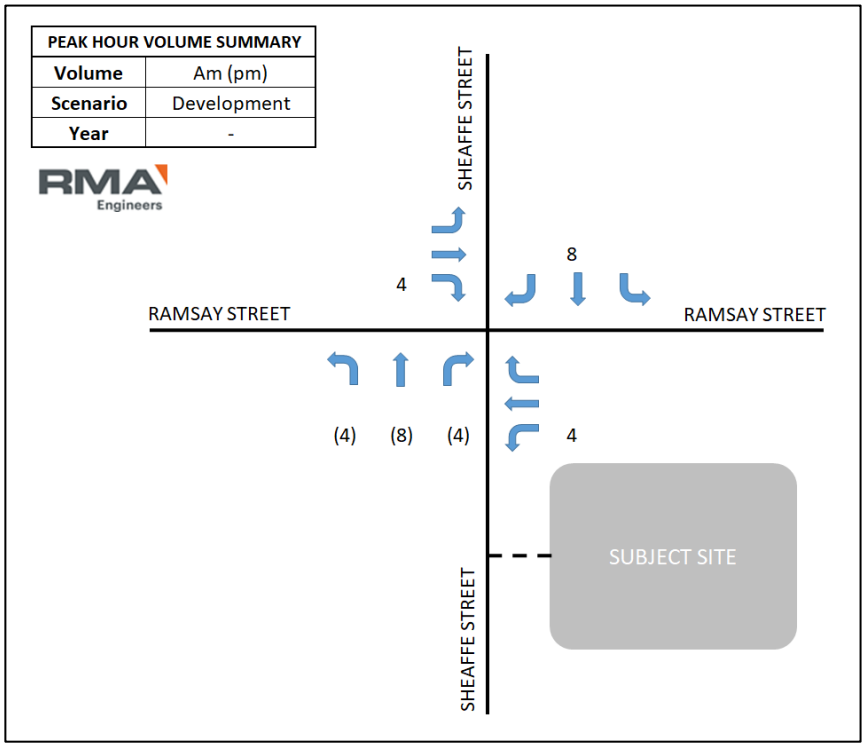


Figure 4-3: Development peak hour traffic volumes

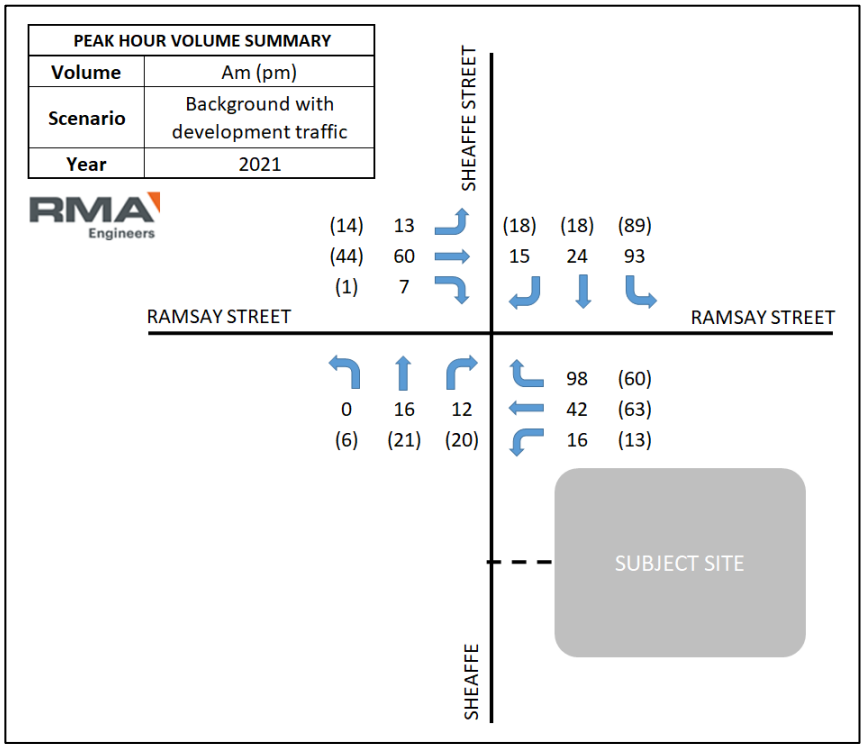


Figure 4-4: 2021 background with development peak hour traffic volumes

5. Development traffic impact on external road network

The DTMR *Road Planning and Design Manual* Chapter 13.5.4 provides information relating to the maximum traffic volume combinations for uninterrupted traffic flow conditions. These combinations are shown on **Table 5-1** below and provide guidance for unsignalised intersections carrying light crossing and turning volumes. Where the volumes are less than that illustrated in **Table 5-1**, it is considered unnecessary to flare intersection approaches or carry out an intersection analysis.

Table 5-1: Intersection capacity – uninterrupted flow conditions

Major road type[1]	Major road flow (vph)[2]	Minor road flow (vph)[3]
Two-lane	400	250
	500	200
	650	100

1. *Major road is through i.e. has priority*
2. *Major road design volumes include through and turning movements*
3. *Minor road design volumes include through and turning volumes*

The anticipated background and development traffic volumes detailed in **Figure 4-4** do not exceed the hourly volume combinations shown in **Table 5-1**, indicating that intersection analysis is not deemed warranted for the key intersection.

Although operational analysis is therefore not deemed warranted for the key Ramsay Street/South Street intersection, analysis has nevertheless been undertaken in consideration of turning movement provision and associated potential delay to illustrate the operational impact.

5.1 Ramsay Street/Sheaffe Street intersection

The Ramsay Street/Sheaffe Street priority intersection layout as modelled in SIDRA is shown in **Figure 5-1**.

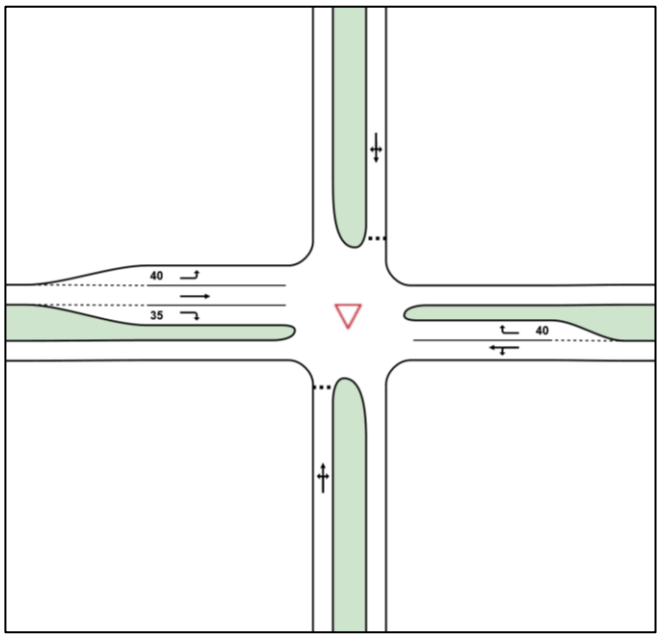


Figure 5-1: Ramsay Street/Sheaffe Street intersection SIDRA layout

Table 5-2 summarises the SIDRA results for the background with development traffic scenario for the opening year and ten year design horizon. Detailed SIDRA results are provided at **Appendix D**.

Table 5-2: Ramsay Street/Sheaffe Street SIDRA summary background with development traffic

Scenario	Peak	Demand	Degree of saturation	95% back of queue distance (m)	Average delay (sec)
2021	Am	418	0.14	4	5
	Pm	386	0.13	4	4
2031	Am	505	0.18	5	5
	Pm	466	0.17	5	5

The SIDRA analysis results indicate that the intersection operates within the accepted performance thresholds for all development stages. The development is expected to have minimal operational impact on the intersection.

Therefore, no mitigation of operational impacts is required at the intersection.

6. Site layout review

A review has been undertaken of the proposed development site shown in **Appendix A** with regards to parking, access, servicing and design vehicle manoeuvring. The outcomes of the review are discussed in the relevant sections below.

Responses to the CSC *Car parking and access code* are provided in **Appendix E**.

6.1 Development access

6.1.1 Geometry

Two new driveway crossovers are proposed on Sheaffe Street as part of the development. The driveways are both 8m wide with a separation of approximately 8.5m. Given the close proximity of the driveways to each other, it is recommended to allocate one as entry only and the other as exit only movements to reduce potential conflicts. Indicative line marking is shown in **Figure 6-1** to illustrate this and improve the internal delineation.

The design service vehicle for this development is a small rigid vehicle (SRV), as specified in the *Car parking and access code* in the CSC Planning Scheme. Vehicle swept path assessment outcomes are detailed in **Section 7.3** of this report and show that an SRV is able to enter and exit the site driveways in a forward gear.

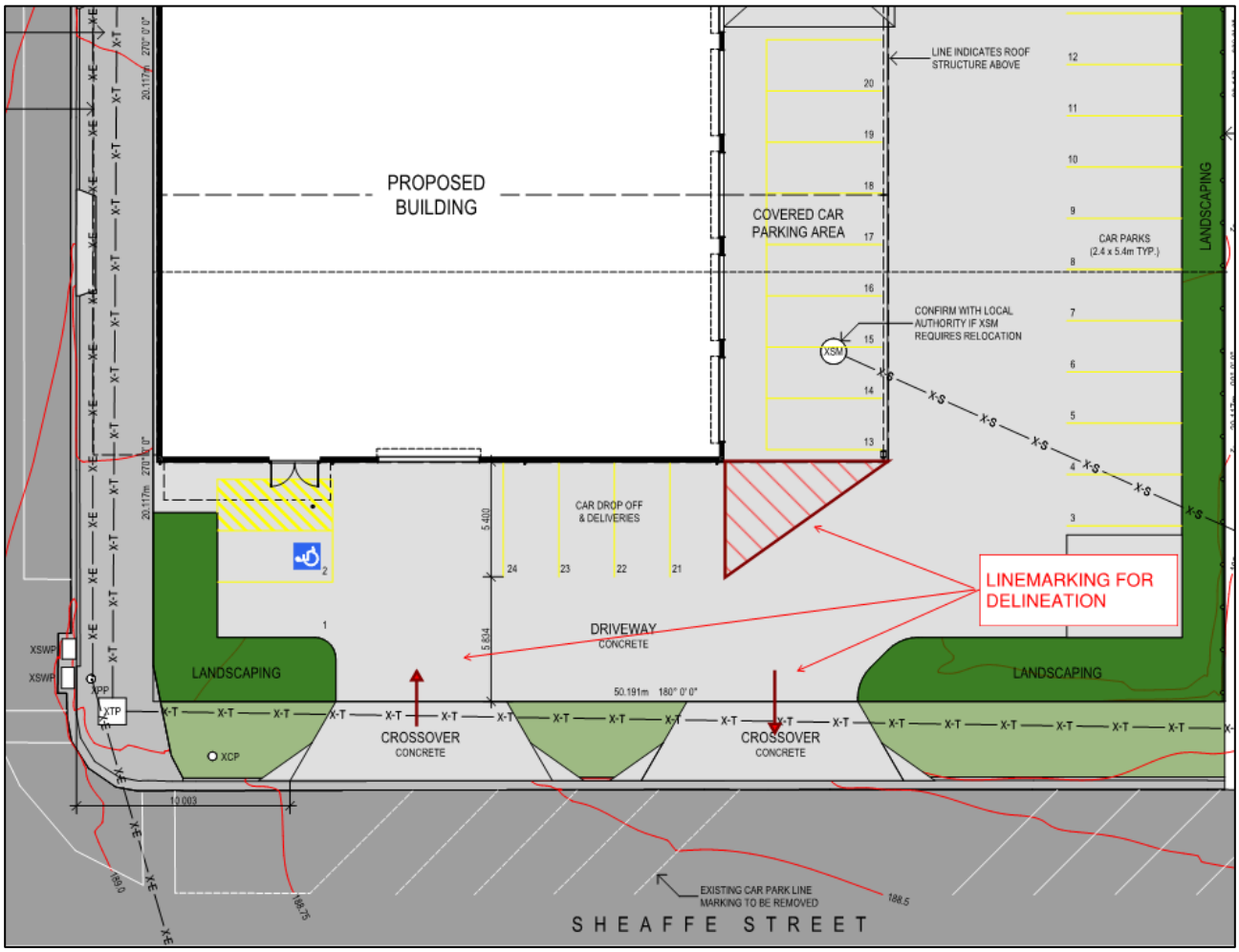


Figure 6-1 Recommended delineation

6.1.2 Driveway separation

The proposed northern-most site access driveway is located approximately 10m from the Ramsay Street/Sheaffe Street intersection, measured from the driveway edge to the intersection tangent point. The Australian Standards (AS2890.1) specifies prohibited driveway locations as shown in **Figure 6-2**.

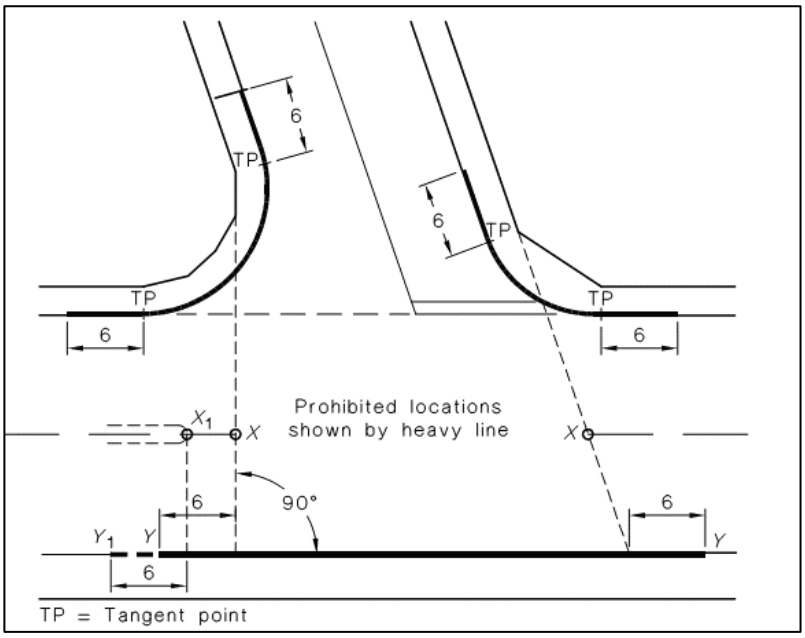


Figure 6-2: Prohibited driveway locations (AS2890.1 Figure 3.1)

The site access driveway location is in excess of AS2890.1 requirements and is therefore satisfactory.

6.2 Pedestrian connectivity

Connectivity to the external path network is recommended to be provided via the shared space adjacent to the building frontage for Ramsay Street, as shown previously in **Figure 6-1**.

6.3 On-site parking layout and geometric review

6.3.1 Car parking and circulation dimensions

The car parking layout shown in the development plans attached in **Appendix A** has been reviewed in accordance with the *Car parking and access code* in the CSC Planning Scheme and AS2890.1.

The 90-degree parking space dimensions are 2.4m wide and 5.4m long, in accordance with the Australian Standards for class 1A spaces (employee parking, front door opening). The car drop off bays near the entrance of the development are 2.6m in width, in accordance with the Australian Standards for class 3 spaces (short term parking).

The width of circulation and parking aisles is a minimum of 5.8m, meeting the Australian Standard requirements (of a 5.8m parking aisle width). A turning bay at the end of the blind aisle is provided for the turnaround of vehicles.

6.3.2 Parking yield

The number of car parking spaces required in the Planning Scheme is summarised in **Table 6-1**.

Table 6-1: Required vehicular parking spaces

Development land use	Site operation	Parking rate	Car parks required
Low impact industry (where motor vehicle repairs)	5 full-time employees 5 service bays	2 spaces per equivalent full-time employees and 5 spaces per workshop/service bay	35

The development proposes 24 car parking spaces (including one accessible space) and five service bays.

The rate specified in the Planning Scheme results in a space requirement of 35 spaces. This is considered to be in excess of parking requirements for the site and the Cloncurry locality. Similar motor vehicle repair operations in the area generally have space for up to ten vehicles and have little or no formal parking. Application of a sample of other Queensland Council parking rates to the subject site found requirements of:

- 13 spaces (Cairns Regional Council low impact industry where motor vehicle repair shop – one space per 50m^2 GFA)
- 20 spaces (Gympie Regional Council service station and any industry for machinery repair station – four spaces for every service bay)
- Nine spaces (Brisbane City Council low impact industry – two spaces per tenancy plus one space per 100m^2 GFA)

The proposed parking yield of 24 spaces is therefore in excess of typical requirements and is considered appropriate for the site. It is noted that a further five vehicle service bays are also included within the proposed building which could be counted towards the parking yield.

6.3.3 Provisions for persons with disabilities (PWD)

For PWD parking requirements, reference is made to the Australian Standard 2890.6 and the *Disability (Access to Premises – Buildings) Standards* 2010 which provides car parking standards for PWD. The rate applicable for this site (class 8 building) is one space per 100 ordinary spaces or part thereof, resulting in a requirement of one accessible space.

One space with associated shared zone has been allocated outside the building entry. The PWD space and associated shared zones meet the dimensional and access requirements of AS2890.6.

6.3.4 Queuing provisions

Space for queuing vehicles has been considered in accordance with AS2890.1 requirements. A queue provision of two vehicles (i.e. 12m) is required for this site, measured from the property boundary to the first internal conflict point.

Approximately 2.5m queue distance is available, which includes a shortfall of 9.5m. However, sufficient length (approximately 12m) is available from the Sheaffe Street edge line of the travel lane, and the wide 8m driveway allows for vehicle passing another queued vehicle. Therefore, queuing is unlikely to obstruct the Sheaffe Street traffic operations.

From the above, the available queue length to the first internal potential parking manoeuvre (conflict location) is noted to be deficient, however, due to the driveway width and the distance to the road edge line, vehicle queuing is deemed unlikely to obstruct the Sheaffe Street traffic operations and the queuing provision of the site is considered to be satisfactory.

7. Safety considerations

7.1 Sight distance assessment

Sight distance has been reviewed for the site access driveway (southern-most driveway). The AS2890.1 *Parking Facilities – Off-street car parking* (2004) specifies sight distance requirements for vehicles entering a public roadway from access driveways.

The northern approach to the proposed southern egress driveway has been assessed. The southern approach is not considered relevant as exiting vehicles are not able to immediately turn right, due to the presence of parking spaces in the centre of Sheaffe Street at the subject site frontage.

The posted speed of Sheaffe Street is 60km/h. The site is located adjacent to the Ramsay Street/Sheaffe Street intersection, and vehicles are likely to be travelling at a significantly reduced speed while negotiating priorities and turning movements. Therefore, a posted speed limit of 40km/h has been considered as representative of vehicle speeds on the northern approach to the subject site.

The required sight distance relevant to the access is summarised in **Table 7-1**. The available sight distance was measured using online mapping and aerial imagery.

Table 7-1 Driveway access sight distance

Access	Approach	Posted speed	Available sight distance	Required sight distance		Compliance
				Desirable 5s gap	Minimum SSD	
Access driveway	North	40km/h[1]	Approx. 40m to Ramsay Street intersection	55	35	Compliant

[1]*Adjusted to reflect reduced speed for vehicles negotiating priorities and turning movements at the Ramsay Street/Sheaffe Street intersection.*

The available sight distance to the Ramsay Street intersection exceeds minimum stopping sight distance (SSD). No obstructions were identified that would restrict sight between the driveway and the intersection approaches.

7.2 Risk assessment

A risk assessment examining the increase in turning movements at the relevant Ramsay Street/Sheaffe Street intersection has been considered as per the GTIA process. The safety risk score matrix as extracted from the GTIA is shown in **Figure 7-1**.

		Potential consequence				
		Property only (1)	Minor injury (2)	Medical treatment (3)	Hospitalisation (4)	Fatality (5)
Potential likelihood	Almost certain (5)	M	M	H	H	H
	Likely (4)	M	M	M	H	H
	Moderate (3)	L	M	M	M	H
	Unlikely (2)	L	L	M	M	M
	Rare (1)	L	L	L	M	M

Figure 7-1: Safety risk score matrix (GTIA)

The risk items examined consider the potential to increase crashes and the safety deficiencies on the road network. **Table 7-2** provides a summary of the relevant risk items and associated risk scores.

Table 7-2 Risk items identified and associated risk scores

Risk item	Without development			With development			With development and mitigation			
	Likelihood	Consequence	Risk score	Likelihood	Consequence	Risk score	Mitigation measures	Likelihood	Consequence	Risk score
Risk of angle or rear end crash due to increase in traffic movements to/from Sheaffe Street.	1	4	M	2	4	M	No action.	2	4	M

As shown, there is no change in the risk scores due to the addition of development traffic, and no high risks are identified. As discussed in **Section 3.3**, there have been no historical crashes recorded at the Ramsay Street/Sheaffe Street intersection or in the vicinity of the site in the most recent five year period.

From the above, no adverse safety issues were identified relating to the proposed development, and no mitigation measures are required by the development at the key intersection.

7.3 Swept path assessment

A swept path assessment was undertaken for:

- Largest design vehicle to/from the site (SRV)
- Refuse collection vehicle (RCV)

The swept path assessments are shown in **Figure 7-2** and **Figure 7-3** for an SRV and RCV, respectively. The swept paths demonstrate that the geometry is suitable for the design vehicle movements and that each service vehicle can enter and leave the site in forward gear.

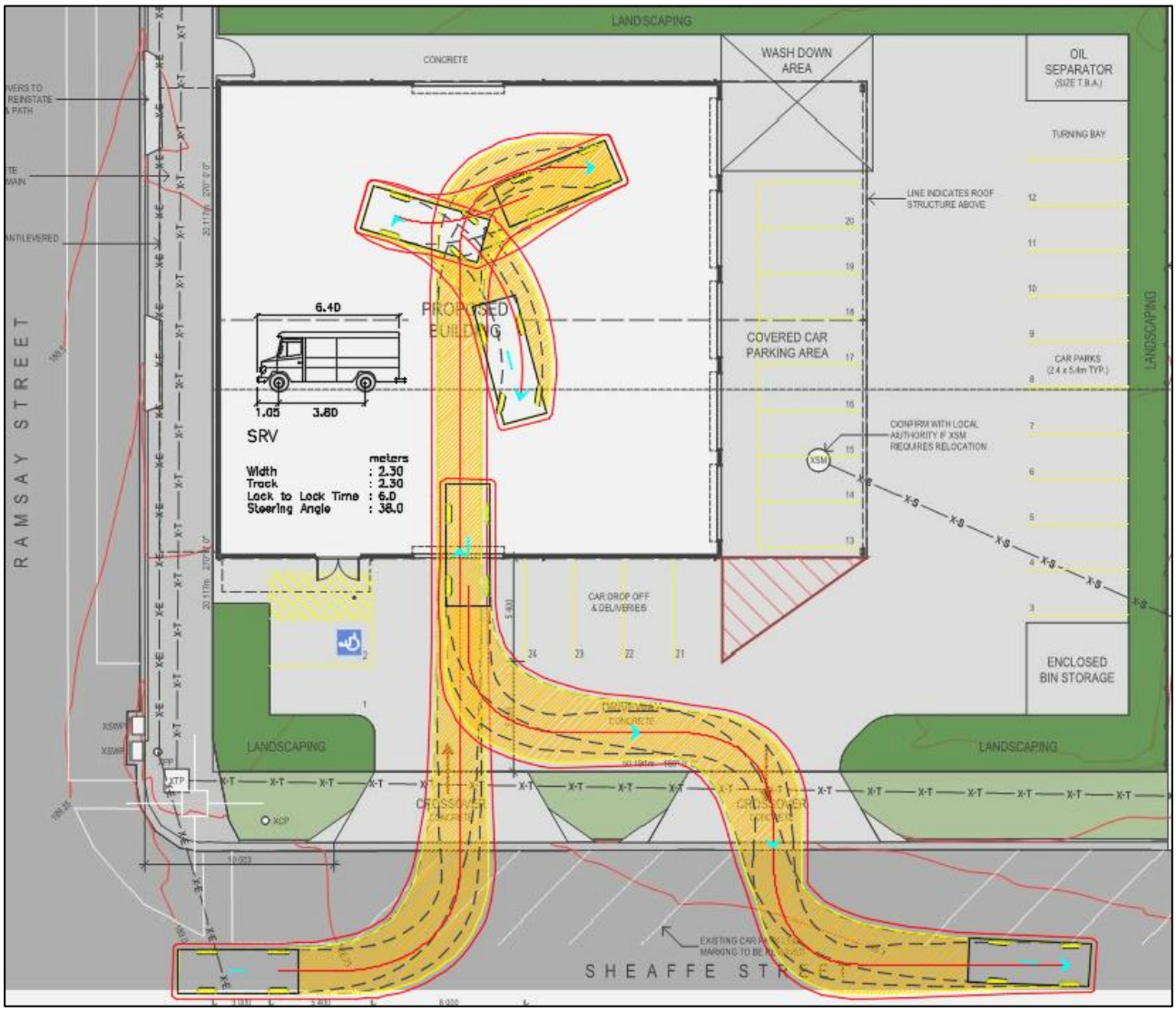


Figure 7-2: SRV swept paths

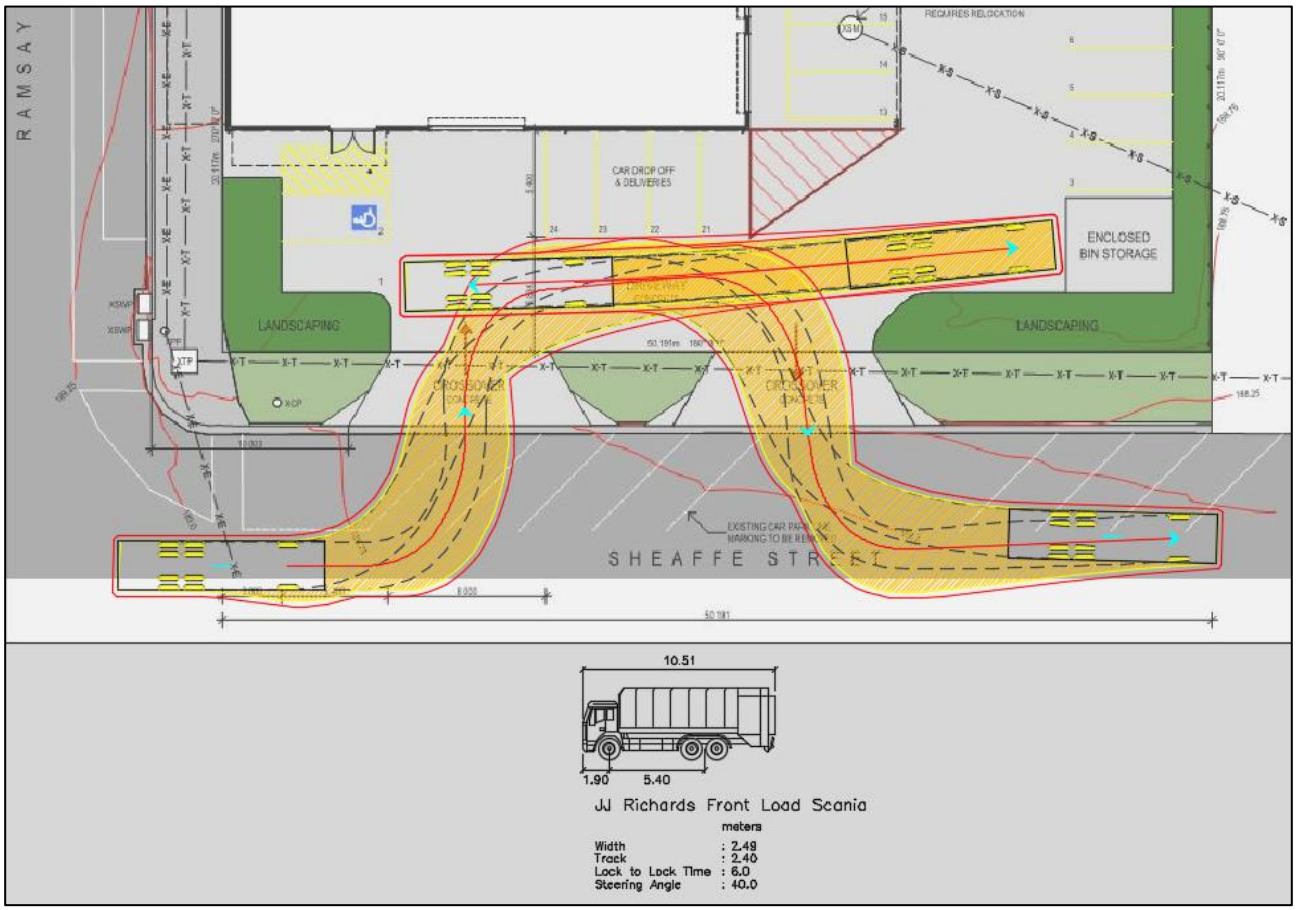


Figure 7-3: RCV swept paths

8. Code compliance

The proposed development has been reviewed in accordance with the Department of State Development, Manufacturing, Infrastructure and Planning development assessment provisions – Codes 1 and 6. The tables and compliance responses are provided at Appendix E. From the review, no non-compliance items are identified.

Responses to the CSC Planning Scheme *Car parking and access* code are also provided in Appendix E. No non-compliance items are identified.

9. Summary and recommendations

RMA Engineers has been engaged by Cloncurry Constructions Pty Ltd to undertake a Traffic Impact Assessment (TIA) in support of a development application for a proposed motor vehicle repairs development (mechanic) located at 46 Ramsay Street, Cloncurry (the subject site). The site is identified as Lot 2 on RP708248 within the Cloncurry Shire Council (CSC) area.

This assessment has been undertaken in general accordance with the road transport related requirements identified in the DTMR *Guide to Traffic Impact Assessment* (GTIA) (2018) and the Cloncurry Shire Council *Planning Scheme* (2016).

The following is a summary of the findings and recommendations of the TIA.

Operational impacts:

- The maximum number of trips per peak hour is anticipated to be 15.
- The anticipated background and development traffic volumes do not exceed the intersection capacity hourly volume combinations shown in the DTMR *Road Planning and Design Manual*, indicating that intersection analysis is not deemed warranted for the key intersection.
- SIDRA analysis results confirm that the Ramsay Street/Sheaffe Street intersection operates within the accepted performance thresholds for all development stages. The development is expected to have minimal operational impact on the intersection. No mitigation of operational impacts is required at the intersection.

Site layout review:

- Given the close proximity of the driveways to each other, it is recommended to allocate one as entry only and the other as exit only to reduce potential conflicts.
- The development proposes 24 car parking spaces (including one accessible space and associated shared zone). The parking rate specified in the Planning Scheme results in a requirement of 35 spaces, however the proposed parking yield is in excess of typical requirements and is considered appropriate for the site. It is noted that a further five vehicle service bays are also included within the proposed building which could be counted towards the parking yield.
- One space for persons with disabilities (PWD) and associated shared zone is proposed, complying with Australian Standard requirements.
- A swept path assessment demonstrates that the internal layout and driveway geometry is suitable for the design vehicle movements.
- The available entry queue length is noted to be deficient, however, due to the driveway width and the distance to the road edge line, vehicle queuing is deemed unlikely to obstruct Sheaffe Street traffic operations and the queuing provision of the site is considered to be satisfactory.

Safety considerations:

- From a historical crash data review, no crash patterns or mitigation measures could be identified within the vicinity of the site.
- The sight distance assessment found that sight distance available at the proposed exit driveway meet minimum stopping sight distance requirements.

- A review of safety risk items relating to the Ramsay Street/Sheaffe Street intersection found no high risk safety issues or increase in risk scores relating to use of the intersection by development traffic.
- A swept path assessment demonstrates that the internal layout and driveway geometry is suitable for the design vehicle movements.

Code compliance:

- The proposed development has been reviewed in accordance with the Department of State Development, Manufacturing, Infrastructure and Planning development assessment provisions – Codes 1 and 6, and the CSC Planning Scheme *Car parking and access* code. From the review, no non-compliance items were identified.

With respect to the above findings and recommendations of this TIA report, the proposed development can proceed without any unacceptable or adverse impacts on the external road network. No traffic and transport engineering matters have been identified that should preclude approval of the proposed development at this location.

Appendix A Development layout

LOCALITY PLAN
SCALE 1:1000

PROPERTY DESCRIPTION:

LOT 2 ON RP708248
LOCAL GOVERNMENT: CLONCURRY
LOCALITY: BEACONSFIELD
SITE AREA: 2023.9m^2

SERVICES LEGEND:

X-S	EXISTING SEWER LINE
X-SW	EXISTING STORMWATER LINE
X-W	EXISTING WATER LINE
X-T	EXISTING TELECOM LINE
X-E	EXISTING ELECTRICAL LINE

ABBREVIATION LEGEND:

SP	STEEL POST
XCP	EXISTING COMMUNICATIONS PILLAR
XPP	EXISTING POWER POLE
XSM	EXISTING SEWER MANHOLE
XSWM	EXISTING STORMWATER MANHOLE
XSWP	EXISTING STORMWATER PIT
XTP	EXISTING TELECOM PIT

PLANNING SCHEME PROVISIONS:

ZONING - CENTRE ZONE
PROPOSED USE - LOW IMPACT INDUSTRY
ZONE CODE - CENTRE ZONE CODE
USE CODES - LOW IMPACT INDUSTRY ZONE CODE
GENERAL CODES:
- EARTHWORKS CODE
- PUBLIC UTILITY CODE
- INTERGRATED WATER CYCLE MANAGEMENT CODE
- LANDSCAPING CODE
- CAR PARKING & ACCESS CODE
- OPERATIONAL WORKS & SERVICES CODE
- FLOOD HAZARD OVERLAY CODE

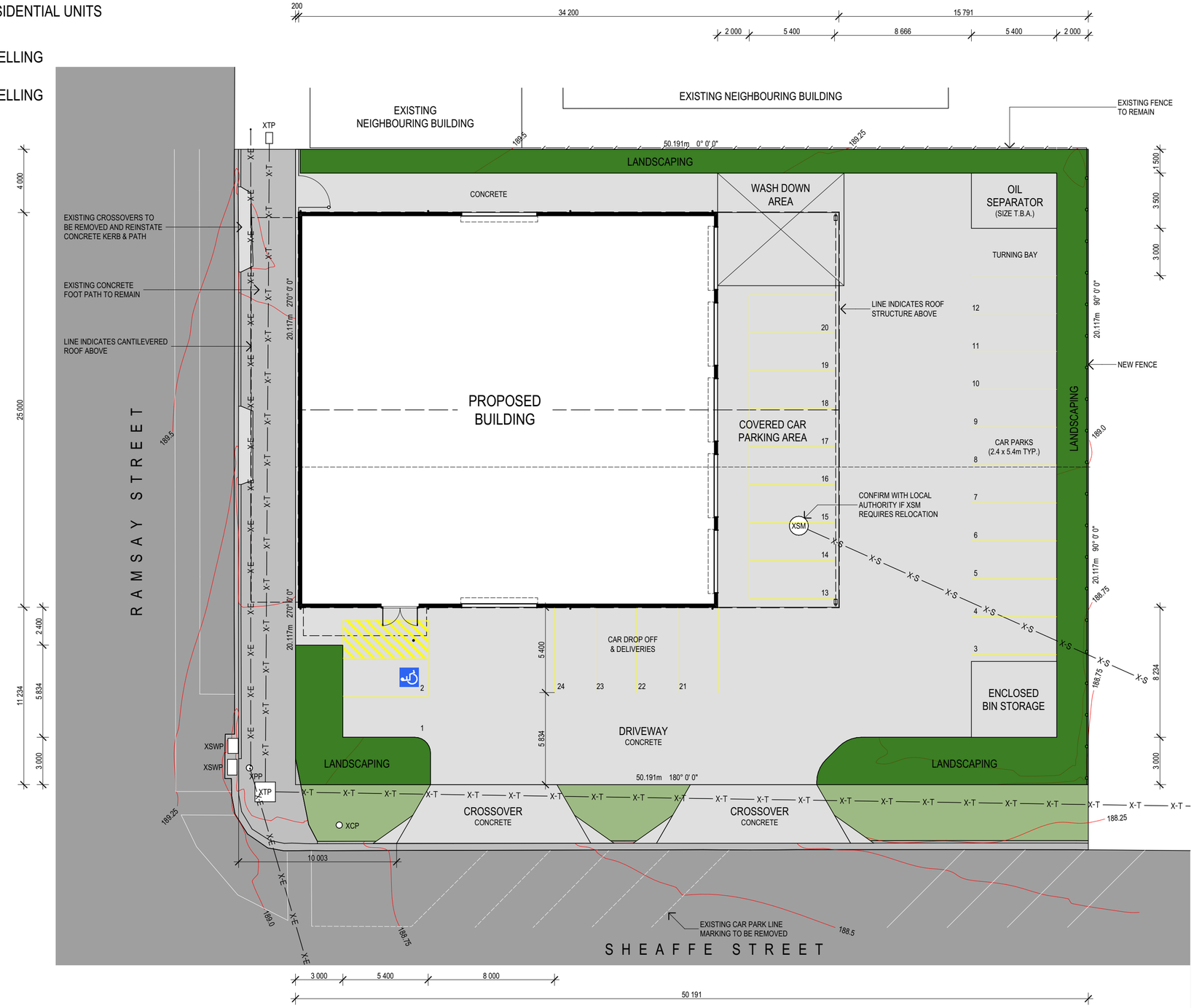
SITE AREA = 2023.9m^2

MAXIMUM TOTAL SITE COVER - 75% = 1 517.9m^2
PROPOSED SITE COVER = 855m^2

MINIMUM LANDSCAPING COVER - 10% = 202m^2
LANDSCAPING COVER PROVIDED = 237m^2

PROPOSED GROSS FLOOR AREA (GFA) = 868.8m^2

CAR PARKING CALCULATIONS
LOW IMPACT INDUSTRY (MOTOR VEHICLE REPAIRS)
- 2 / FULL TIME EMPLOYEE + 5 / SERVICE BAY
TOTAL CAR PARKING SPACES REQUIRED - 35
(5 FULL TIME EMPLOYEES + 5 SERVICE BAYS)
TOTAL CAR PARKING SPACES PROVIDED - 24



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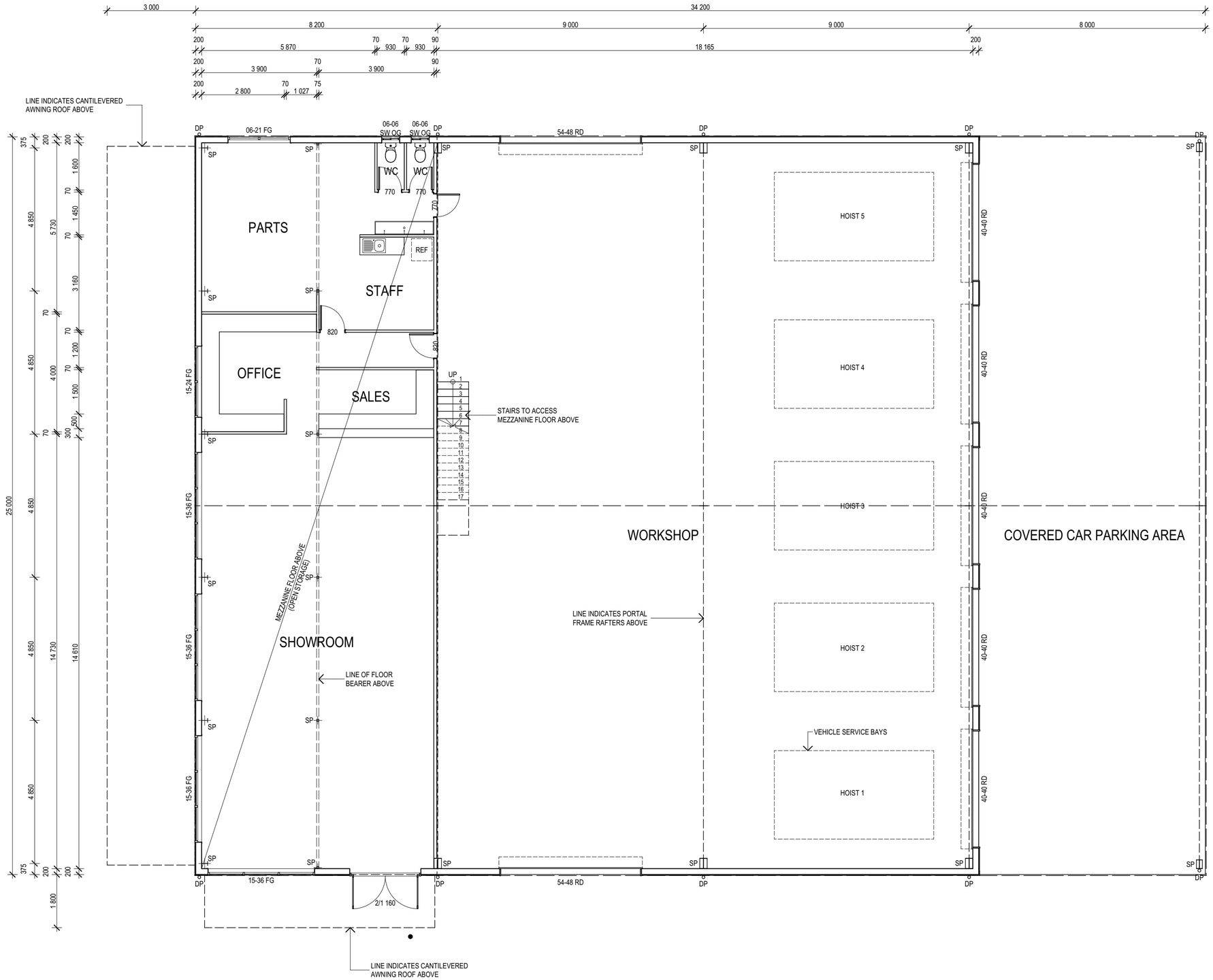
SITE PLAN
SCALE 1:200

design direct BUILDING DESIGNERS
BUNDABERG 9 Targo Street (07) 4154 3911
HERVEY BAY 49 Hunter Street (07) 4128 3911
info@designdirect.net.au
www.designdirect.net.au
QBCC No. 1162156

ISSUE: FOR INFORMATION, NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE	BY
*	ORIGINAL	19/11/20	TL

PROJECT: PROPOSED MOTOR VEHICLE REPAIRS DEVELOPMENT	LOCATION: 46 RAMSAY STREET CLONCURRY	PAGE SIZE: A2	SCALE: 1:200, 1:1000	START DATE: SEPT 2020	DESIGNED: TL
				DRAWN: TL	CHECKED: MS
CLIENT: CLONCURRY CONSTRUCTIONS PTY LTD	TITLE: LOCALITY & SITE PLAN	BCA CLASS: 8	PROJECT NO.: 200902	DRAWING NO.: DA01	REVISION: *



FLOOR PLAN
SCALE 1:100

BUILDING AREAS:

GROUND FLOOR ENCLOSED	663.1
MEZZANINE FLOOR	205.7
COVERED CAR PARKING AREA	191.9
	1 060.7 m²

WALL LEGEND:

(REFER PLAN FOR WALL THICKNESSES)

METAL GIRT FRAMED WALL
- 200mm METAL WALL GIRT
- COLORBOND WALL CLADDING

TIMBER STUD FRAMED WALL
- 10mm PLASTERBOARD INTERNAL LINING

NOTE:
SUBSTITUTE PLASTERBOARD FOR AN APPROVED LINING TO WET AREAS

ABBREVIATION LEGEND:

DP	DOWN PIPE
FG	FIXED GLASS WINDOW
MB	METER BOX
OG	OBSCURE GLASS
RD	ROLLER DOOR
REF	REFRIGERATOR SPACE
SP	STEEL POST
SW	SLIDING WINDOW

N

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BUILDING DESIGNERS
BUNDABERG
9 Targo Street
(07) 4154 3911
HERVEY BAY
49 Hunter Street
(07) 4128 3911
info@designdirect.net.au
www.designdirect.net.au
QBCC No. 1162156

ISSUE

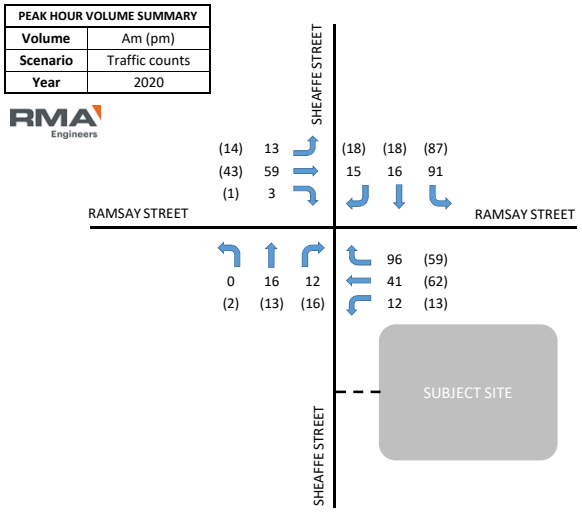
FOR INFORMATION, NOT FOR CONSTRUCTION

REV	DESCRIPTION	DATE	BY
*	ORIGINAL	19/11/20	TL

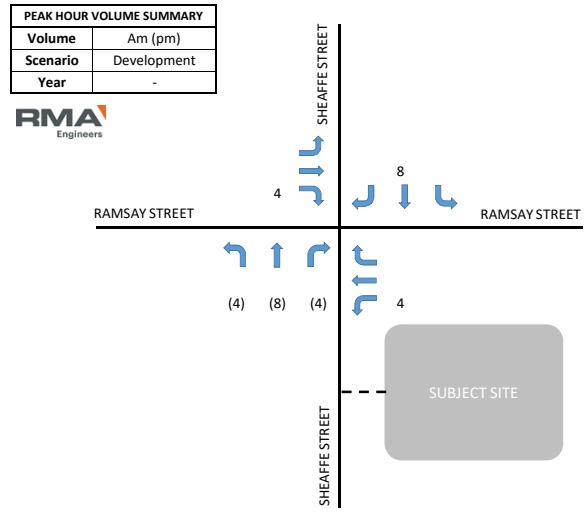
PROJECT: PROPOSED MOTOR VEHICLE REPAIRS DEVELOPMENT	LOCATION: 46 RAMSAY STREET CLONCURRY	PAGE SIZE: A2	SCALE: 1:100	START DATE: SEPT 2020	DESIGNED: TL
				DRAWN: TL	CHECKED: MS
CLIENT: CLONCURRY CONSTRUCTIONS PTY LTD	TITLE: FLOOR PLAN	BCA CLASS: 8	PROJECT NO.: 200902	DRAWING NO.: DA02	REVISION: *

Appendix B Traffic generation calculations

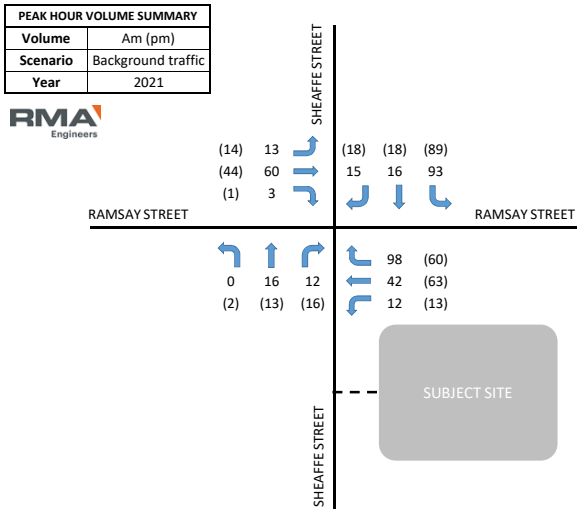
PEAK HOUR VOLUME SUMMARY	
Volume	Am (pm)
Scenario	Traffic counts
Year	2020



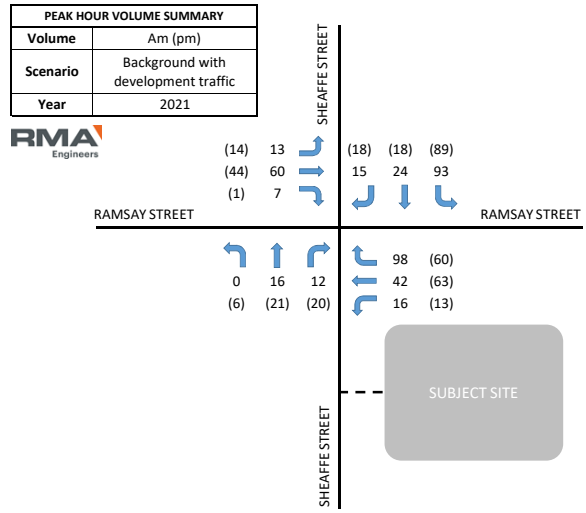
PEAK HOUR VOLUME SUMMARY	
Volume	Am (pm)
Scenario	Development
Year	-



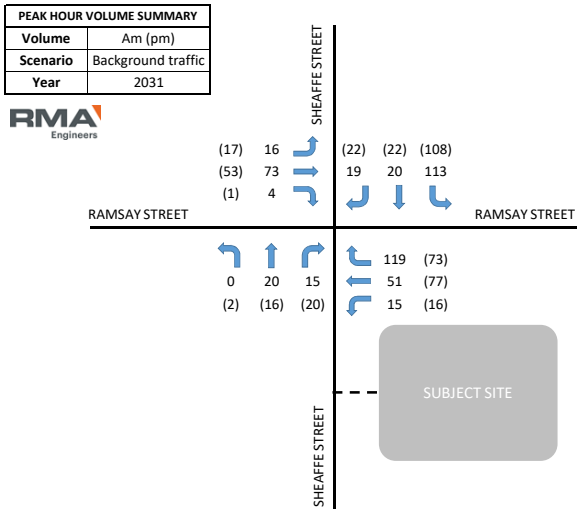
PEAK HOUR VOLUME SUMMARY	
Volume	Am (pm)
Scenario	Background traffic
Year	2021



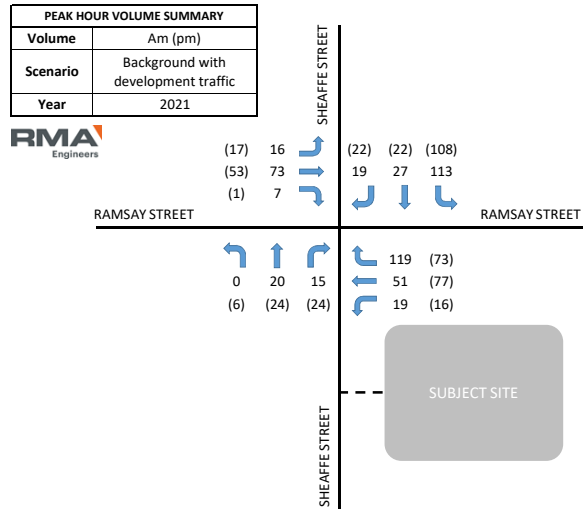
PEAK HOUR VOLUME SUMMARY	
Volume	Am (pm)
Scenario	Background with development traffic
Year	2021



PEAK HOUR VOLUME SUMMARY	
Volume	Am (pm)
Scenario	Background traffic
Year	2031



PEAK HOUR VOLUME SUMMARY	
Volume	Am (pm)
Scenario	Background with development traffic
Year	2021

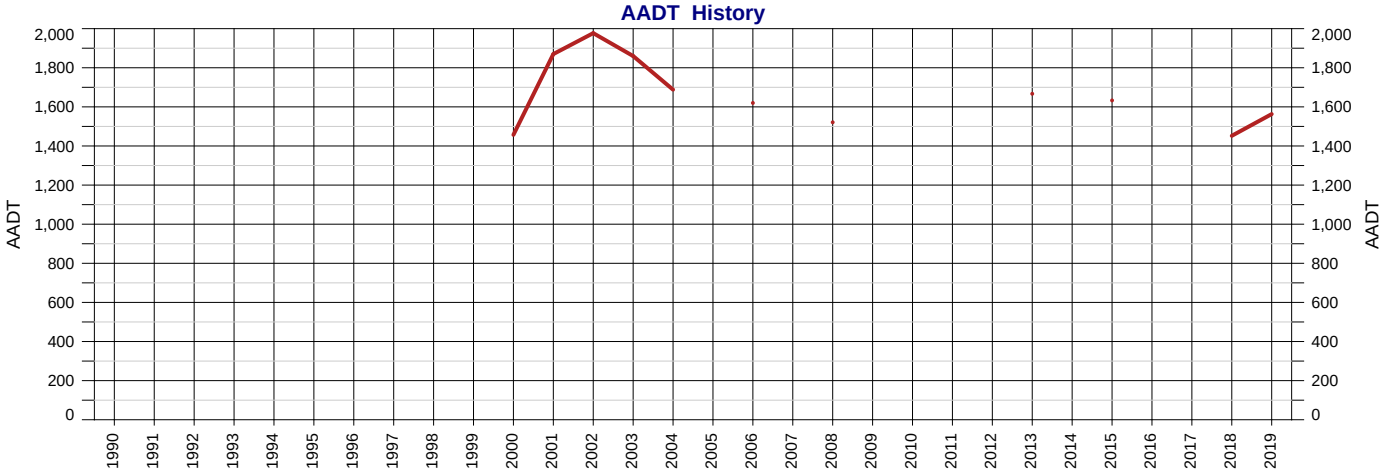


Appendix C Turn count data

Area	409 - North West District
Road Section	14E - FLINDERS HIGHWAY (JULIA CREEK - CLONCURRY)
Site	100035 - 14E Ch 136.82 Ramsay St opp St Vincent's
Thru Dist	136.82
Type	C - Coverage
Stream	T1 - Thru traffic in Lane 1 -in gazettal dirn

Year	2019	Growth last Year	7.64%
AADT	1,563	Growth last 5 Yrs	
Avg Week Day	1,609	Growth last 10 Yrs	
Avg Weekend Day	1,297		

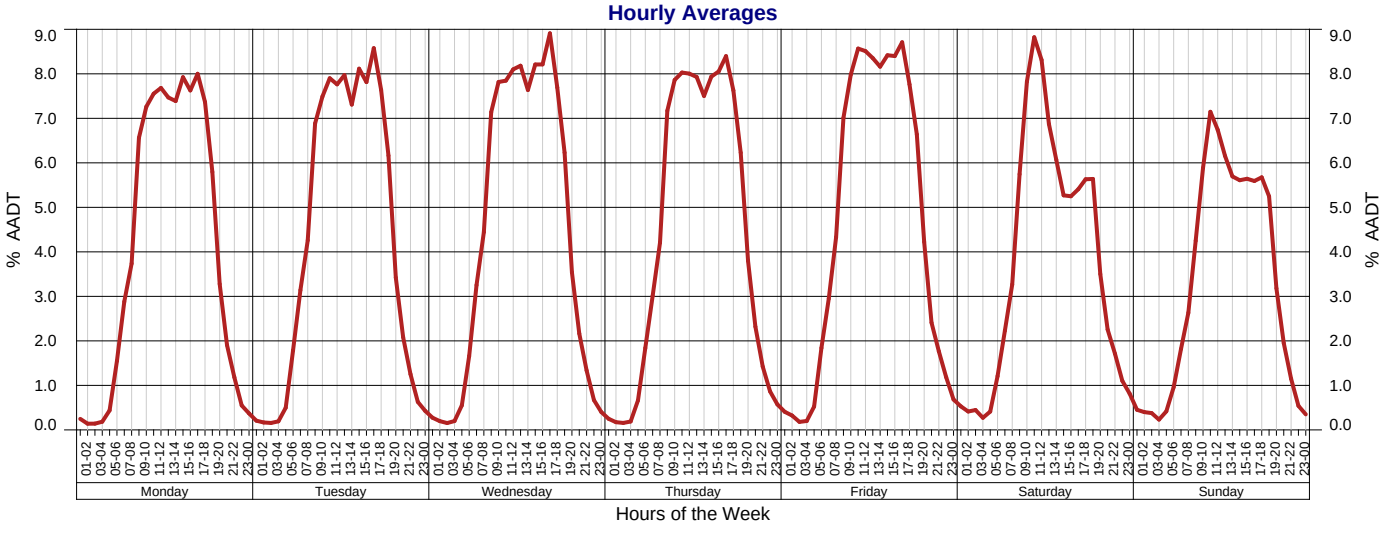
AADT History



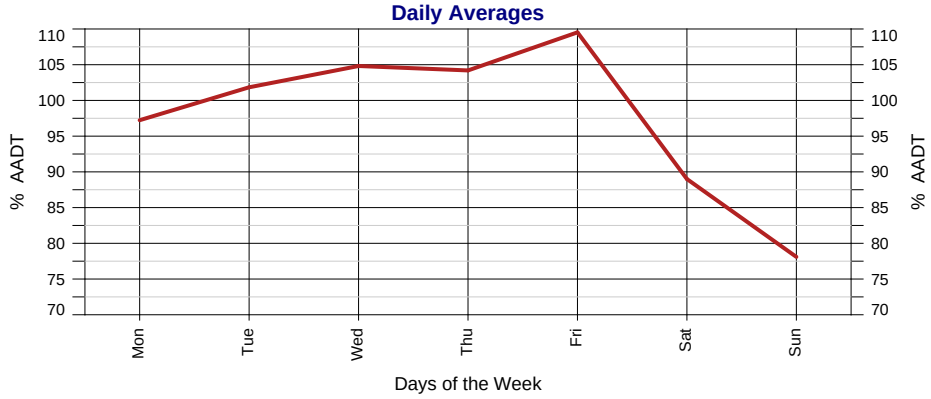
Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	1,563	7.64%		
2018	1,452		-3.02%	-1.12%
2017				
2016				
2015	1,633			
2014				
2013	1,667		1.85%	-0.22%
2012				
2011				
2010				
2009				
2008	1,521		-3.38%	
2007				
2006	1,620		-3.66%	
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	1,688	-9.25%		
2003	1,860	-5.92%		
2002	1,977	5.72%		
2001	1,870	28.35%		
2000	1,457			
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

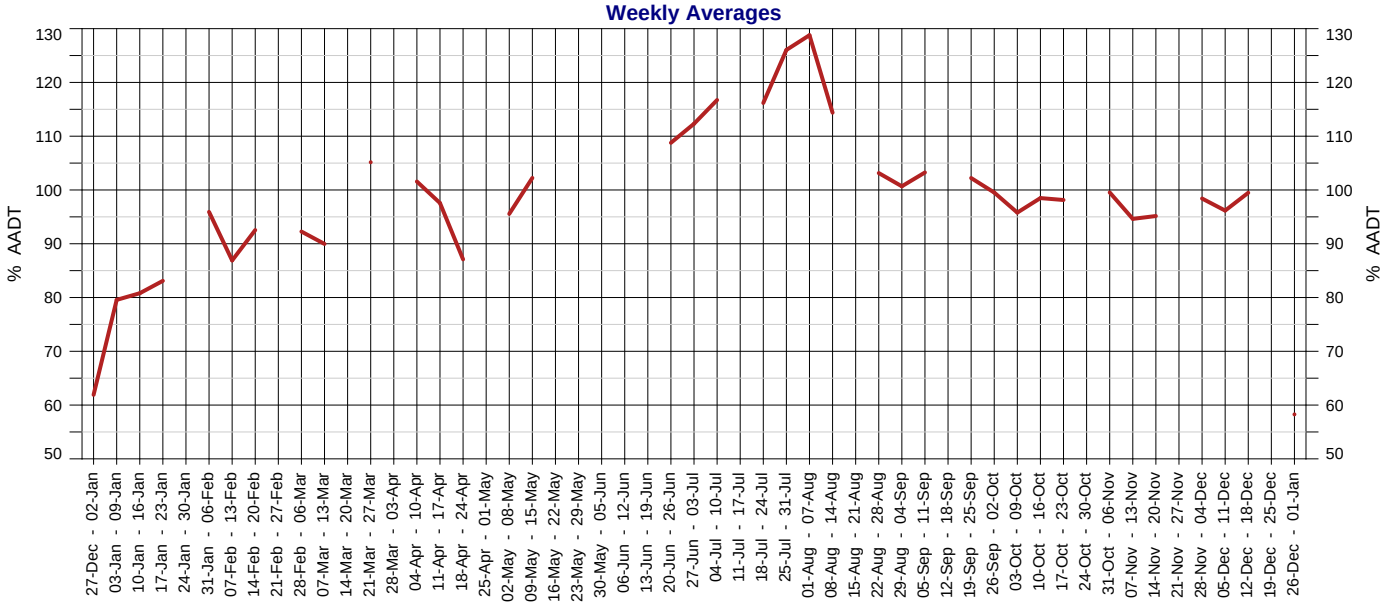
Hourly Averages



Daily Averages



Weekly Averages



2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

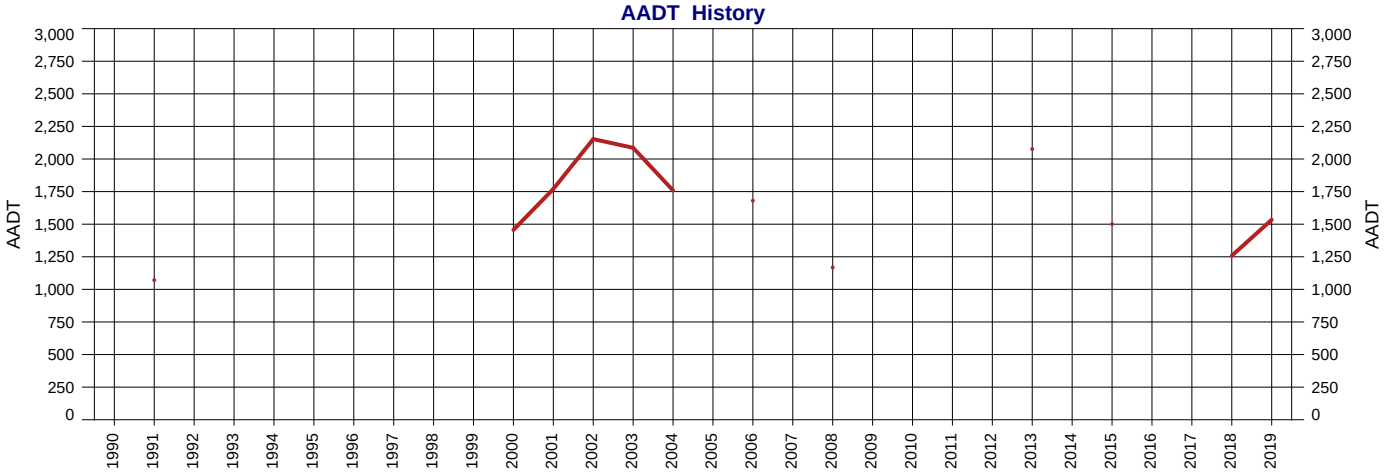
M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Area	409 - North West District
Road Section	14E - FLINDERS HIGHWAY (JULIA CREEK - CLONCURRY)
Site	100035 - 14E Ch 136.82 Ramsay St opp St Vincent's
Thru Dist	136.82
Type	C - Coverage
Stream	T2 - Thru traffic in Lane 2 -against gazettal

Year	2019	Growth last Year	21.94%
AADT	1,534	Growth last 5 Yrs	
Avg Week Day	1,580	Growth last 10 Yrs	
Avg Weekend Day	1,196		

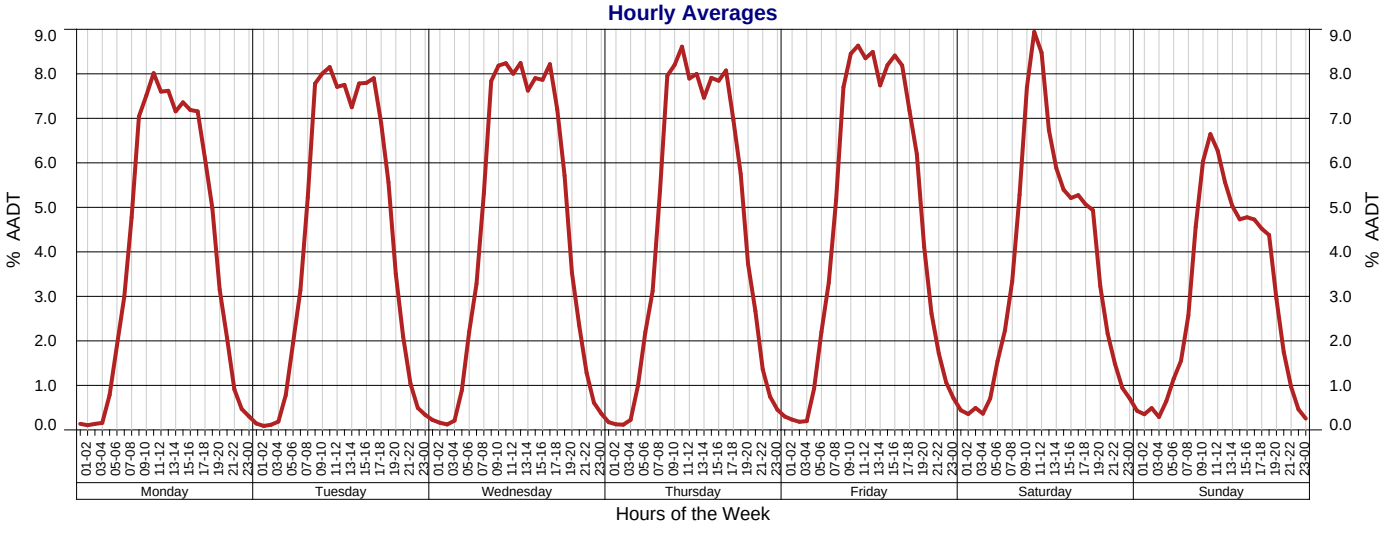
AADT History



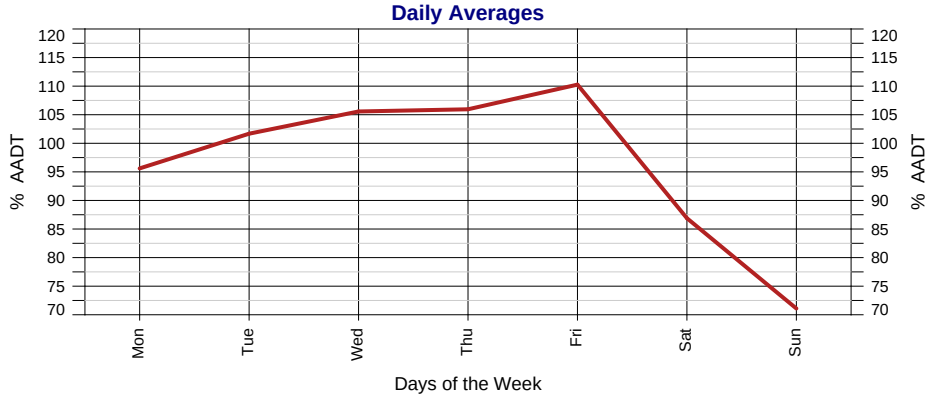
Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	1,534	21.94%		
2018	1,258		-8.54%	-1.70%
2017				
2016				
2015	1,501			
2014				
2013	2,077		12.20%	2.31%
2012				
2011				
2010				
2009				
2008	1,168		-11.04%	
2007				
2006	1,680		-3.63%	
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	1,759	-15.68%		
2003	2,086	-3.11%		
2002	2,153	21.64%		
2001	1,770	21.57%		5.30%
2000	1,456			
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991	1,071			
1990				

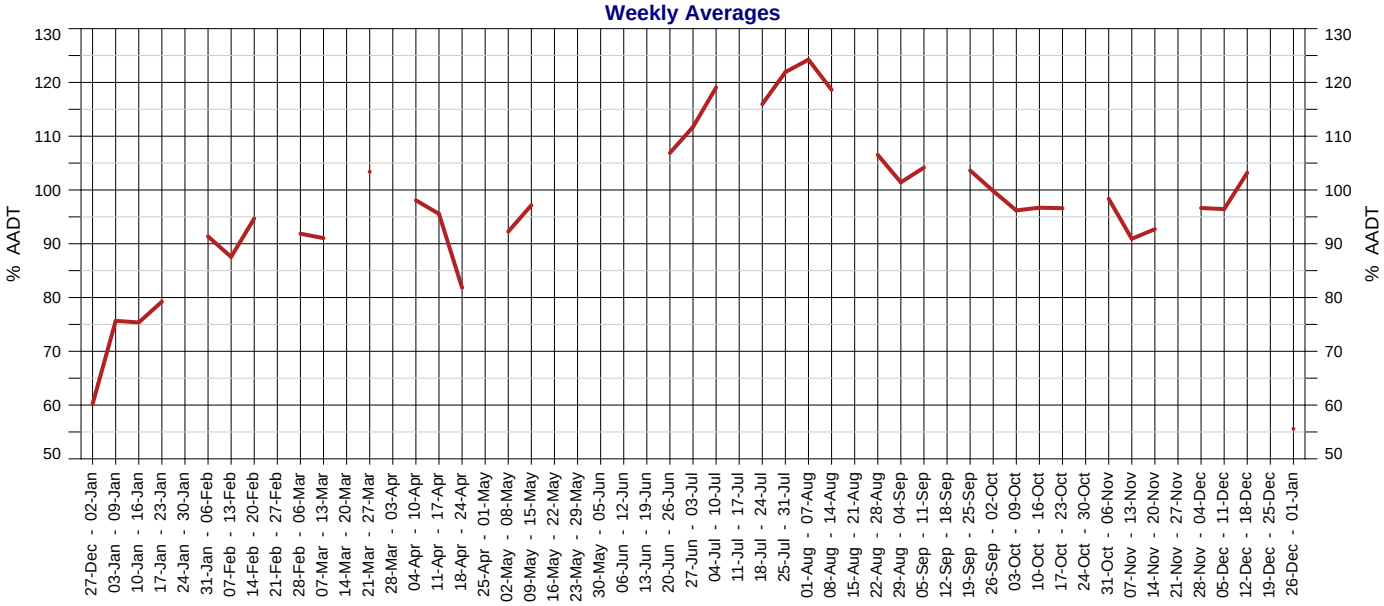
Hourly Averages



Daily Averages



Weekly Averages



2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

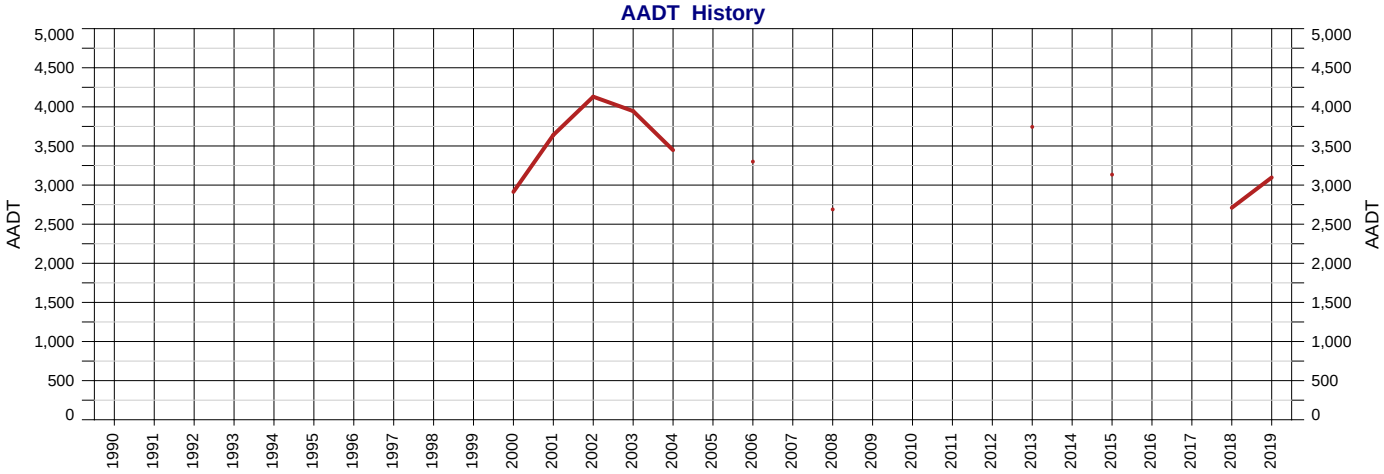
M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Area	409 - North West District
Road Section	14E - FLINDERS HIGHWAY (JULIA CREEK - CLONCURRY)
Site	100035 - 14E Ch 136.82 Ramsay St opp St Vincent's
Thru Dist	136.82
Type	C - Coverage
Stream	TB - Bi-directional traffic flow

Year	2019	Growth last Year	14.28%
AADT	3,097	Growth last 5 Yrs	
Avg Week Day	3,189	Growth last 10 Yrs	
Avg Weekend Day	2,508		

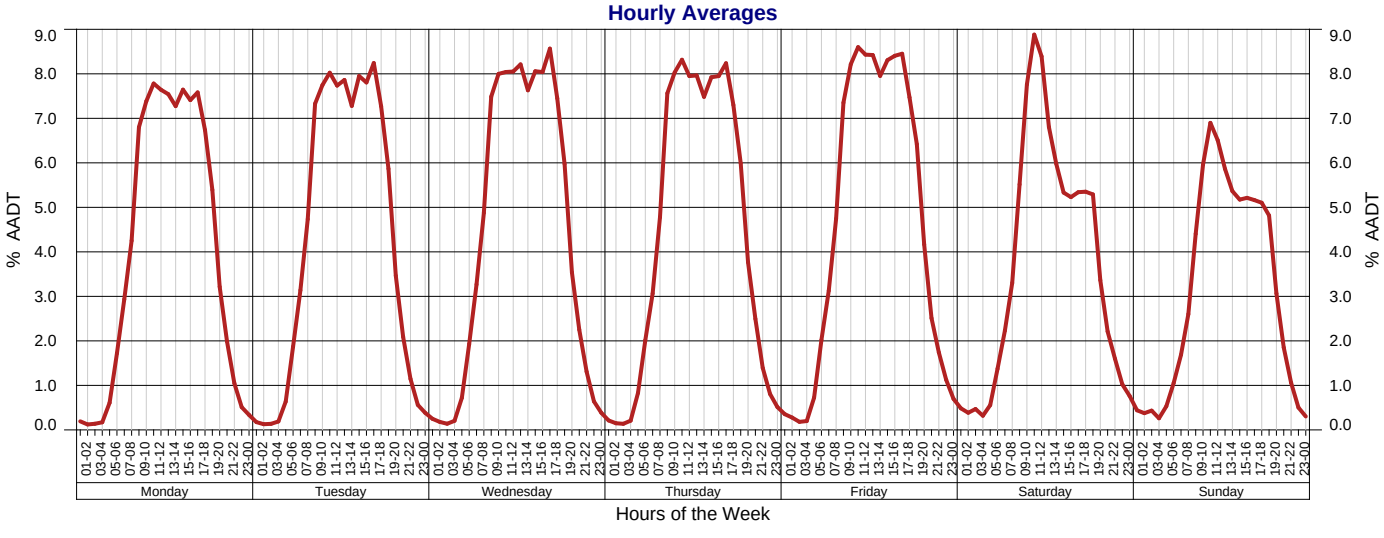
AADT History



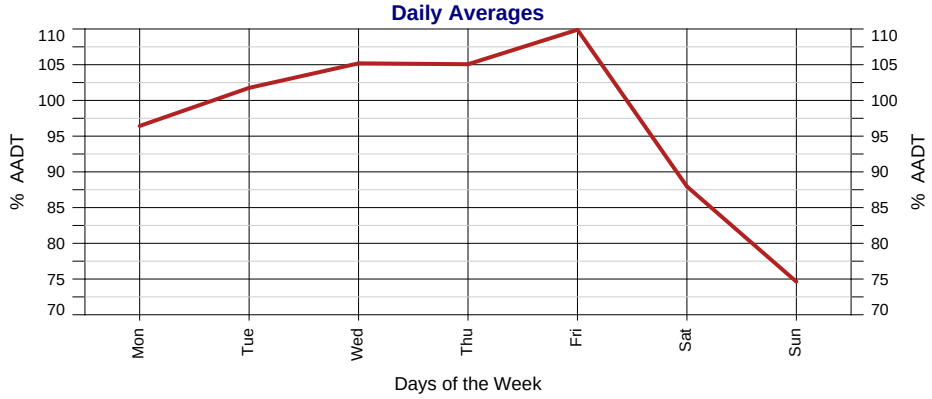
Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	3,097	14.28%		
2018	2,710		-5.86%	-1.46%
2017				
2016				
2015	3,134			
2014				
2013	3,744		6.84%	1.09%
2012				
2011				
2010				
2009				
2008	2,689		-7.11%	
2007				
2006	3,300		-3.66%	
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	3,447	-12.65%		
2003	3,946	-4.46%		
2002	4,130	13.46%		
2001	3,640	24.96%		
2000	2,913			
1999				
1998				
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

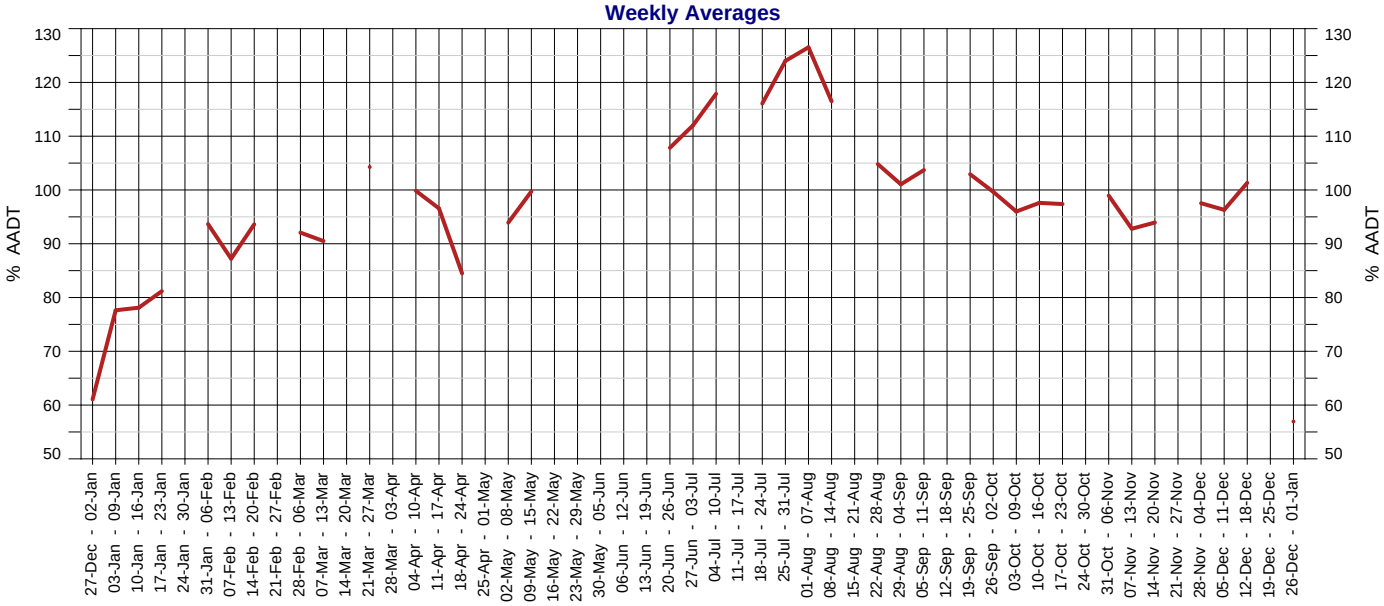
Hourly Averages



Daily Averages



Weekly Averages



2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

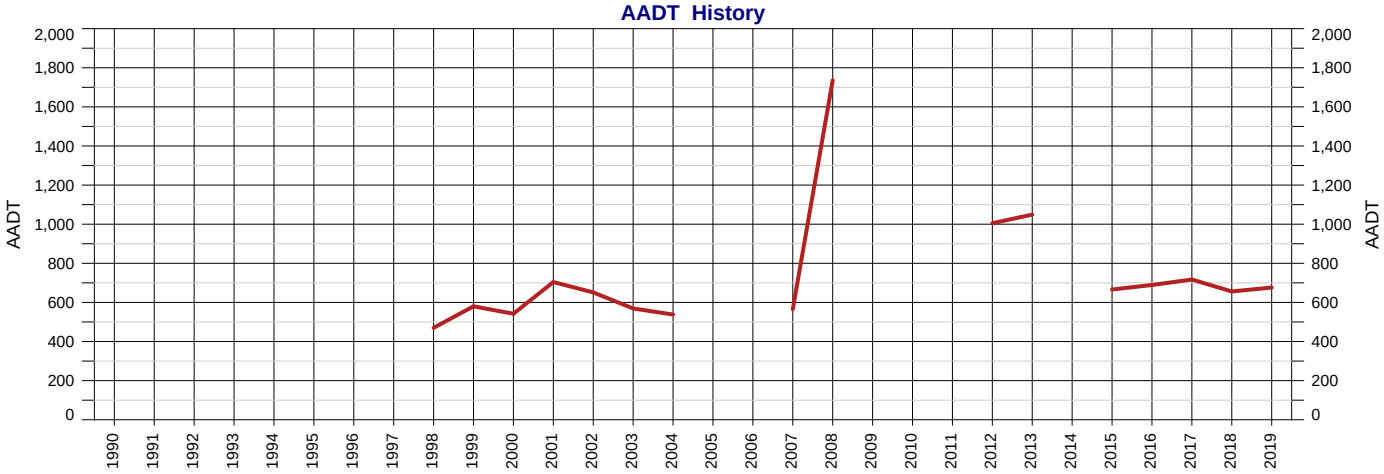
M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Area	409 - North West District
Road Section	15A - BARKLY HIGHWAY (CLONCURRY - MT ISA)
Site	100062 - 15A Ch 1.5 East abut Cloncurry River Bdg
Thru Dist	1.5
Type	C - Coverage
Stream	T1 - Thru traffic in Lane 1 -in gazettal dirn

Year	2019	Growth last Year	3.05%
AADT	676	Growth last 5 Yrs	
Avg Week Day	716	Growth last 10 Yrs	
Avg Weekend Day	642		

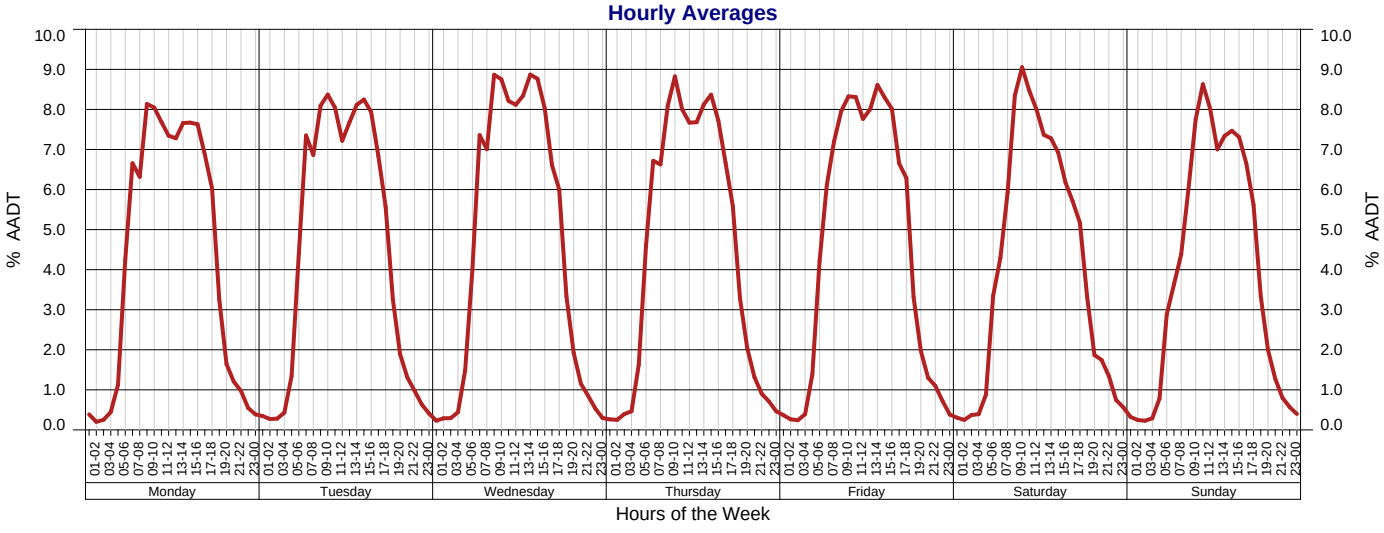
AADT History



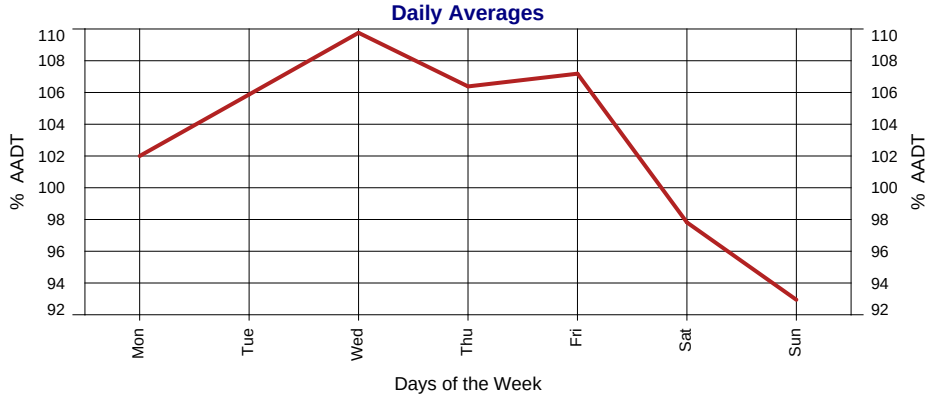
Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	676	3.05%		
2018	656	-8.51%	-6.40%	-8.15%
2017	717	4.06%	-6.36%	-3.72%
2016	689	3.45%		
2015	666			
2014				
2013	1,049	4.38%	-9.08%	5.65%
2012	1,005		1.71%	5.44%
2011				
2010				
2009				
2008	1,736	207.26%	31.14%	16.19%
2007	565		-1.17%	
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	538	-5.45%	-2.95%	
2003	569	-12.60%	0.85%	
2002	651	-7.53%		
2001	704	29.89%		
2000	542	-6.55%		
1999	580	23.40%		
1998	470			
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

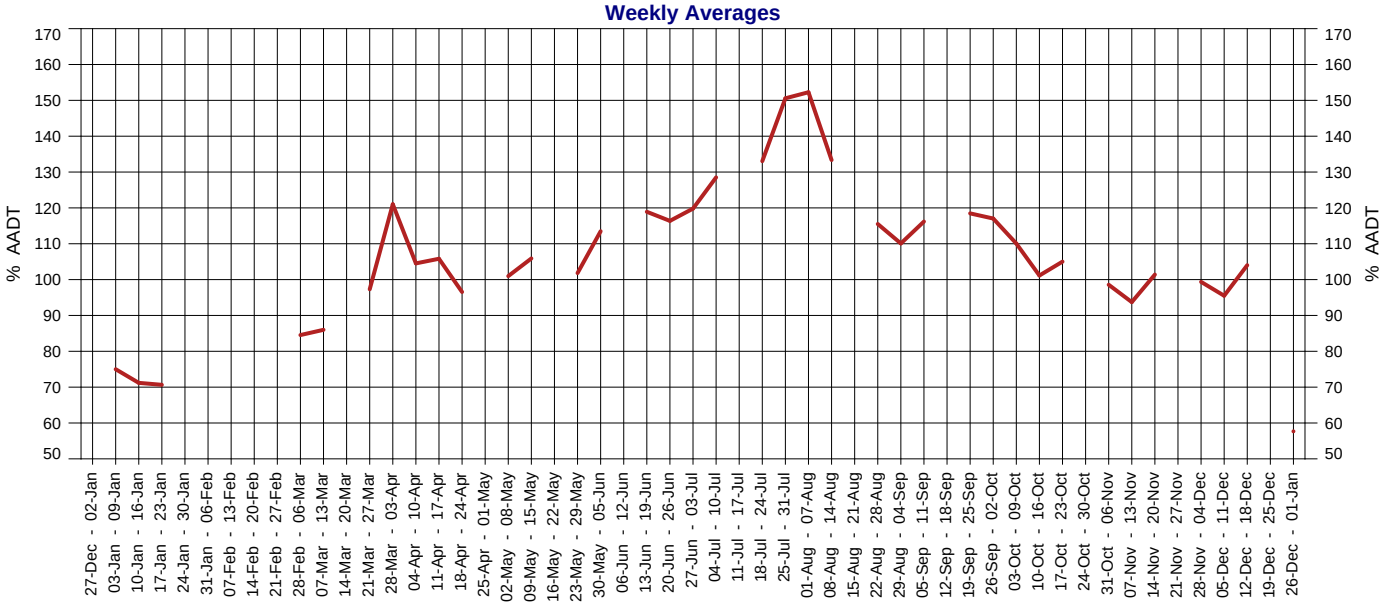
Hourly Averages



Daily Averages



Weekly Averages



2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

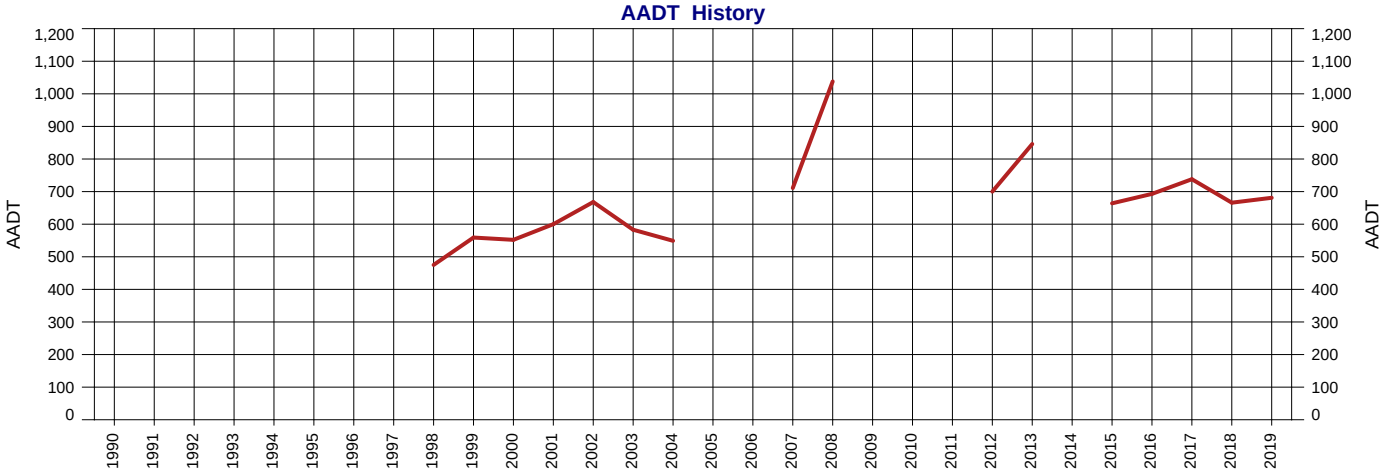
M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Area	409 - North West District
Road Section	15A - BARKLY HIGHWAY (CLONCURRY - MT ISA)
Site	100062 - 15A Ch 1.5 East abut Cloncurry River Bdg
Thru Dist	1.5
Type	C - Coverage
Stream	T2 - Thru traffic in Lane 2 -against gazettal

Year	2019	Growth last Year	2.25%
AADT	681	Growth last 5 Yrs	
Avg Week Day	728	Growth last 10 Yrs	
Avg Weekend Day	626		

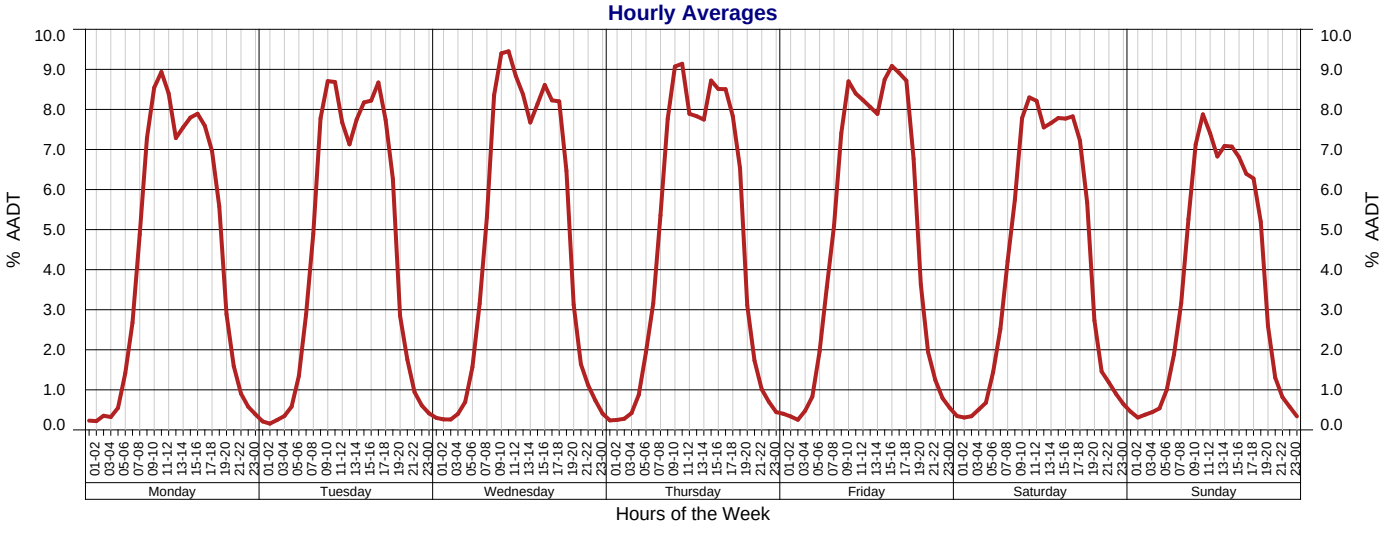
AADT History



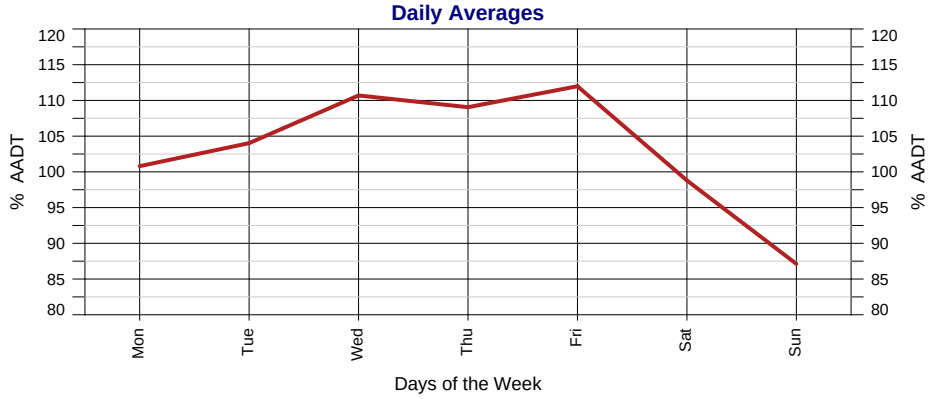
Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	681	2.25%		
2018	666	-9.76%	-3.45%	-3.43%
2017	738	6.49%	-0.02%	-1.18%
2016	693	4.37%		
2015	664			
2014				
2013	846	20.86%	-3.15%	3.27%
2012	700		-3.95%	0.84%
2011				
2010				
2009				
2008	1,038	45.99%	14.84%	8.61%
2007	711		3.83%	
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	549	-5.83%	-1.50%	
2003	583	-12.72%	2.14%	
2002	668	11.33%		
2001	600	8.70%		
2000	552	-1.25%		
1999	559	17.68%		
1998	475			
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

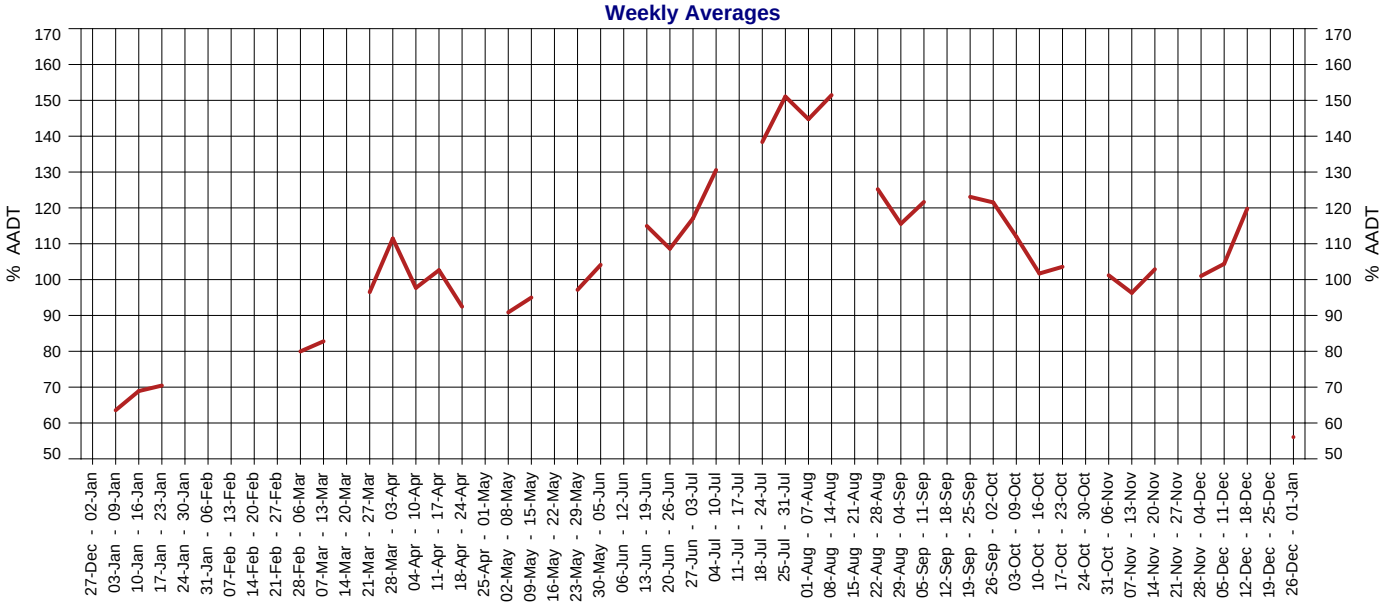
Hourly Averages



Daily Averages



Weekly Averages



2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

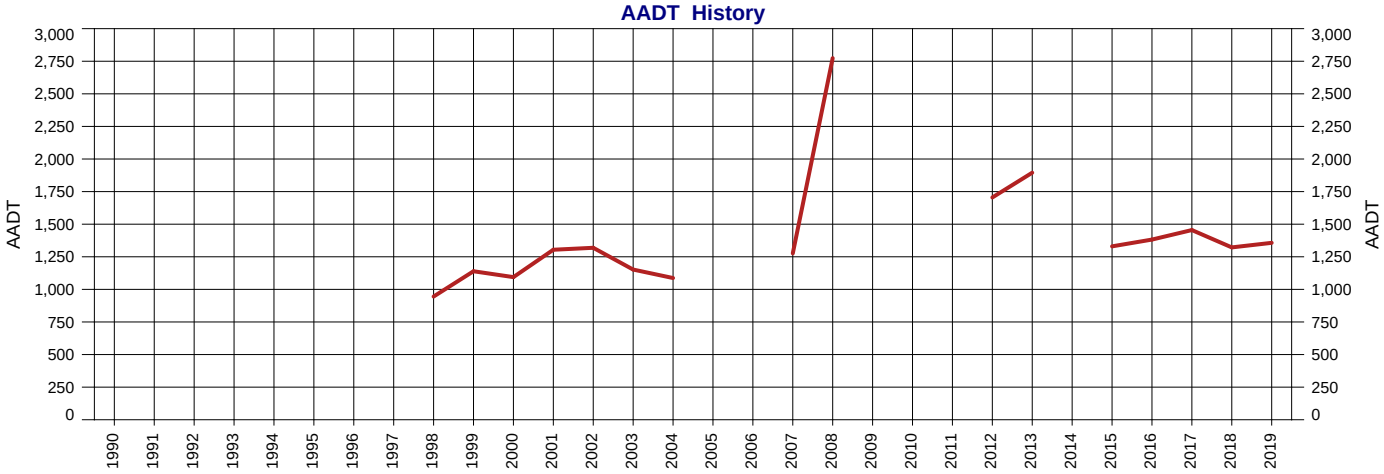
M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Area	409 - North West District
Road Section	15A - BARKLY HIGHWAY (CLONCURRY - MT ISA)
Site	100062 - 15A Ch 1.5 East abut Cloncurry River Bdg
Thru Dist	1.5
Type	C - Coverage
Stream	TB - Bi-directional traffic flow

Year	2019	Growth last Year	2.65%
AADT	1,357	Growth last 5 Yrs	
Avg Week Day	1,438	Growth last 10 Yrs	
Avg Weekend Day	1,275		

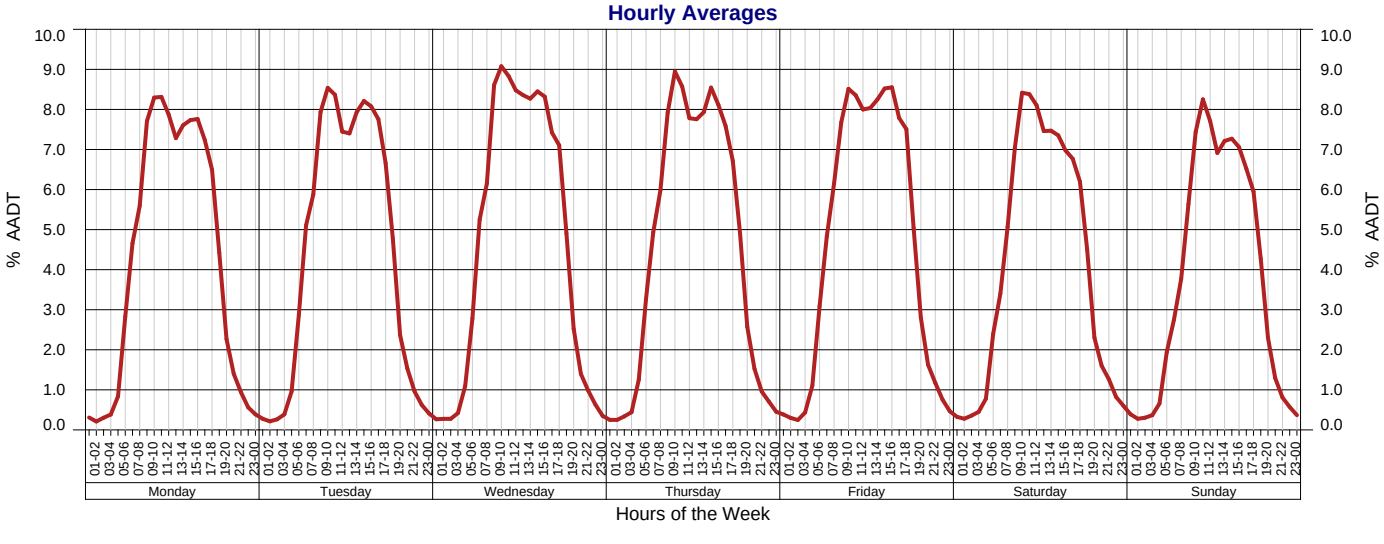
AADT History



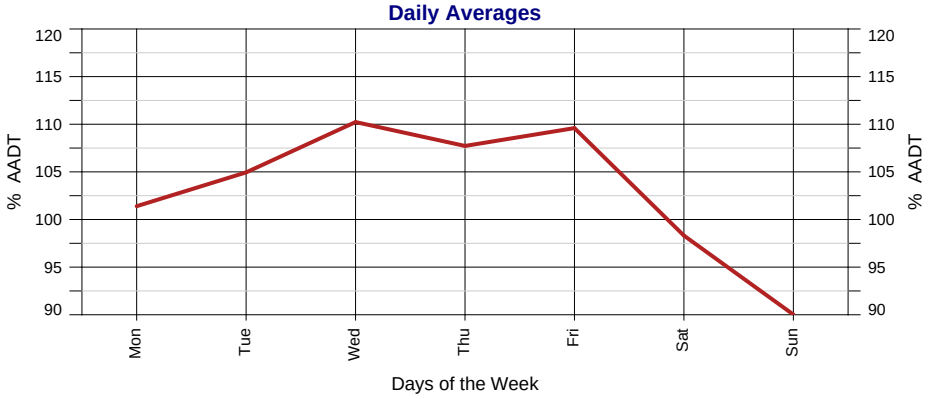
Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2019	1,357	2.65%		
2018	1,322	-9.14%	-5.01%	-6.06%
2017	1,455	5.28%	-3.46%	-2.66%
2016	1,382	3.91%		
2015	1,330			
2014				
2013	1,895	11.14%	-6.69%	4.44%
2012	1,705		-1.21%	3.27%
2011				
2010				
2009				
2008	2,774	117.40%	23.66%	12.82%
2007	1,276		1.46%	
2006				
2005				

Year	AADT	1-Year Growth	5-Year Growth	10-Year Growth
2004	1,087	-5.64%	-2.25%	
2003	1,152	-12.66%	1.48%	
2002	1,319	1.15%		
2001	1,304	19.20%		
2000	1,094	-3.95%		
1999	1,139	20.53%		
1998	945			
1997				
1996				
1995				
1994				
1993				
1992				
1991				
1990				

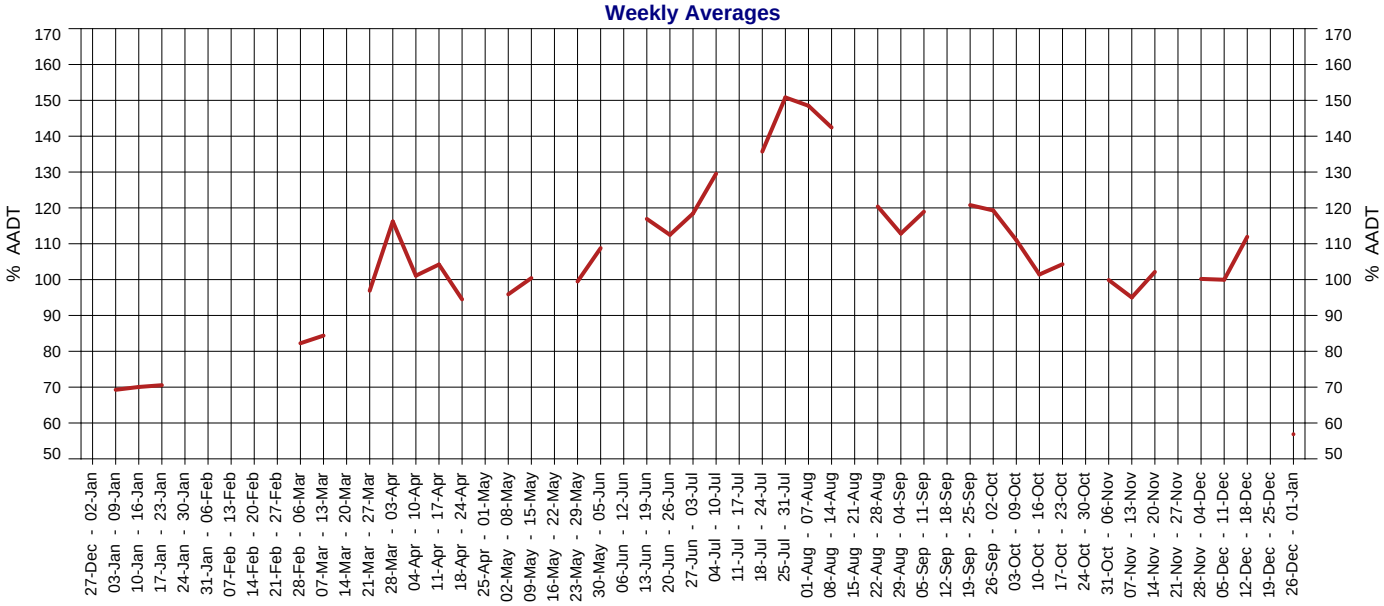
Hourly Averages



Daily Averages



Weekly Averages



2019 Calendar

January

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

February

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28			

March

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

April

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

May

M	T	W	T	F	S	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

June

M	T	W	T	F	S	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

July

M	T	W	T	F	S	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

August

M	T	W	T	F	S	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

September

M	T	W	T	F	S	S
30						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

October

M	T	W	T	F	S	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

November

M	T	W	T	F	S	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

December

M	T	W	T	F	S	S
30	31					1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Days on which traffic data was collected.

Annual Volume Report
Displays AADT history with hourly, daily and weekly patterns by Stream in addition to annual data for AADT figures with 1 year, 5 year and 10 year growth rates.

Annual Average Daily Traffic (AADT)
Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT History
Displays the years when traffic data was collected at this count site.

Area
For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitian District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Avg Week Day
Average daily traffic volume during the week days, Monday to Friday.

Avg Weekend Day
Average daily traffic volume during the weekend.

Calendar
Days on which traffic data was collected are highlighted in green.

Gazettal Direction
Is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

Growth Percentage
Represents the increase or decrease in AADT, using a exponential fit over the previous 1, 5 or 10 year period.

Hour, Day & Week Averages
The amount of traffic on the road network varies depending on the time of day, the day of the week and the week of the year. The ebb and flow of the volume of traffic travelling through a site over a period of time forms a pattern. The Hour, Day and Week Averages are used in the calculation of AADT.

Road Section
Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site
The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Stream or Site Stream
The lane number in which the vehicles are travelling.

TB	Traffic flow in both directions
TG	Traffic flow in gazettal direction
TA	Traffic flow against gazettal direction
T1, T3, T5, T7...	Traffic flow in gazettal direction at lane level
T2, T4, T6, T8...	Traffic flow against gazettal direction at lane level

Thru Dist or TDist
The distance from the beginning of the Road Section, in kilometres.

Type
There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

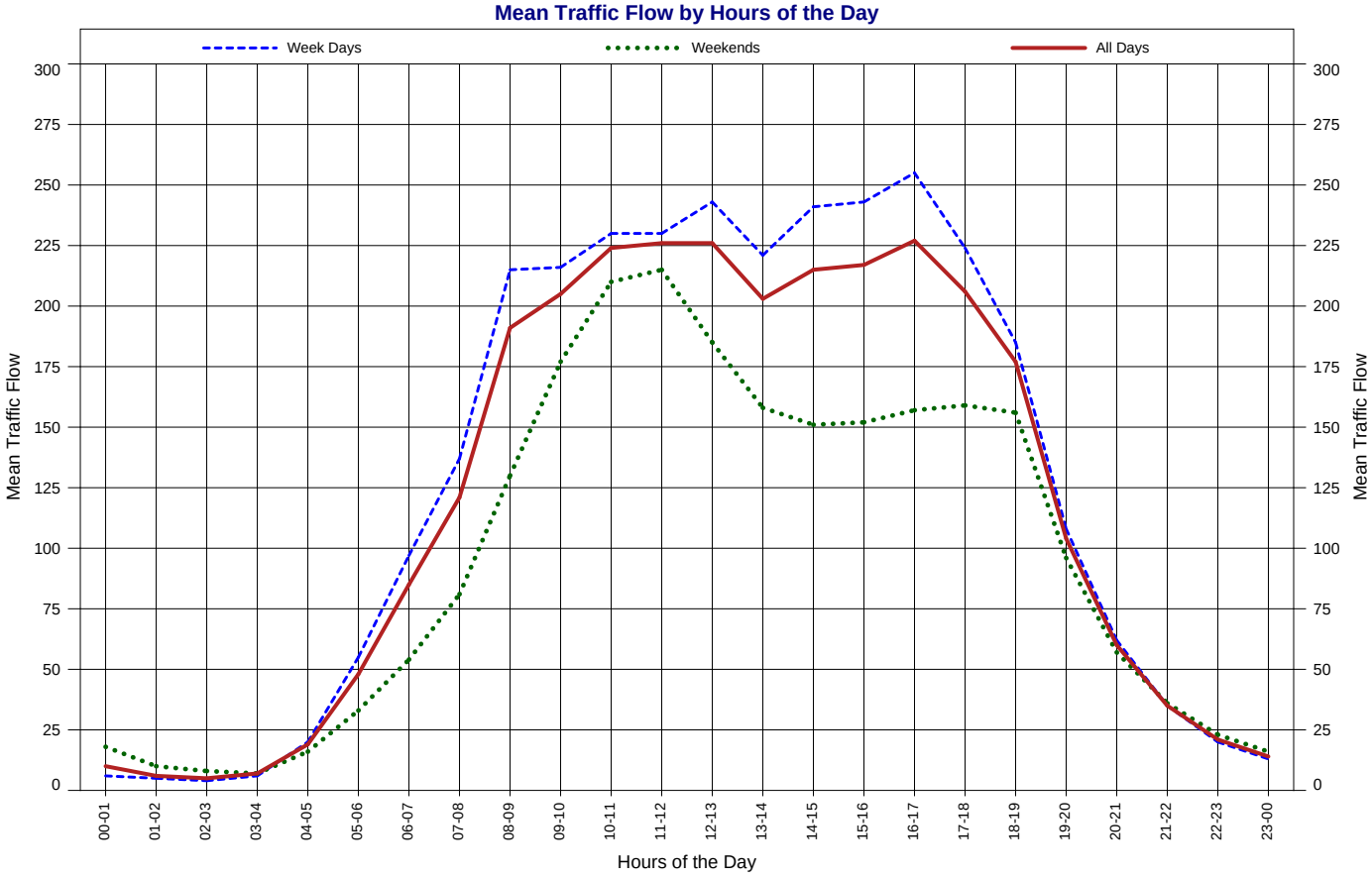
Year
Current year or years chosen. A separate report will be produced for each year selected.

Area	409 - North West District
Road Section	14E - FLINDERS HIGHWAY (JULIA CREEK - CLONCURRY)
Site	100035 - 14E Ch 136.82 Ramsay St opp St Vincent's
Thru Dist	136.82
Type	C - Coverage
Stream	TB - Bi-directional traffic flow
Traffic Class	00 - All Vehicles
Weeks	2020-W01 - 2020-W35 (35 weeks)
Date Range	Monday 30-Dec-2019 - Sunday 30-Aug-2020

Data Profile

	Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays	Sundays
Days in Date Range	35	35	35	35	35	35	35
Days Included	34	34	33	31	34	34	34
Calendar Events	3	0	1	0	1	2	1

Mean Traffic Flow by Hours of the Day



Weekly Volume Report

Weeks 2020-W01 - 2020-W35 (35 weeks)

Hour	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Average Week Day		Average Weekend Day		Average Day	
00-01	5	0.2%	5	0.2%	6	0.2%	6	0.2%	10	0.3%	19	0.7%	17	0.8%	6	0.2%	18	0.8%	10	0.4%
01-02	4	0.1%	4	0.1%	6	0.2%	4	0.1%	7	0.2%	11	0.4%	9	0.4%	5	0.2%	10	0.4%	6	0.2%
02-03	4	0.1%	4	0.1%	4	0.1%	4	0.1%	5	0.2%	8	0.3%	8	0.4%	4	0.1%	8	0.3%	5	0.2%
03-04	5	0.2%	7	0.2%	6	0.2%	7	0.2%	7	0.2%	8	0.3%	6	0.3%	6	0.2%	7	0.3%	7	0.2%
04-05	17	0.6%	20	0.7%	21	0.7%	24	0.8%	20	0.6%	17	0.7%	15	0.7%	20	0.7%	16	0.7%	19	0.7%
05-06	49	1.7%	54	1.8%	57	1.9%	58	1.9%	55	1.7%	37	1.5%	29	1.4%	55	1.8%	33	1.4%	48	1.7%
06-07	92	3.2%	98	3.2%	98	3.2%	102	3.3%	96	2.9%	62	2.4%	46	2.2%	97	3.2%	54	2.3%	85	3.0%
07-08	125	4.4%	136	4.5%	138	4.5%	143	4.6%	141	4.3%	96	3.8%	65	3.1%	137	4.5%	81	3.5%	121	4.2%
08-09	200	7.0%	223	7.3%	217	7.1%	218	7.0%	218	6.6%	145	5.7%	115	5.6%	215	7.0%	130	5.6%	191	6.7%
09-10	206	7.2%	213	7.0%	214	7.0%	223	7.2%	226	6.8%	206	8.1%	147	7.1%	216	7.0%	177	7.7%	205	7.2%
10-11	221	7.7%	232	7.6%	225	7.4%	228	7.3%	246	7.4%	249	9.8%	170	8.2%	230	7.5%	210	9.1%	224	7.9%
11-12	217	7.6%	231	7.6%	230	7.6%	228	7.3%	244	7.4%	251	9.9%	178	8.6%	230	7.5%	215	9.3%	226	7.9%
12-13	229	8.0%	248	8.1%	243	8.0%	241	7.8%	254	7.7%	200	7.9%	170	8.2%	243	7.9%	185	8.0%	226	7.9%
13-14	211	7.4%	217	7.1%	217	7.1%	224	7.2%	236	7.1%	164	6.5%	152	7.4%	221	7.2%	158	6.9%	203	7.1%
14-15	231	8.1%	243	8.0%	239	7.9%	235	7.6%	256	7.7%	155	6.1%	147	7.1%	241	7.8%	151	6.6%	215	7.5%
15-16	225	7.9%	244	8.0%	238	7.8%	243	7.8%	266	8.0%	155	6.1%	148	7.2%	243	7.9%	152	6.6%	217	7.6%
16-17	235	8.2%	262	8.6%	256	8.4%	252	8.1%	269	8.1%	160	6.3%	153	7.4%	255	8.3%	157	6.8%	227	8.0%
17-18	211	7.4%	220	7.2%	228	7.5%	231	7.4%	232	7.0%	163	6.4%	155	7.5%	224	7.3%	159	6.9%	206	7.2%
18-19	176	6.2%	182	6.0%	179	5.9%	184	5.9%	204	6.2%	162	6.4%	149	7.2%	185	6.0%	156	6.8%	177	6.2%
19-20	95	3.3%	99	3.2%	104	3.4%	114	3.7%	126	3.8%	105	4.1%	86	4.2%	108	3.5%	96	4.2%	104	3.6%
20-21	53	1.9%	57	1.9%	57	1.9%	65	2.1%	77	2.3%	62	2.4%	52	2.5%	62	2.0%	57	2.5%	60	2.1%
21-22	26	0.9%	28	0.9%	32	1.1%	39	1.3%	50	1.5%	45	1.8%	27	1.3%	35	1.1%	36	1.6%	35	1.2%
22-23	11	0.4%	17	0.6%	16	0.5%	21	0.7%	35	1.1%	31	1.2%	15	0.7%	20	0.7%	23	1.0%	21	0.7%
23-24	7	0.2%	10	0.3%	11	0.4%	12	0.4%	26	0.8%	23	0.9%	9	0.4%	13	0.4%	16	0.7%	14	0.5%

Peaks	Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count	
AM	11:00	221	11:00	232	12:00	230	11:00	228	11:00	246	12:00	251	12:00	178	11:00	230	12:00	214	12:00	225
PM	17:00	235	17:00	262	17:00	256	17:00	252	17:00	269	13:00	200	13:00	170	17:00	255	13:00	185	13:00	226

12-Hour	2,487	87.1%	2,651	86.8%	2,624	86.3%	2,650	85.3%	2,792	84.5%	2,106	83.1%	1,749	84.6%	2,640	86.0%	1,931	83.8%	2,438	85.5%
16-Hour	2,753	96.4%	2,933	96.0%	2,915	95.8%	2,970	95.6%	3,141	95.0%	2,380	93.9%	1,960	94.8%	2,942	95.8%	2,174	94.3%	2,722	95.4%
18-Hour	2,771	97.1%	2,960	96.9%	2,942	96.7%	3,003	96.7%	3,202	96.9%	2,434	96.1%	1,984	95.9%	2,975	96.9%	2,213	96.0%	2,757	96.7%
24-Hour	2,855	100.0%	3,054	100.0%	3,042	100.0%	3,106	100.0%	3,306	100.0%	2,534	100.0%	2,068	100.0%	3,071	100.0%	2,305	100.0%	2,852	100.0%

Avg Week Day		93.0%		99.4%		99.1%		101.1%		107.7%						100.0%		75.1%		92.9%
Avg Weekend Day												109.9%		89.7%		133.2%		100.0%		123.7%
Avg Day		100.1%		107.1%		106.7%		108.9%		115.9%		88.8%		72.5%		107.7%		80.8%		100.0%

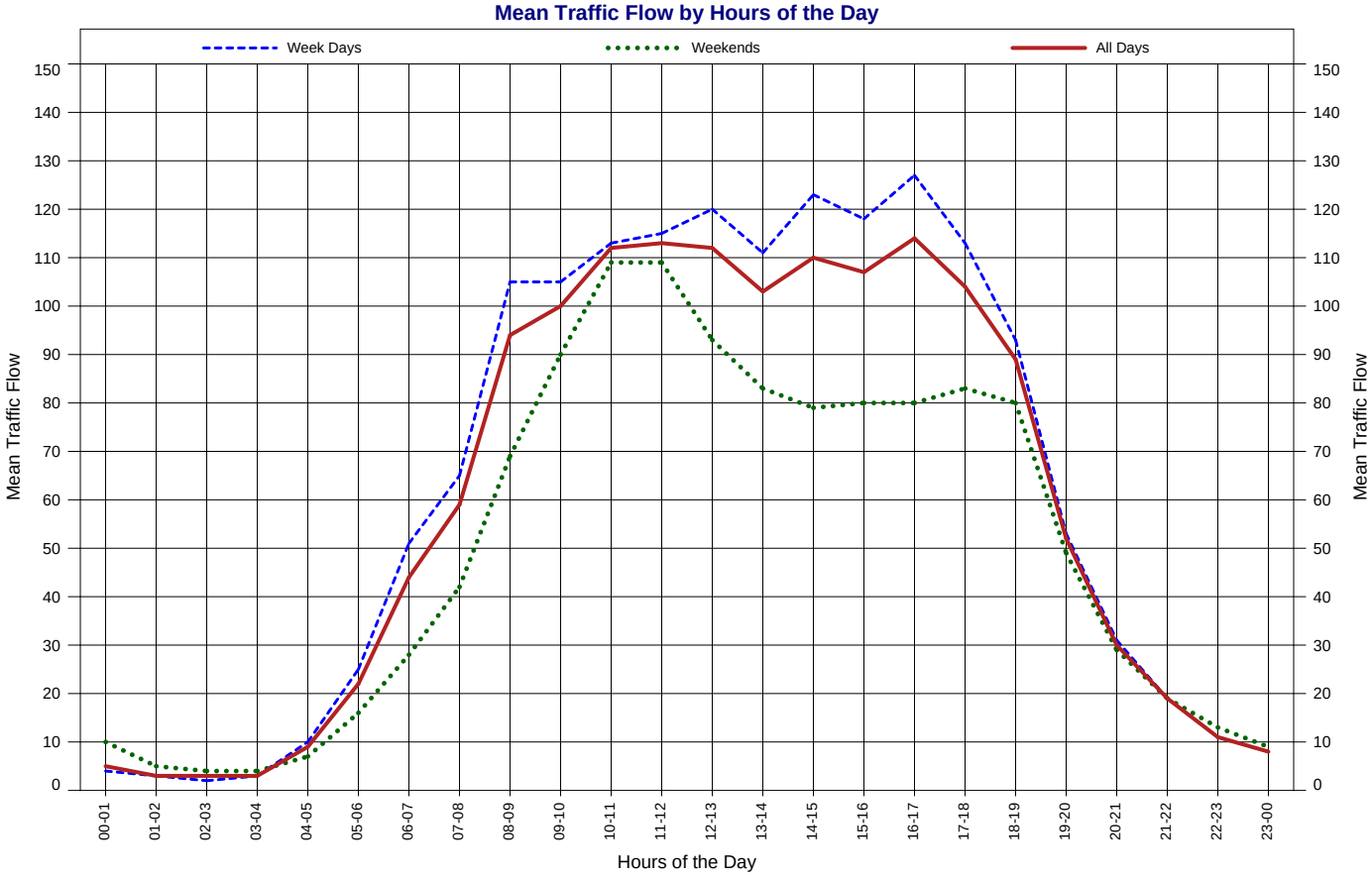
Traffic Analysis and Reporting System
Weekly Volume Report
Weeks 2020-W01 - 2020-W35 (35 weeks)

Area	409 - North West District
Road Section	14E - FLINDERS HIGHWAY (JULIA CREEK - CLONCURRY)
Site	100035 - 14E Ch 136.82 Ramsay St opp St Vincent's
Thru Dist	136.82
Type	C - Coverage
Stream	TG - Thru traffic -in gazettal dirn
Traffic Class	00 - All Vehicles
Weeks	2020-W01 - 2020-W35 (35 weeks)
Date Range	Monday 30-Dec-2019 - Sunday 30-Aug-2020

Data Profile

	Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays	Sundays
Days in Date Range	35	35	35	35	35	35	35
Days Included	34	34	33	31	34	34	34
Calendar Events	3	0	1	0	1	2	1

Mean Traffic Flow by Hours of the Day



Weekly Volume Report

Weeks 2020-W01 - 2020-W35 (35 weeks)

Hour	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Average Week Day		Average Weekend Day		Average Day	
00-01	3	0.2%	3	0.2%	4	0.3%	4	0.3%	5	0.3%	10	0.8%	9	0.8%	4	0.3%	10	0.8%	5	0.4%
01-02	2	0.1%	2	0.1%	3	0.2%	3	0.2%	3	0.2%	5	0.4%	4	0.4%	3	0.2%	5	0.4%	3	0.2%
02-03	2	0.1%	2	0.1%	2	0.1%	2	0.1%	2	0.1%	4	0.3%	4	0.4%	2	0.1%	4	0.3%	3	0.2%
03-04	3	0.2%	4	0.3%	3	0.2%	3	0.2%	3	0.2%	4	0.3%	3	0.3%	3	0.2%	4	0.3%	3	0.2%
04-05	8	0.6%	10	0.7%	10	0.7%	11	0.7%	9	0.5%	7	0.5%	7	0.6%	10	0.7%	7	0.6%	9	0.6%
05-06	22	1.5%	27	1.8%	27	1.8%	26	1.7%	23	1.4%	17	1.3%	14	1.3%	25	1.6%	16	1.3%	22	1.5%
06-07	48	3.3%	51	3.4%	52	3.4%	53	3.5%	50	3.1%	31	2.4%	24	2.2%	51	3.3%	28	2.4%	44	3.1%
07-08	59	4.1%	66	4.3%	67	4.4%	67	4.4%	68	4.2%	49	3.8%	35	3.2%	65	4.3%	42	3.5%	59	4.1%
08-09	99	6.9%	107	7.0%	104	6.9%	106	6.9%	107	6.5%	79	6.2%	58	5.3%	105	6.9%	69	5.8%	94	6.6%
09-10	101	7.0%	101	6.6%	105	7.0%	108	7.1%	109	6.7%	107	8.4%	72	6.6%	105	6.9%	90	7.6%	100	7.0%
10-11	109	7.6%	115	7.6%	111	7.4%	110	7.2%	122	7.5%	127	9.9%	90	8.3%	113	7.4%	109	9.2%	112	7.9%
11-12	108	7.5%	114	7.5%	114	7.6%	114	7.4%	124	7.6%	125	9.8%	93	8.6%	115	7.5%	109	9.2%	113	7.9%
12-13	113	7.9%	124	8.2%	119	7.9%	119	7.8%	125	7.6%	97	7.6%	89	8.2%	120	7.9%	93	7.8%	112	7.9%
13-14	109	7.6%	109	7.2%	109	7.2%	113	7.4%	116	7.1%	83	6.5%	82	7.6%	111	7.3%	83	7.0%	103	7.2%
14-15	119	8.3%	124	8.2%	122	8.1%	119	7.8%	129	7.9%	76	5.9%	82	7.6%	123	8.0%	79	6.6%	110	7.7%
15-16	112	7.8%	120	7.9%	114	7.6%	116	7.6%	130	7.9%	78	6.1%	81	7.5%	118	7.7%	80	6.7%	107	7.5%
16-17	122	8.5%	129	8.5%	126	8.4%	125	8.2%	135	8.2%	79	6.2%	80	7.4%	127	8.3%	80	6.7%	114	8.0%
17-18	109	7.6%	111	7.3%	115	7.6%	115	7.5%	114	7.0%	84	6.6%	81	7.5%	113	7.4%	83	7.0%	104	7.3%
18-19	89	6.2%	92	6.1%	89	5.9%	92	6.0%	102	6.2%	82	6.4%	78	7.2%	93	6.1%	80	6.7%	89	6.2%
19-20	47	3.3%	48	3.2%	52	3.4%	55	3.6%	63	3.8%	53	4.1%	44	4.1%	53	3.5%	49	4.1%	52	3.6%
20-21	28	1.9%	28	1.8%	28	1.9%	31	2.0%	39	2.4%	31	2.4%	27	2.5%	31	2.0%	29	2.4%	30	2.1%
21-22	14	1.0%	16	1.1%	17	1.1%	21	1.4%	26	1.6%	23	1.8%	15	1.4%	19	1.2%	19	1.6%	19	1.3%
22-23	7	0.5%	9	0.6%	9	0.6%	11	0.7%	19	1.2%	17	1.3%	8	0.7%	11	0.7%	13	1.1%	11	0.8%
23-24	4	0.3%	7	0.5%	6	0.4%	7	0.5%	14	0.9%	12	0.9%	5	0.5%	8	0.5%	9	0.8%	8	0.6%

Peaks	Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count	
AM	11:00	109	11:00	115	12:00	114	12:00	114	12:00	124	11:00	127	12:00	93	12:00	115	12:00	109	12:00	113
PM	17:00	122	17:00	129	17:00	126	17:00	125	17:00	135	13:00	97	13:00	89	17:00	127	13:00	93	17:00	113

12-Hour	1,249	86.9%	1,312	86.4%	1,295	85.9%	1,304	85.2%	1,381	84.4%	1,066	83.3%	921	84.9%	1,308	85.6%	997	83.8%	1,217	85.3%
16-Hour	1,386	96.5%	1,455	95.8%	1,444	95.8%	1,464	95.6%	1,559	95.2%	1,204	94.1%	1,031	95.0%	1,462	95.7%	1,122	94.3%	1,362	95.5%
18-Hour	1,397	97.2%	1,471	96.8%	1,459	96.8%	1,482	96.8%	1,592	97.3%	1,233	96.3%	1,044	96.2%	1,481	96.9%	1,144	96.1%	1,381	96.8%
24-Hour	1,437	100.0%	1,519	100.0%	1,508	100.0%	1,531	100.0%	1,637	100.0%	1,280	100.0%	1,085	100.0%	1,528	100.0%	1,190	100.0%	1,426	100.0%

Avg Week Day		94.0%		99.4%		98.7%		100.2%		107.1%						100.0%		77.9%		93.3%
Avg Weekend Day												107.6%		91.2%		128.4%		100.0%		119.8%
Avg Day		100.8%		106.5%		105.8%		107.4%		114.8%		89.8%		76.1%		107.2%		83.5%		100.0%

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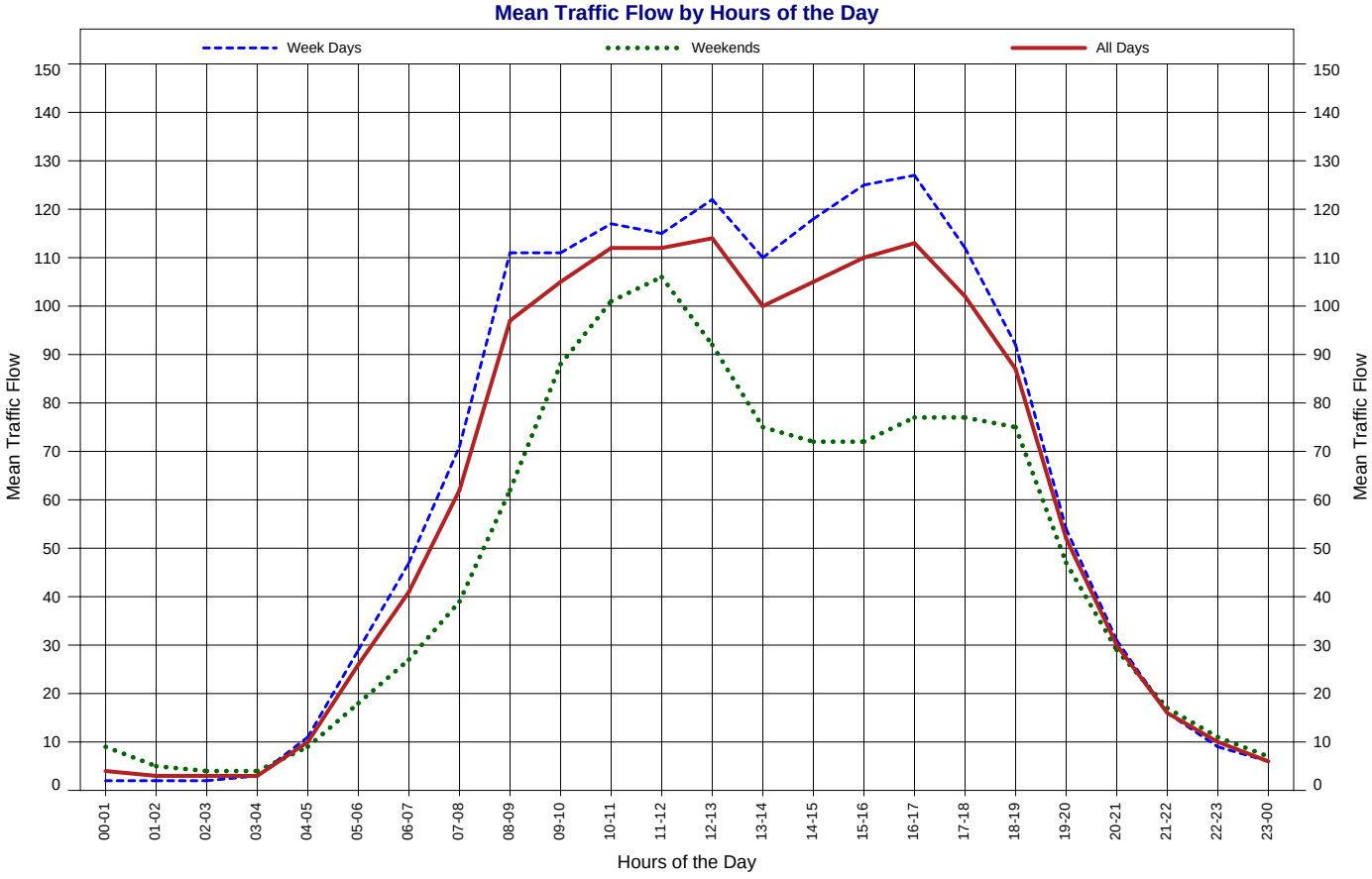


Weekly Volume Report

Weeks 2020-W01 - 2020-W35 (35 weeks)

Hour	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Average Week Day		Average Weekend Day		Average Day	
00-01	2	0.1%	2	0.1%	2	0.1%	2	0.1%	4	0.2%	9	0.7%	8	0.8%	2	0.1%	9	0.8%	4	0.3%
01-02	2	0.1%	2	0.1%	3	0.2%	2	0.1%	3	0.2%	6	0.5%	4	0.4%	2	0.1%	5	0.4%	3	0.2%
02-03	2	0.1%	2	0.1%	2	0.1%	2	0.1%	2	0.1%	4	0.3%	4	0.4%	2	0.1%	4	0.4%	3	0.2%
03-04	3	0.2%	3	0.2%	3	0.2%	4	0.3%	3	0.2%	4	0.3%	4	0.4%	3	0.2%	4	0.4%	3	0.2%
04-05	9	0.6%	11	0.7%	11	0.7%	13	0.8%	11	0.7%	10	0.8%	8	0.8%	11	0.7%	9	0.8%	10	0.7%
05-06	27	1.9%	27	1.8%	30	2.0%	32	2.0%	31	1.9%	20	1.6%	15	1.5%	29	1.9%	18	1.6%	26	1.8%
06-07	45	3.2%	47	3.1%	46	3.0%	49	3.1%	47	2.8%	31	2.5%	22	2.2%	47	3.0%	27	2.4%	41	2.9%
07-08	66	4.6%	70	4.6%	71	4.6%	76	4.8%	74	4.5%	47	3.8%	31	3.2%	71	4.6%	39	3.5%	62	4.4%
08-09	102	7.2%	115	7.5%	114	7.4%	112	7.1%	111	6.7%	66	5.3%	57	5.8%	111	7.2%	62	5.5%	97	6.8%
09-10	105	7.4%	112	7.3%	109	7.1%	115	7.3%	116	7.0%	100	8.0%	75	7.6%	111	7.2%	88	7.8%	105	7.4%
10-11	111	7.8%	117	7.6%	114	7.4%	118	7.5%	124	7.5%	122	9.7%	80	8.1%	117	7.6%	101	9.0%	112	7.9%
11-12	109	7.7%	116	7.6%	116	7.6%	114	7.2%	120	7.2%	126	10.1%	85	8.6%	115	7.5%	106	9.4%	112	7.9%
12-13	116	8.2%	124	8.1%	123	8.0%	121	7.7%	128	7.7%	103	8.2%	81	8.2%	122	7.9%	92	8.2%	114	8.0%
13-14	102	7.2%	107	7.0%	109	7.1%	111	7.0%	120	7.2%	81	6.5%	69	7.0%	110	7.1%	75	6.7%	100	7.0%
14-15	112	7.9%	119	7.7%	117	7.6%	116	7.4%	126	7.6%	78	6.2%	66	6.7%	118	7.6%	72	6.4%	105	7.4%
15-16	112	7.9%	124	8.1%	124	8.1%	127	8.1%	136	8.2%	77	6.1%	67	6.8%	125	8.1%	72	6.4%	110	7.7%
16-17	113	8.0%	133	8.7%	130	8.5%	128	8.1%	133	8.0%	80	6.4%	73	7.4%	127	8.2%	77	6.9%	113	7.9%
17-18	102	7.2%	110	7.2%	113	7.4%	116	7.4%	117	7.0%	79	6.3%	74	7.5%	112	7.3%	77	6.9%	102	7.2%
18-19	87	6.1%	90	5.9%	90	5.9%	92	5.8%	102	6.1%	80	6.4%	70	7.1%	92	6.0%	75	6.7%	87	6.1%
19-20	48	3.4%	51	3.3%	52	3.4%	59	3.7%	62	3.7%	52	4.2%	42	4.3%	54	3.5%	47	4.2%	52	3.7%
20-21	25	1.8%	29	1.9%	29	1.9%	34	2.2%	38	2.3%	31	2.5%	26	2.6%	31	2.0%	29	2.6%	30	2.1%
21-22	12	0.8%	13	0.8%	14	0.9%	18	1.1%	24	1.4%	22	1.8%	12	1.2%	16	1.0%	17	1.5%	16	1.1%
22-23	5	0.4%	8	0.5%	7	0.5%	10	0.6%	16	1.0%	14	1.1%	7	0.7%	9	0.6%	11	1.0%	10	0.7%
23-24	3	0.2%	4	0.3%	5	0.3%	5	0.3%	12	0.7%	11	0.9%	3	0.3%	6	0.4%	7	0.6%	6	0.4%

Peaks	Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count	
AM	11:00	111	11:00	117	12:00	116	11:00	118	11:00	124	12:00	126	12:00	85	11:00	117	12:00	105	11:00	112
PM	13:00	116	17:00	133	17:00	130	17:00	128	16:00	136	13:00	103	13:00	81	17:00	127	13:00	92	13:00	113

12-Hour	1,237	87.1%	1,337	87.0%	1,330	86.7%	1,346	85.4%	1,407	84.8%	1,039	82.9%	828	84.2%	1,331	86.3%	936	83.3%	1,219	85.7%
16-Hour	1,367	96.3%	1,477	96.2%	1,471	95.9%	1,506	95.6%	1,578	95.1%	1,175	93.8%	930	94.6%	1,479	95.9%	1,056	94.0%	1,358	95.4%
18-Hour	1,375	96.8%	1,489	96.9%	1,483	96.7%	1,521	96.5%	1,606	96.7%	1,200	95.8%	940	95.6%	1,494	96.8%	1,074	95.6%	1,374	96.6%
24-Hour	1,420	100.0%	1,536	100.0%	1,534	100.0%	1,576	100.0%	1,660	100.0%	1,253	100.0%	983	100.0%	1,543	100.0%	1,123	100.0%	1,423	100.0%

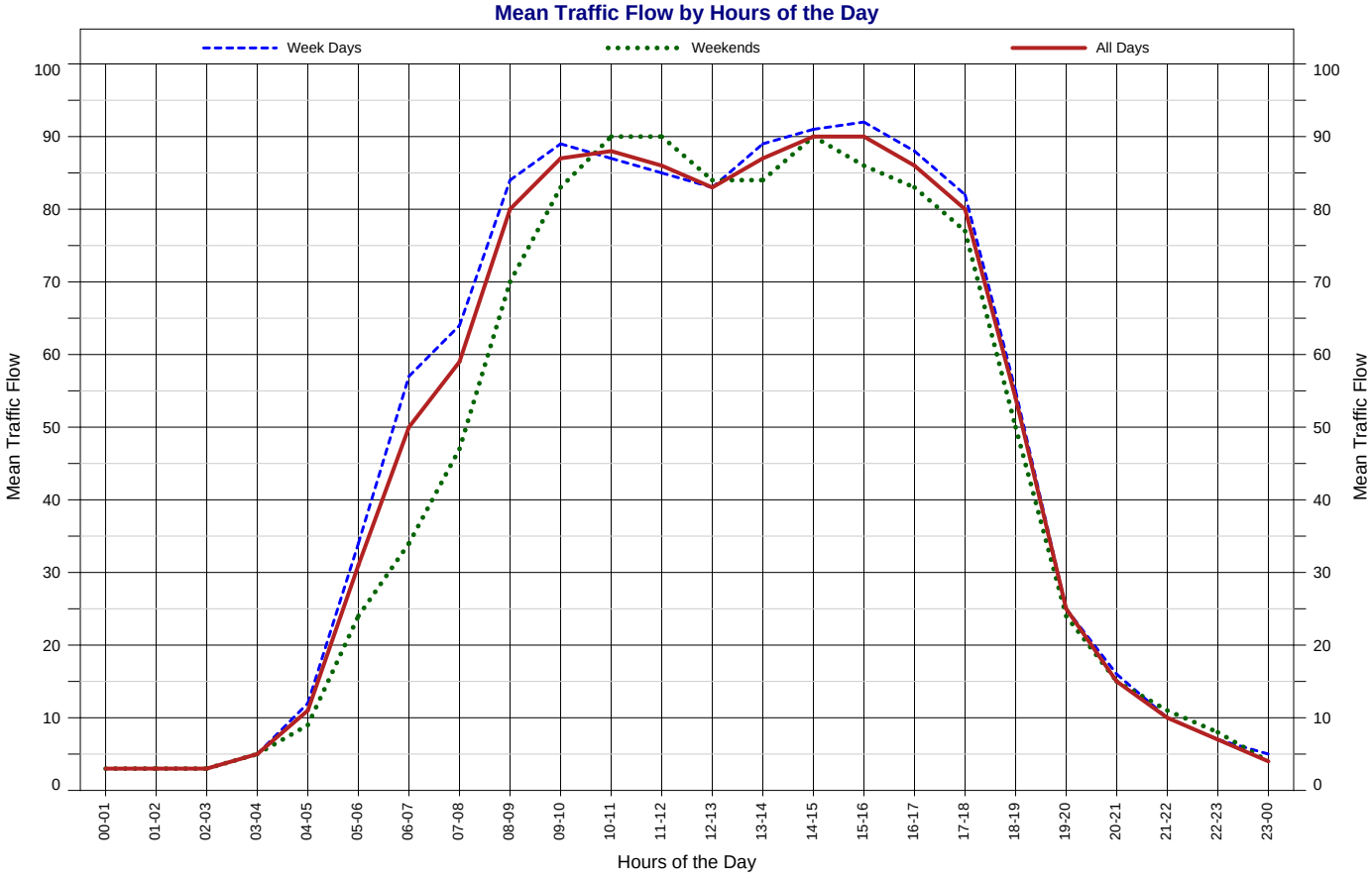
Avg Week Day		92.0%		99.5%		99.4%		102.1%		107.6%						100.0%		72.8%		92.2%
Avg Weekend Day												111.6%		87.5%		137.4%		100.0%		126.7%
Avg Day		99.8%		107.9%		107.8%		110.8%		116.7%		88.1%		69.1%		108.4%		78.9%		100.0%

Area	409 - North West District
Road Section	15A - BARKLY HIGHWAY (CLONCURRY - MT ISA)
Site	100062 - 15A Ch 1.5 East abut Cloncurry River Bdg
Thru Dist	1.5
Type	C - Coverage
Stream	TB - Bi-directional traffic flow
Traffic Class	00 - All Vehicles
Weeks	2020-W01 - 2020-W35 (35 weeks)
Date Range	Monday 30-Dec-2019 - Sunday 30-Aug-2020

Data Profile

	Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays	Sundays
Days in Date Range	35	35	35	35	35	35	35
Days Included	22	21	20	20	20	21	21
Calendar Events	3	0	1	0	1	2	1

Mean Traffic Flow by Hours of the Day



Weekly Volume Report

Weeks 2020-W01 - 2020-W35 (35 weeks)

Hour	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Average Week Day		Average Weekend Day		Average Day	
00-01	3	0.3%	2	0.2%	4	0.4%	2	0.2%	4	0.3%	3	0.3%	3	0.3%	3	0.3%	3	0.3%	3	0.3%
01-02	2	0.2%	2	0.2%	3	0.3%	4	0.3%	4	0.3%	3	0.3%	3	0.3%	3	0.3%	3	0.3%	3	0.3%
02-03	4	0.4%	2	0.2%	2	0.2%	3	0.3%	3	0.2%	3	0.3%	3	0.3%	3	0.3%	3	0.3%	3	0.3%
03-04	5	0.5%	5	0.4%	5	0.4%	5	0.4%	6	0.5%	6	0.5%	4	0.4%	5	0.4%	5	0.5%	5	0.4%
04-05	10	0.9%	12	1.0%	12	1.1%	13	1.1%	13	1.0%	9	0.8%	8	0.8%	12	1.0%	9	0.8%	11	1.0%
05-06	32	2.9%	35	3.0%	35	3.1%	35	3.0%	34	2.7%	25	2.2%	22	2.2%	34	2.9%	24	2.2%	31	2.7%
06-07	48	4.4%	60	5.1%	58	5.1%	59	5.0%	58	4.6%	40	3.5%	28	2.8%	57	4.9%	34	3.2%	50	4.4%
07-08	53	4.8%	65	5.5%	65	5.7%	66	5.6%	69	5.5%	57	5.0%	36	3.6%	64	5.5%	47	4.4%	59	5.2%
08-09	75	6.9%	84	7.2%	83	7.3%	86	7.3%	91	7.2%	82	7.2%	57	5.7%	84	7.2%	70	6.5%	80	7.0%
09-10	82	7.5%	83	7.1%	93	8.1%	88	7.5%	100	7.9%	97	8.5%	68	6.8%	89	7.6%	83	7.7%	87	7.7%
10-11	84	7.7%	84	7.2%	80	7.0%	89	7.6%	97	7.7%	98	8.6%	81	8.1%	87	7.4%	90	8.4%	88	7.7%
11-12	82	7.5%	86	7.3%	83	7.3%	86	7.3%	87	6.9%	96	8.4%	84	8.4%	85	7.3%	90	8.4%	86	7.6%
12-13	76	6.9%	91	7.8%	83	7.3%	78	6.6%	88	7.0%	87	7.6%	80	8.0%	83	7.1%	84	7.8%	83	7.3%
13-14	82	7.5%	91	7.8%	86	7.5%	86	7.3%	99	7.9%	85	7.4%	82	8.2%	89	7.6%	84	7.8%	87	7.7%
14-15	86	7.9%	88	7.5%	90	7.9%	91	7.8%	99	7.9%	90	7.9%	89	8.9%	91	7.8%	90	8.4%	90	7.9%
15-16	87	8.0%	93	7.9%	88	7.7%	92	7.8%	101	8.0%	85	7.4%	87	8.7%	92	7.9%	86	8.0%	90	7.9%
16-17	87	8.0%	93	7.9%	83	7.3%	86	7.3%	91	7.2%	83	7.2%	82	8.2%	88	7.5%	83	7.7%	86	7.6%
17-18	83	7.6%	83	7.1%	78	6.8%	83	7.1%	83	6.6%	78	6.8%	75	7.5%	82	7.0%	77	7.1%	80	7.0%
18-19	56	5.1%	55	4.7%	52	4.6%	56	4.8%	58	4.6%	52	4.5%	47	4.7%	55	4.7%	50	4.6%	54	4.7%
19-20	24	2.2%	24	2.0%	22	1.9%	24	2.0%	31	2.5%	26	2.3%	22	2.2%	25	2.1%	24	2.2%	25	2.2%
20-21	14	1.3%	15	1.3%	15	1.3%	17	1.4%	17	1.4%	14	1.2%	16	1.6%	16	1.4%	15	1.4%	15	1.3%
21-22	9	0.8%	8	0.7%	11	1.0%	11	0.9%	12	1.0%	12	1.0%	9	0.9%	10	0.9%	11	1.0%	10	0.9%
22-23	6	0.5%	7	0.6%	6	0.5%	8	0.7%	9	0.7%	9	0.8%	6	0.6%	7	0.6%	8	0.7%	7	0.6%
23-24	4	0.4%	5	0.4%	5	0.4%	5	0.4%	4	0.3%	5	0.4%	3	0.3%	5	0.4%	4	0.4%	4	0.4%

Peaks	Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count	
AM	11:00	84	12:00	86	10:00	93	11:00	89	10:00	100	11:00	98	12:00	84	10:00	89	12:00	90	10:00	87
PM	16:00	87	16:00	93	15:00	90	16:00	92	16:00	101	15:00	90	15:00	89	16:00	92	15:00	89	15:00	90

12-Hour	933	85.3%	996	84.9%	964	84.4%	987	84.1%	1,063	84.5%	990	86.5%	868	87.2%	989	84.6%	934	86.7%	970	85.3%
16-Hour	1,028	94.0%	1,103	94.0%	1,070	93.7%	1,098	93.6%	1,181	93.9%	1,082	94.5%	943	94.8%	1,097	93.8%	1,018	94.5%	1,070	94.1%
18-Hour	1,038	94.9%	1,115	95.1%	1,081	94.7%	1,111	94.7%	1,194	94.9%	1,096	95.7%	952	95.7%	1,109	94.9%	1,030	95.6%	1,081	95.1%
24-Hour	1,094	100.0%	1,173	100.0%	1,142	100.0%	1,173	100.0%	1,258	100.0%	1,145	100.0%	995	100.0%	1,169	100.0%	1,077	100.0%	1,137	100.0%

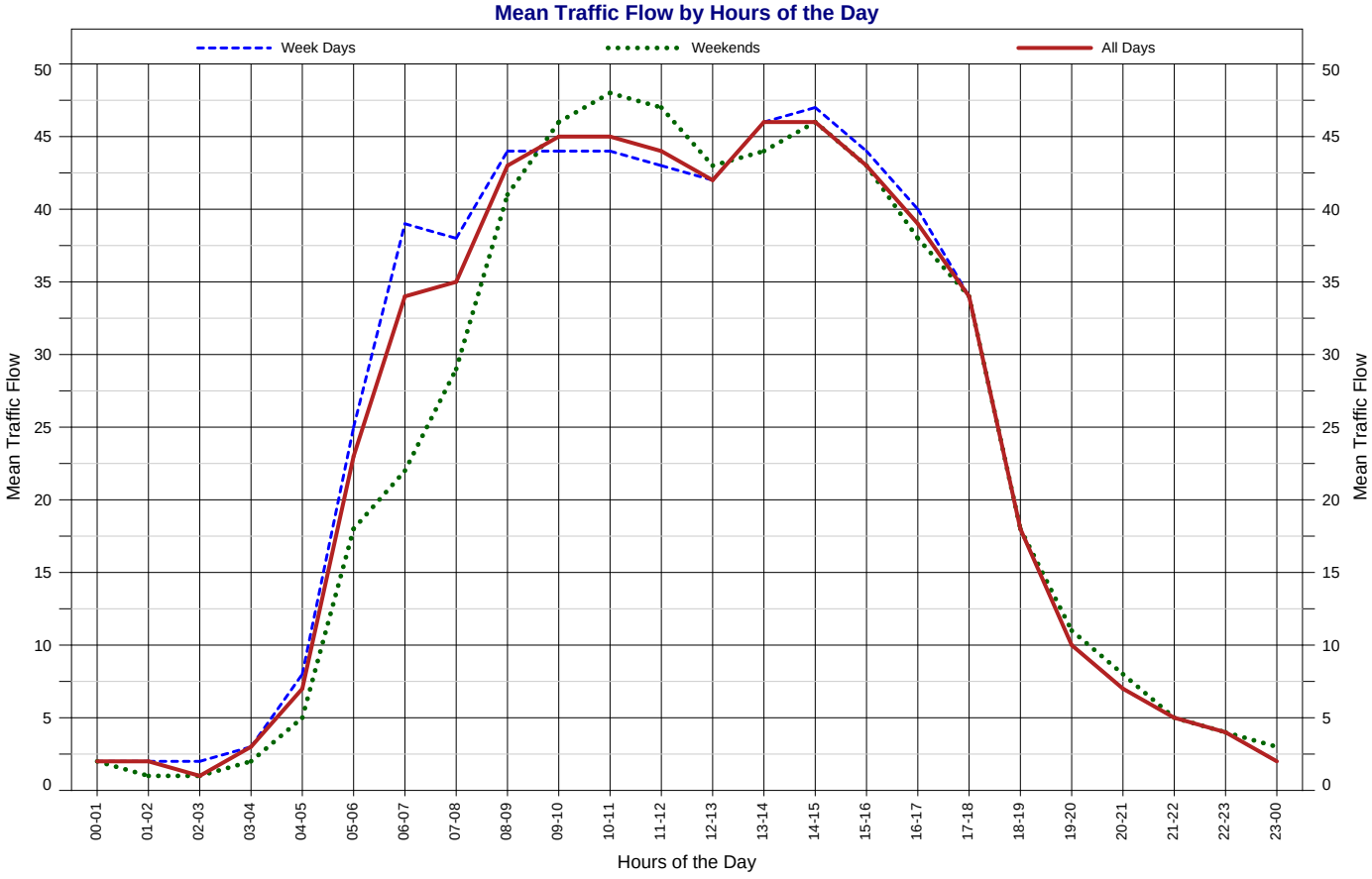
Avg Week Day		93.6%		100.3%		97.7%		100.3%		107.6%						100.0%		92.1%		97.3%
Avg Weekend Day												106.3%		92.4%		108.5%		100.0%		105.6%
Avg Day		96.2%		103.2%		100.4%		103.2%		110.6%		100.7%		87.5%		102.8%		94.7%		100.0%

Area	409 - North West District
Road Section	15A - BARKLY HIGHWAY (CLONCURRY - MT ISA)
Site	100062 - 15A Ch 1.5 East abut Cloncurry River Bdg
Thru Dist	1.5
Type	C - Coverage
Stream	TG - Thru traffic -in gazettal dirn
Traffic Class	00 - All Vehicles
Weeks	2020-W01 - 2020-W35 (35 weeks)
Date Range	Monday 30-Dec-2019 - Sunday 30-Aug-2020

Data Profile

	Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays	Sundays
Days in Date Range	35	35	35	35	35	35	35
Days Included	22	21	20	20	20	21	21
Calendar Events	3	0	1	0	1	2	1

Mean Traffic Flow by Hours of the Day



Weekly Volume Report

Weeks 2020-W01 - 2020-W35 (35 weeks)

Hour	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Average Week Day		Average Weekend Day		Average Day	
00-01	2	0.4%	1	0.2%	2	0.3%	1	0.2%	2	0.3%	2	0.3%	2	0.4%	2	0.3%	2	0.4%	2	0.3%
01-02	1	0.2%	2	0.3%	1	0.2%	3	0.5%	2	0.3%	1	0.2%	1	0.2%	2	0.3%	1	0.2%	2	0.3%
02-03	2	0.4%	1	0.2%	1	0.2%	2	0.3%	2	0.3%	1	0.2%	1	0.2%	2	0.3%	1	0.2%	1	0.2%
03-04	3	0.5%	3	0.5%	2	0.3%	3	0.5%	3	0.5%	3	0.5%	1	0.2%	3	0.5%	2	0.4%	3	0.5%
04-05	8	1.4%	8	1.3%	8	1.4%	8	1.4%	8	1.3%	5	0.9%	4	0.8%	8	1.3%	5	0.9%	7	1.2%
05-06	23	4.1%	27	4.5%	26	4.5%	24	4.1%	24	3.9%	18	3.1%	17	3.3%	25	4.2%	18	3.2%	23	4.0%
06-07	34	6.0%	42	7.0%	40	6.9%	38	6.5%	39	6.3%	25	4.3%	18	3.4%	39	6.6%	22	3.9%	34	5.9%
07-08	33	5.9%	39	6.5%	38	6.6%	38	6.5%	42	6.8%	36	6.2%	21	4.0%	38	6.4%	29	5.2%	35	6.0%
08-09	38	6.7%	42	7.0%	43	7.4%	47	8.0%	50	8.1%	51	8.8%	30	5.7%	44	7.4%	41	7.3%	43	7.4%
09-10	41	7.3%	41	6.9%	48	8.3%	41	7.0%	49	7.9%	56	9.7%	36	6.9%	44	7.4%	46	8.2%	45	7.8%
10-11	42	7.5%	41	6.9%	40	6.9%	46	7.8%	49	7.9%	53	9.2%	42	8.0%	44	7.4%	48	8.6%	45	7.8%
11-12	40	7.1%	43	7.2%	42	7.3%	44	7.5%	44	7.1%	49	8.5%	44	8.4%	43	7.3%	47	8.4%	44	7.6%
12-13	38	6.7%	45	7.5%	42	7.3%	41	7.0%	43	6.9%	43	7.4%	42	8.0%	42	7.1%	43	7.7%	42	7.2%
13-14	43	7.6%	48	8.0%	45	7.8%	47	8.0%	49	7.9%	42	7.3%	45	8.6%	46	7.8%	44	7.9%	46	7.9%
14-15	46	8.2%	46	7.7%	47	8.1%	47	8.0%	47	7.6%	43	7.4%	49	9.4%	47	7.9%	46	8.2%	46	7.9%
15-16	44	7.8%	47	7.9%	42	7.3%	42	7.1%	44	7.1%	38	6.6%	47	9.0%	44	7.4%	43	7.7%	43	7.4%
16-17	44	7.8%	43	7.2%	35	6.0%	38	6.5%	40	6.5%	34	5.9%	41	7.8%	40	6.7%	38	6.8%	39	6.7%
17-18	36	6.4%	35	5.9%	34	5.9%	34	5.8%	32	5.2%	32	5.5%	35	6.7%	34	5.7%	34	6.1%	34	5.9%
18-19	20	3.6%	17	2.8%	18	3.1%	17	2.9%	18	2.9%	16	2.8%	19	3.6%	18	3.0%	18	3.2%	18	3.1%
19-20	10	1.8%	9	1.5%	8	1.4%	9	1.5%	13	2.1%	11	1.9%	11	2.1%	10	1.7%	11	2.0%	10	1.7%
20-21	6	1.1%	7	1.2%	6	1.0%	8	1.4%	8	1.3%	7	1.2%	8	1.5%	7	1.2%	8	1.4%	7	1.2%
21-22	4	0.7%	4	0.7%	5	0.9%	5	0.8%	5	0.8%	6	1.0%	4	0.8%	5	0.8%	5	0.9%	5	0.9%
22-23	3	0.5%	4	0.7%	3	0.5%	4	0.7%	4	0.6%	4	0.7%	3	0.6%	4	0.7%	4	0.7%	4	0.7%
23-24	2	0.4%	3	0.5%	3	0.5%	2	0.3%	2	0.3%	3	0.5%	2	0.4%	2	0.3%	3	0.5%	2	0.3%

Peaks	Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count	
AM	11:00	42	12:00	43	10:00	48	09:00	47	09:00	50	10:00	56	12:00	44	09:00	44	11:00	47	10:00	44
PM	15:00	46	14:00	48	15:00	47	14:00	47	14:00	49	13:00	43	15:00	49	15:00	47	15:00	46	15:00	46

12-Hour	465	82.6%	487	81.4%	474	81.9%	482	81.8%	507	81.9%	493	85.1%	451	86.2%	484	81.6%	477	85.3%	480	82.8%
16-Hour	519	92.2%	549	91.8%	533	92.1%	542	92.0%	572	92.4%	542	93.6%	492	94.1%	545	91.9%	523	93.6%	536	92.4%
18-Hour	524	93.1%	556	93.0%	539	93.1%	548	93.0%	578	93.4%	549	94.8%	497	95.0%	551	92.9%	530	94.8%	542	93.4%
24-Hour	563	100.0%	598	100.0%	579	100.0%	589	100.0%	619	100.0%	579	100.0%	523	100.0%	593	100.0%	559	100.0%	580	100.0%

Avg Week Day		94.9%		100.8%		97.6%		99.3%		104.4%						100.0%		94.3%		97.8%
Avg Weekend Day												103.6%		93.6%		106.1%		100.0%		103.8%
Avg Day		97.1%		103.1%		99.8%		101.6%		106.7%		99.8%		90.2%		102.2%		96.4%		100.0%

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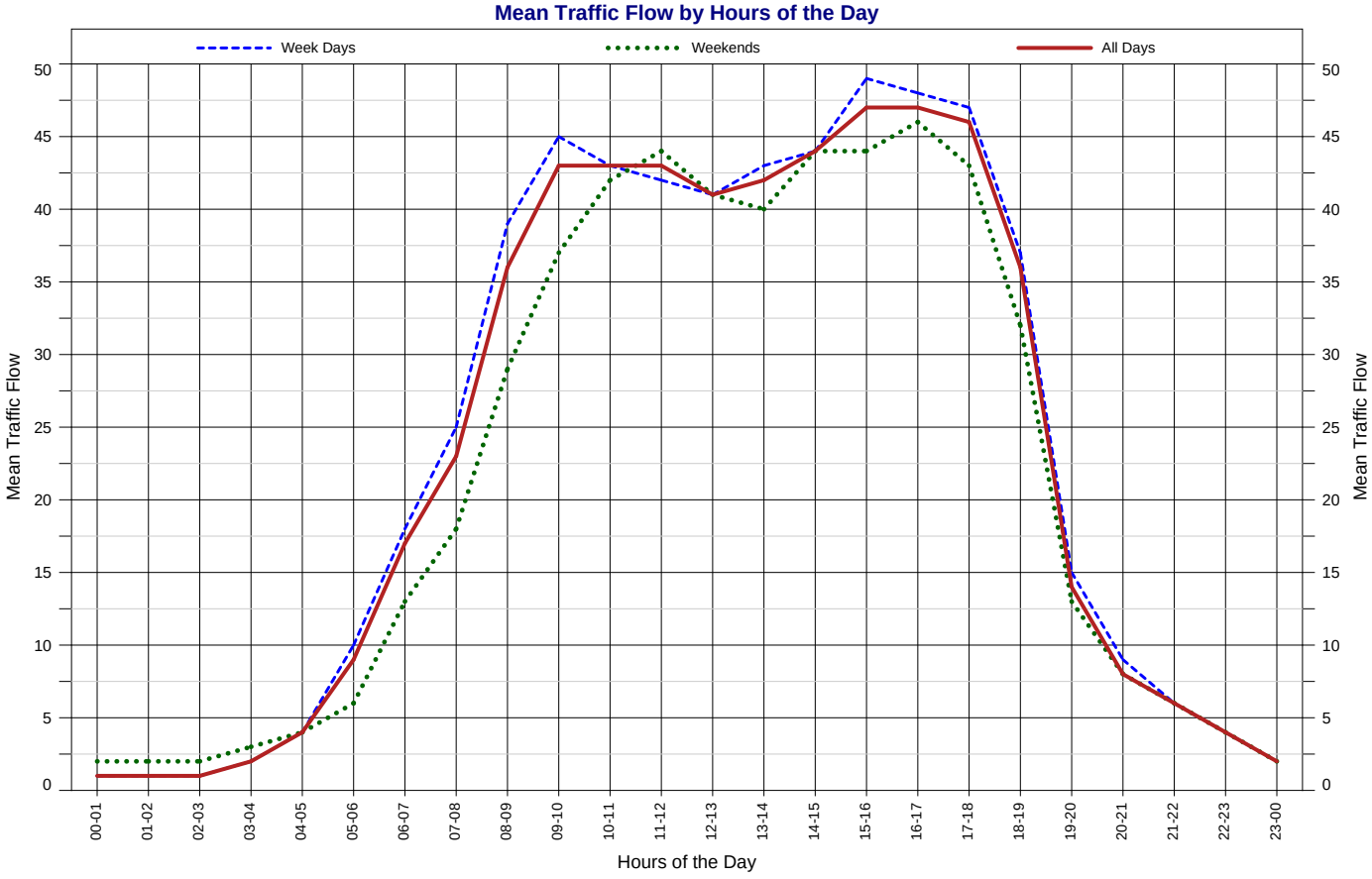
	Mondays	Tuesdays	Wednesdays	Thursdays	Fridays	Saturdays	Sundays
Days in Date Range	35	35	35	35	35	35	35
Days Included	22	21	20	20	20	21	21
Calendar Events	3	0	1	0	1	2	1

Mean Traffic Flow by Hours of the Day



Weekly Volume Report

Weeks 2020-W01 - 2020-W35 (35 weeks)

Hour	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Average Week Day		Average Weekend Day		Average Day	
00-01	1	0.2%	1	0.2%	1	0.2%	1	0.2%	2	0.3%	2	0.4%	2	0.4%	1	0.2%	2	0.4%	1	0.2%
01-02	1	0.2%	1	0.2%	1	0.2%	1	0.2%	2	0.3%	2	0.4%	2	0.4%	1	0.2%	2	0.4%	1	0.2%
02-03	2	0.4%	1	0.2%	1	0.2%	1	0.2%	2	0.3%	1	0.2%	2	0.4%	1	0.2%	2	0.4%	1	0.2%
03-04	2	0.4%	2	0.3%	2	0.4%	2	0.3%	3	0.5%	3	0.5%	2	0.4%	2	0.3%	3	0.6%	2	0.4%
04-05	2	0.4%	4	0.7%	4	0.7%	5	0.9%	5	0.8%	4	0.7%	4	0.8%	4	0.7%	4	0.8%	4	0.7%
05-06	9	1.7%	8	1.4%	9	1.6%	11	1.9%	11	1.7%	7	1.2%	5	1.1%	10	1.7%	6	1.1%	9	1.6%
06-07	14	2.7%	18	3.1%	18	3.2%	21	3.6%	19	3.0%	15	2.6%	11	2.3%	18	3.1%	13	2.5%	17	3.0%
07-08	20	3.8%	26	4.5%	26	4.6%	28	4.8%	27	4.2%	21	3.7%	15	3.2%	25	4.3%	18	3.4%	23	4.1%
08-09	36	6.8%	41	7.1%	40	7.1%	39	6.7%	41	6.4%	31	5.4%	27	5.7%	39	6.8%	29	5.5%	36	6.4%
09-10	42	8.0%	42	7.3%	45	8.0%	46	7.9%	51	7.9%	41	7.2%	33	7.0%	45	7.8%	37	7.0%	43	7.7%
10-11	41	7.8%	44	7.6%	40	7.1%	44	7.5%	48	7.5%	45	7.9%	39	8.2%	43	7.5%	42	8.0%	43	7.7%
11-12	42	8.0%	43	7.5%	41	7.3%	42	7.2%	43	6.7%	47	8.3%	40	8.4%	42	7.3%	44	8.4%	43	7.7%
12-13	38	7.2%	45	7.8%	41	7.3%	38	6.5%	45	7.0%	44	7.7%	38	8.0%	41	7.1%	41	7.8%	41	7.3%
13-14	40	7.6%	43	7.5%	41	7.3%	39	6.7%	50	7.8%	43	7.6%	37	7.8%	43	7.5%	40	7.6%	42	7.5%
14-15	39	7.4%	42	7.3%	43	7.7%	45	7.7%	53	8.2%	47	8.3%	40	8.4%	44	7.6%	44	8.4%	44	7.9%
15-16	43	8.2%	46	8.0%	47	8.4%	50	8.6%	57	8.9%	48	8.4%	40	8.4%	49	8.5%	44	8.4%	47	8.4%
16-17	42	8.0%	51	8.9%	48	8.6%	48	8.2%	51	7.9%	49	8.6%	42	8.9%	48	8.3%	46	8.8%	47	8.4%
17-18	46	8.7%	48	8.3%	44	7.9%	48	8.2%	51	7.9%	46	8.1%	40	8.4%	47	8.2%	43	8.2%	46	8.2%
18-19	36	6.8%	38	6.6%	34	6.1%	39	6.7%	40	6.2%	36	6.3%	28	5.9%	37	6.4%	32	6.1%	36	6.4%
19-20	13	2.5%	15	2.6%	14	2.5%	15	2.6%	18	2.8%	15	2.6%	11	2.3%	15	2.6%	13	2.5%	14	2.5%
20-21	8	1.5%	8	1.4%	9	1.6%	9	1.5%	9	1.4%	7	1.2%	8	1.7%	9	1.6%	8	1.5%	8	1.4%
21-22	5	0.9%	4	0.7%	6	1.1%	6	1.0%	7	1.1%	7	1.2%	4	0.8%	6	1.0%	6	1.1%	6	1.1%
22-23	3	0.6%	3	0.5%	3	0.5%	4	0.7%	5	0.8%	5	0.9%	3	0.6%	4	0.7%	4	0.8%	4	0.7%
23-24	2	0.4%	2	0.3%	2	0.4%	2	0.3%	3	0.5%	3	0.5%	1	0.2%	2	0.3%	2	0.4%	2	0.4%

Peaks	Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count		Hour End & Count	
AM	10:00	42	11:00	44	10:00	45	10:00	46	10:00	51	12:00	47	12:00	40	10:00	45	12:00	43	11:00	43
PM	18:00	46	17:00	51	17:00	48	16:00	50	16:00	57	17:00	49	17:00	42	16:00	49	17:00	45	16:00	47

12-Hour	465	88.2%	509	88.4%	490	87.5%	506	86.6%	557	86.6%	498	87.5%	419	88.4%	503	87.3%	460	87.6%	491	87.7%
16-Hour	505	95.8%	554	96.2%	537	95.9%	557	95.4%	610	94.9%	542	95.3%	453	95.6%	551	95.7%	500	95.2%	536	95.7%
18-Hour	510	96.8%	559	97.0%	542	96.8%	563	96.4%	618	96.1%	550	96.7%	457	96.4%	557	96.7%	506	96.4%	542	96.8%
24-Hour	527	100.0%	576	100.0%	560	100.0%	584	100.0%	643	100.0%	569	100.0%	474	100.0%	576	100.0%	525	100.0%	560	100.0%

Avg Week Day		91.5%		100.0%		97.2%		101.4%		111.6%						100.0%		91.1%		97.2%
Avg Weekend Day												108.4%		90.3%		109.7%		100.0%		106.7%
Avg Day		94.1%		102.9%		100.0%		104.3%		114.8%		101.6%		84.6%		102.9%		93.8%		100.0%

Weekly Volume Report

Displays traffic volumes for a week or number of weeks at Stream level or combinations of Streams, for the hour of day for every week in the date range that data has been collected.

Content includes:

- Volume data at Stream level, for every hour of the day for every week in 60 minute intervals.
- When more than one week is selected the report averages data across the selected date range.
- Average traffic flow per hour of the day across the date range.
- Data is displayed by 1, 12, 16, 18 and 24 hour time frames.
- AM and PM peak times are highlighted.

The report can be run for specific Traffic Classes.

Important Information

The figures in this report are an Average Daily Traffic (ADT) for the date range chosen and not an Annual Average Daily Traffic (AADT).

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

Average Daily Traffic (ADT)

Is determined by summing the total traffic flow, at Stream level, for the days within a date range, divided by the number of days collected. Missing days or incomplete days are excluded from the calculation.

Calendar Events

Is an event that has a temporary effect on the traffic volumes at one or more sites in the Region.

For example:

- Public holidays
- Local shows
- Natural disasters
- Long term road closures

Averages derived for such days will generally be different from the usual averages.

Date Range

The period for which the report was run.

Days in Range

Are the number of days for each day of the week across the date range selected.

Days Included

Days that do not have a value for every time interval or are incomplete are excluded from the calculations in this report. ie. when the data collected at lane/Stream level has missing values, those days are not included.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

G	Traffic flowing in Gazettal Direction
A	Traffic flowing against Gazettal Direction
B	The combined traffic flow in both Directions

No Data Found

Indicates that there is no data for the week or the data for each day of the week is incomplete. A report will only be produced when there is a record for each time interval of the day.

Region

For administration purposes from 1 February 2015 the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Region field in TSDM reports displays the District Name and Number.

Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitian District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Stream or Site Stream

The lane number in which the vehicles are travelling.

TB	Traffic flow in both directions
TG	Traffic flow in gazettal direction
TA	Traffic flow against gazettal direction
T1, T3, T5, T7...	Traffic flow in gazettal direction at lane level
T2, T4, T6, T8...	Traffic flow against gazettal direction at lane level

Thru Dist or TDist

The distance from the beginning of the Road Section, in kilometres.

Type

There are two types of traffic counting sites, Permanent and Coverage. Permanent means the traffic counting device is in place 24/7. Coverage means the traffic counting device is in place for a specified period of time.

Peak Hours

The time displayed for the AM and PM peak traffic flow is for the previous hour. For example: AM 08:30 1227 Indicates the morning peak of 1227 vehicles was between 7:30am and 8:30am.

Time Periods

Four different time periods are defined.

12-hour	Traffic flow time period from 0700 to 1900
16-hour	Traffic flow time period from 0600 to 2200
18-hour	Traffic flow time period from 0600 to 2400
24-hour	Traffic flow time period from 0000 to 2400

Traffic Class

Is the 12 Austroads vehicle categories or classes into which vehicles are placed or binned. Traffic classes are formed in a hierarchical format.

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A
1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D
1B = 2C + 2D + 2E
1C = 2F + 2G + 2H + 2I
1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles.

2-Bin

0A Light vehicles
0B Heavy vehicles

4-Bin

1A Short vehicles
1B Truck or bus
1C Articulated vehicles
1D Road train

12-Bin

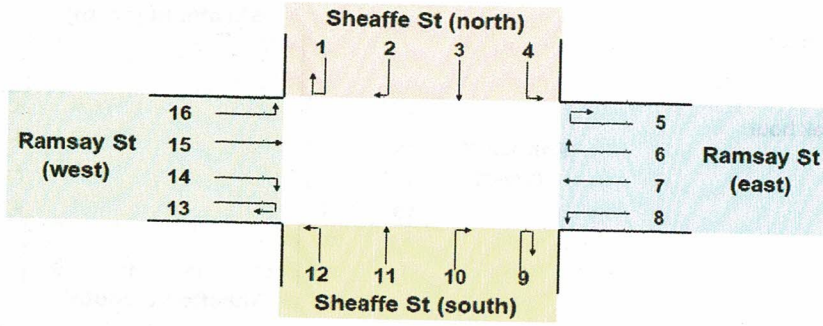
2A Short 2 axle vehicles
2B Short vehicles towing
2C 2 axle truck or bus
2D 3 axle truck or bus
2E 4 axle truck
2F 3 axle articulated vehicle
2G 4 axle articulated vehicle
2H 5 axle articulated vehicle
2I 6 axle articulated vehicle
2J B double
2K Double road train
2L Triple road train

Morning peak hour
8:00-9:00am

Afternoon peak hour
4:00-5:00pm

08/10/2020

8:00 8:15



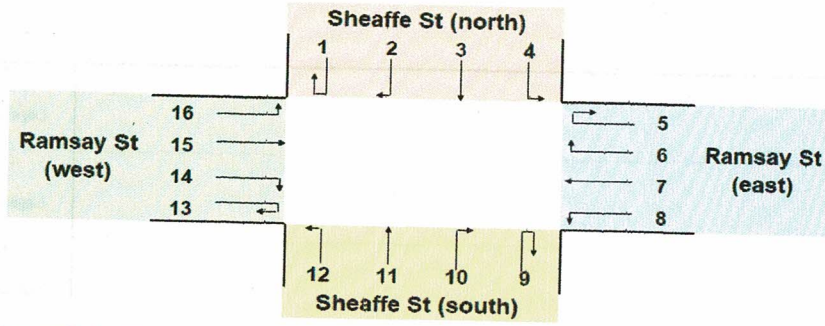
Leg	Movement	Vehicle type	Peak hour 15 minute time period:	
Sheaffe St (north)	1 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	2 Right turn	Light (car, car with trailer) Heavy (truck, bus)	III	3
	3 Through	Light (car, car with trailer) Heavy (truck, bus)	IIII	4
	4 Left turn	Light (car, car with trailer) Heavy (truck, bus)	~~HH~~ ~~HH~~ ~~HH~~ IIII	19
Ramsay St (east)	5 U-turn	Light (car, car with trailer) Heavy (truck, bus)	II	2
	6 Right turn	Light (car, car with trailer) Heavy (truck, bus)	~~HH~~ ~~HH~~ ~~HH~~ ~~HH~~ ~~HH~~ IIII	29
	7 Through	Light (car, car with trailer) Heavy (truck, bus)	~~HH~~ II I	7 1
	8 Left turn	Light (car, car with trailer) Heavy (truck, bus)	I	1
Sheaffe St (south)	9 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	10 Right turn	Light (car, car with trailer) Heavy (truck, bus)	III	3
	11 Through	Light (car, car with trailer) Heavy (truck, bus)	~~HH~~ II	7
	12 Left turn	Light (car, car with trailer) Heavy (truck, bus)		
Ramsay St (west)	13 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	14 Right turn	Light (car, car with trailer) Heavy (truck, bus)		
	15 Through	Light (car, car with trailer) Heavy (truck, bus)	~~HH~~ ~~HH~~ I	10 1
	16 Left turn	Light (car, car with trailer) Heavy (truck, bus)	II	2

Morning peak hour
8:00-9:00am

Afternoon peak hour
4:00-5:00pm

08/10/2020

8:15 - 8:30

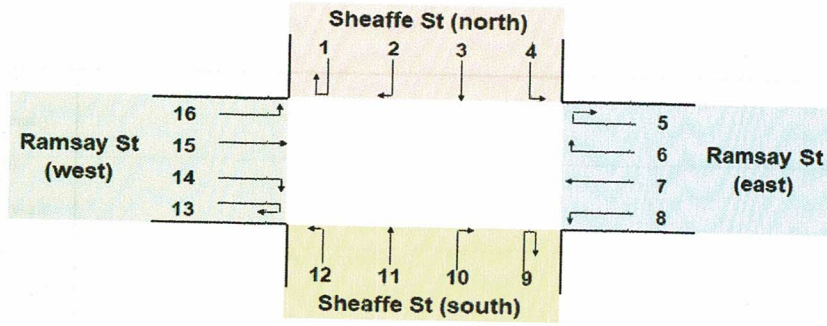


Leg	Movement	Vehicle type	Peak hour 15 minute time period:	
Sheaffe St (north)	1 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	2 Right turn	Light (car, car with trailer) Heavy (truck, bus)	IIII	3
	3 Through	Light (car, car with trailer) Heavy (truck, bus)	++++	5
	4 Left turn	Light (car, car with trailer) Heavy (truck, bus)	++++ ++++ ++++ ++++ ++++ ++++ IIII	34
Ramsay St (east)	5 U-turn	Light (car, car with trailer) Heavy (truck, bus)	I	1
	6 Right turn	Light (car, car with trailer) Heavy (truck, bus)	++++ ++++ ++++ ++++ I	21
	7 Through	Light (car, car with trailer) Heavy (truck, bus)	++++ ++++ II	12
	8 Left turn	Light (car, car with trailer) Heavy (truck, bus)	IIII	4
Sheaffe St (south)	9 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	10 Right turn	Light (car, car with trailer) Heavy (truck, bus)	II	2
	11 Through	Light (car, car with trailer) Heavy (truck, bus)	IIII	4
	12 Left turn	Light (car, car with trailer) Heavy (truck, bus)		
Ramsay St (west)	13 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	14 Right turn	Light (car, car with trailer) Heavy (truck, bus)	I	1
	15 Through	Light (car, car with trailer) Heavy (truck, bus)	++++ ++++ ++++ I	16
	16 Left turn	Light (car, car with trailer) Heavy (truck, bus)	++++	5

Morning peak hour
8:00-9:00am

Afternoon peak hour
4:00-5:00pm
08/10/2020

8:30 - 8:45



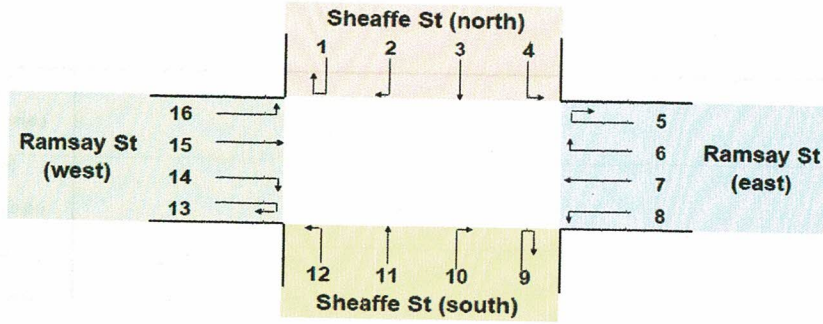
Leg	Movement	Vehicle type	Peak hour 15 minute time period:	
Sheaffe St (north)	1 U-turn	Light (car, car with trailer)		
		Heavy (truck, bus)		
	2 Right turn	Light (car, car with trailer)	5	5
		Heavy (truck, bus)		
	3 Through	Light (car, car with trailer)	4	4
		Heavy (truck, bus)	1	1
	4 Left turn	Light (car, car with trailer)	15	15
		Heavy (truck, bus)	2	2
Ramsay St (east)	5 U-turn	Light (car, car with trailer)	2	2
		Heavy (truck, bus)		
	6 Right turn	Light (car, car with trailer)	19	19
		Heavy (truck, bus)		
	7 Through	Light (car, car with trailer)	12	12
		Heavy (truck, bus)		
	8 Left turn	Light (car, car with trailer)	5	5
		Heavy (truck, bus)		
Sheaffe St (south)	9 U-turn	Light (car, car with trailer)		
		Heavy (truck, bus)		
	10 Right turn	Light (car, car with trailer)	5	5
		Heavy (truck, bus)		
	11 Through	Light (car, car with trailer)	3	3
		Heavy (truck, bus)		
	12 Left turn	Light (car, car with trailer)		
		Heavy (truck, bus)		
Ramsay St (west)	13 U-turn	Light (car, car with trailer)		
		Heavy (truck, bus)		
	14 Right turn	Light (car, car with trailer)	1	1
		Heavy (truck, bus)		
	15 Through	Light (car, car with trailer)	14	14
		Heavy (truck, bus)		
	16 Left turn	Light (car, car with trailer)	3	3
		Heavy (truck, bus)	1	1

Morning peak hour
8:00-9:00am

Afternoon peak hour
4:00-5:00pm

08/10/2020

8:45 - 9:00



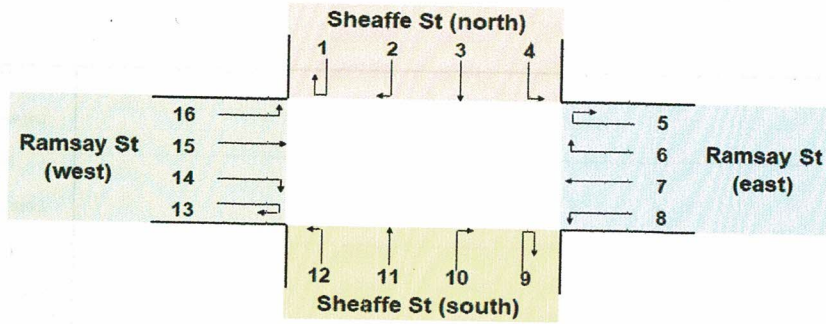
Leg	Movement	Vehicle type	Peak hour 15 minute time period:	
Sheaffe St (north)	1 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	2 Right turn	Light (car, car with trailer) Heavy (truck, bus)	IIII	4
	3 Through	Light (car, car with trailer) Heavy (truck, bus)	II	2
	4 Left turn	Light (car, car with trailer) Heavy (truck, bus)	++++ ++++ ++++ ++++ I	21
Ramsay St (east)	5 U-turn	Light (car, car with trailer) Heavy (truck, bus)	II	2
	6 Right turn	Light (car, car with trailer) Heavy (truck, bus)	++++ ++++ ++++ ++++	20
	7 Through	Light (car, car with trailer) Heavy (truck, bus)	++++ III I	8 1
	8 Left turn	Light (car, car with trailer) Heavy (truck, bus)	II	2
Sheaffe St (south)	9 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	10 Right turn	Light (car, car with trailer) Heavy (truck, bus)	II	2
	11 Through	Light (car, car with trailer) Heavy (truck, bus)	II	2
	12 Left turn	Light (car, car with trailer) Heavy (truck, bus)		
Ramsay St (west)	13 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	14 Right turn	Light (car, car with trailer) Heavy (truck, bus)	I	1
	15 Through	Light (car, car with trailer) Heavy (truck, bus)	++++ ++++ ++++ III	18
	16 Left turn	Light (car, car with trailer) Heavy (truck, bus)	II	2

Morning peak hour
8:00-9:00am

Afternoon peak hour
4:00-5:00pm

08/10/2020

4:00 - 4:15



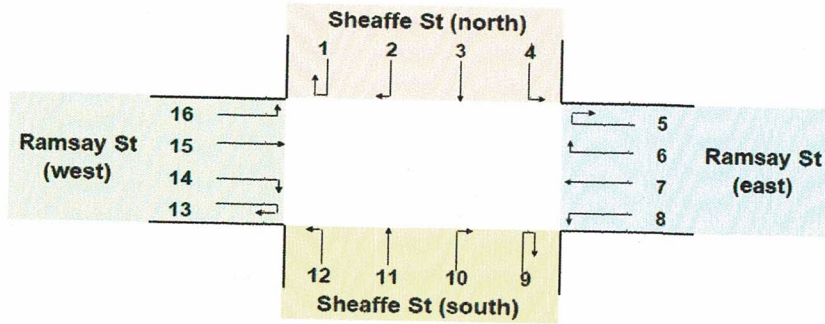
Leg	Movement	Vehicle type	Peak hour 15 minute time period:	
Sheaffe St (north)	1 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	2 Right turn	Light (car, car with trailer)	𝍸	5
		Heavy (truck, bus)	I	1
	3 Through	Light (car, car with trailer)	𝍸	5
		Heavy (truck, bus)		
	4 Left turn	Light (car, car with trailer)	𝍸 𝍸 𝍸 𝍸 𝍸 I	26
		Heavy (truck, bus)		
Ramsay St (east)	5 U-turn	Light (car, car with trailer)	I	1
		Heavy (truck, bus)		
	6 Right turn	Light (car, car with trailer)	𝍸 𝍸 IIII	14
		Heavy (truck, bus)		
	7 Through	Light (car, car with trailer)	𝍸 𝍸 II	12
		Heavy (truck, bus)	I	1
	8 Left turn	Light (car, car with trailer)		
		Heavy (truck, bus)		
Sheaffe St (south)	9 U-turn	Light (car, car with trailer)		
		Heavy (truck, bus)		
	10 Right turn	Light (car, car with trailer)	IIII	4
		Heavy (truck, bus)		
	11 Through	Light (car, car with trailer)	III	3
		Heavy (truck, bus)		
	12 Left turn	Light (car, car with trailer)		
		Heavy (truck, bus)		
Ramsay St (west)	13 U-turn	Light (car, car with trailer)		
		Heavy (truck, bus)		
	14 Right turn	Light (car, car with trailer)		
		Heavy (truck, bus)		
	15 Through	Light (car, car with trailer)	𝍸 II	7
		Heavy (truck, bus)		
	16 Left turn	Light (car, car with trailer)	III	3
		Heavy (truck, bus)		

Morning peak hour
8:00-9:00am

Afternoon peak hour
4:00-5:00pm

08/10/2020

4:15 - 4:30



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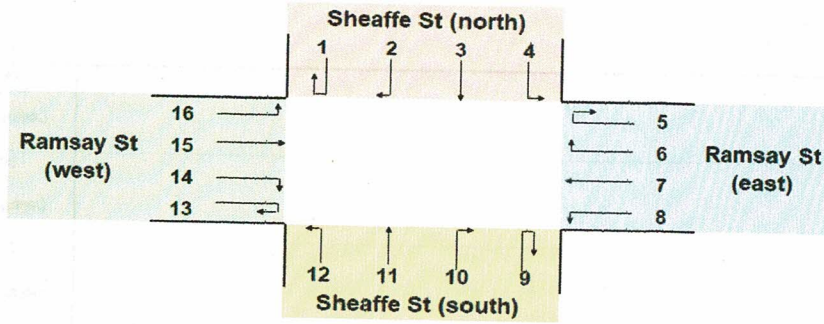
	3 Through	Light (car, car with trailer) Heavy (truck, bus)	III	3
	4 Left turn	Light (car, car with trailer) Heavy (truck, bus)	𝍸 𝍸 𝍸 𝍸 𝍸	25
Ramsay St (east)	5 U-turn	Light (car, car with trailer) Heavy (truck, bus)	𝍸 I	6
	6 Right turn	Light (car, car with trailer) Heavy (truck, bus)	𝍸 𝍸 I	11
	7 Through	Light (car, car with trailer) Heavy (truck, bus)	𝍸 𝍸 𝍸 I	16
	8 Left turn	Light (car, car with trailer) Heavy (truck, bus)	III	3
Sheaffe St (south)	9 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	10 Right turn	Light (car, car with trailer) Heavy (truck, bus)	𝍸	5
	11 Through	Light (car, car with trailer) Heavy (truck, bus)	II	2
	12 Left turn	Light (car, car with trailer) Heavy (truck, bus)		
Ramsay St (west)	13 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	14 Right turn	Light (car, car with trailer) Heavy (truck, bus)		
	15 Through	Light (car, car with trailer) Heavy (truck, bus)	𝍸 III IIII	8 4
	16 Left turn	Light (car, car with trailer) Heavy (truck, bus)	II	2

Morning peak hour
8:00-9:00am

Afternoon peak hour
4:00-5:00pm

08/10/2020

4:30 4:45



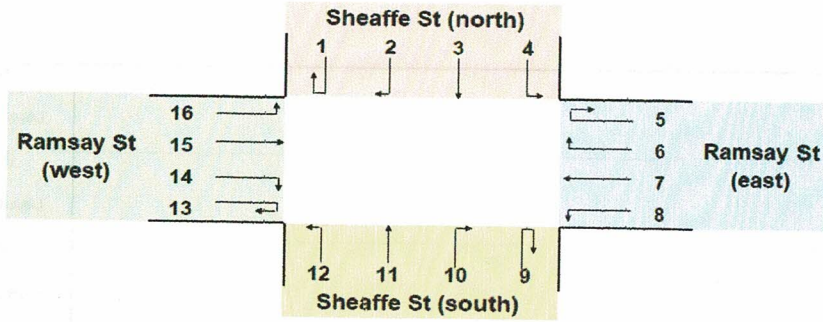
Leg	Movement	Vehicle type	Peak hour 15 minute time period:	
Sheaffe St (north)	1 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	2 Right turn	Light (car, car with trailer) Heavy (truck, bus)	𝍸 I	6
	3 Through	Light (car, car with trailer) Heavy (truck, bus)	IIII	4
	4 Left turn	Light (car, car with trailer) Heavy (truck, bus)	𝍸 𝍸 𝍸 II	17
Ramsay St (east)	5 U-turn	Light (car, car with trailer) Heavy (truck, bus)	III	3
	6 Right turn	Light (car, car with trailer) Heavy (truck, bus)	𝍸 𝍸 I	11
	7 Through	Light (car, car with trailer) Heavy (truck, bus)	𝍸 𝍸 𝍸 IIII	19
	8 Left turn	Light (car, car with trailer) Heavy (truck, bus)	𝍸 II	7
Sheaffe St (south)	9 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	10 Right turn	Light (car, car with trailer) Heavy (truck, bus)	III	3
	11 Through	Light (car, car with trailer) Heavy (truck, bus)	III	3
	12 Left turn	Light (car, car with trailer) Heavy (truck, bus)	II	2
Ramsay St (west)	13 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	14 Right turn	Light (car, car with trailer) Heavy (truck, bus)		
	15 Through	Light (car, car with trailer) Heavy (truck, bus)	𝍸 𝍸 𝍸	15
	16 Left turn	Light (car, car with trailer) Heavy (truck, bus)	III	3

Morning peak hour
8:00-9:00am

Afternoon peak hour
4:00-5:00pm

08/10/2020

4:45 - 5:00



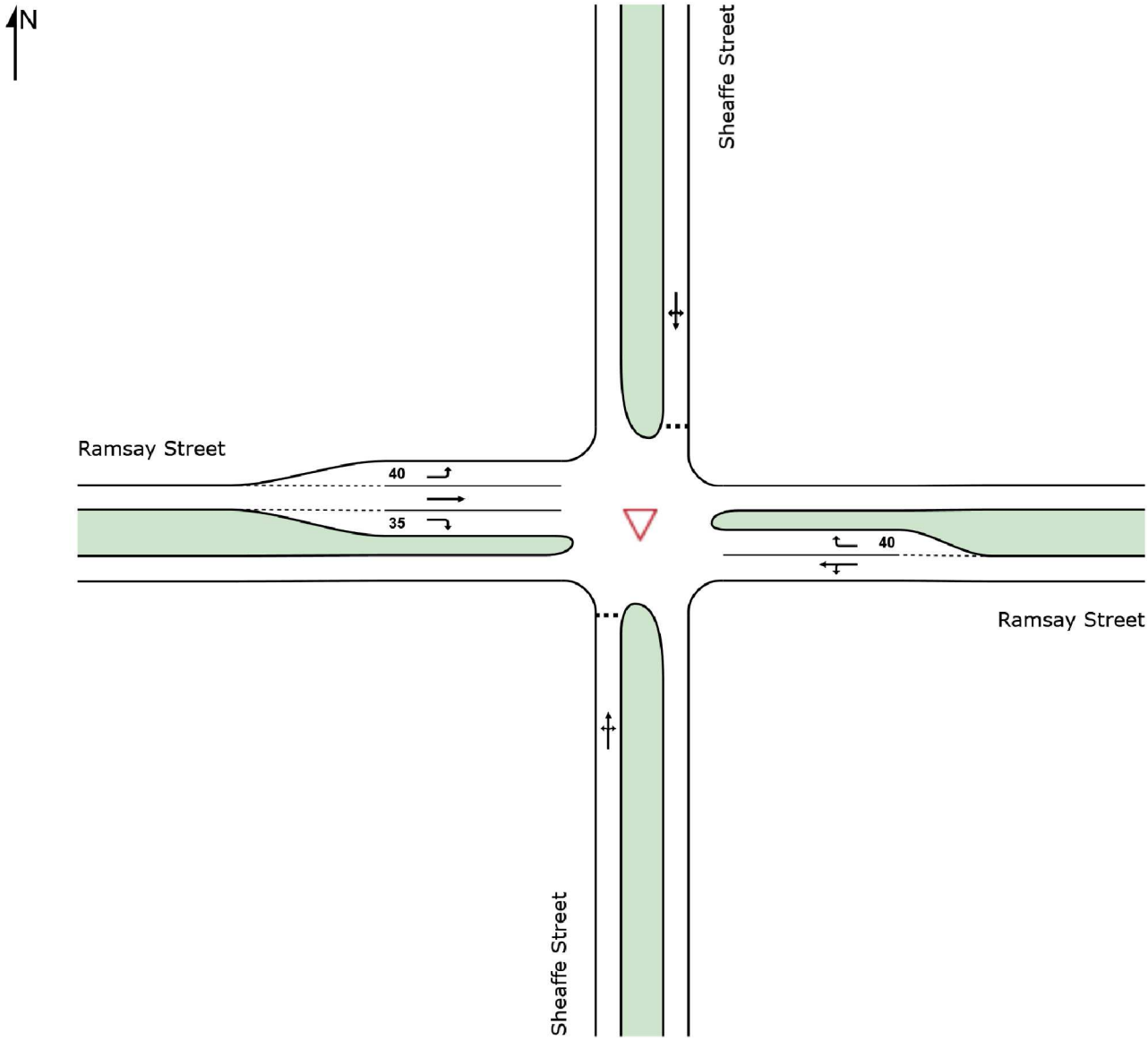
Leg	Movement	Vehicle type	Peak hour 15 minute time period:	
Sheaffe St (north)	1 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	2 Right turn	Light (car, car with trailer) Heavy (truck, bus)	III	3
	3 Through	Light (car, car with trailer) Heavy (truck, bus)	++++ I	6
	4 Left turn	Light (car, car with trailer) Heavy (truck, bus)	++++ ++++ +++ III I	18 1
Ramsay St (east)	5 U-turn	Light (car, car with trailer) Heavy (truck, bus)	I	1
	6 Right turn	Light (car, car with trailer) Heavy (truck, bus)	++++ +++ II	12
	7 Through	Light (car, car with trailer) Heavy (truck, bus)	++++ +++ I III	14
	8 Left turn	Light (car, car with trailer) Heavy (truck, bus)	III	3
Sheaffe St (south)	9 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	10 Right turn	Light (car, car with trailer) Heavy (truck, bus)	I III	4
	11 Through	Light (car, car with trailer) Heavy (truck, bus)	++++	5
	12 Left turn	Light (car, car with trailer) Heavy (truck, bus)		
Ramsay St (west)	13 U-turn	Light (car, car with trailer) Heavy (truck, bus)		
	14 Right turn	Light (car, car with trailer) Heavy (truck, bus)	I	1
	15 Through	Light (car, car with trailer) Heavy (truck, bus)	++++ IIII	9
	16 Left turn	Light (car, car with trailer) Heavy (truck, bus)	++++ I	4

Appendix D SIDRA results

SITE LAYOUT

Site: Ramsay St/Sheaffe St

New Site
Site Category: (None)
Giveway / Yield (Two-Way)



MOVEMENT SUMMARY

Site: [Ramsay St/Sheaffe St 2021 bgd+dev am]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Sheaffe Street												
1	L2	1	3.0	0.051	5.7	LOS A	0.2	1.3	0.39	0.62	0.39	51.7
2	T1	17	3.0	0.051	6.8	LOS A	0.2	1.3	0.39	0.62	0.39	52.2
3	R2	13	3.0	0.051	9.6	LOS A	0.2	1.3	0.39	0.62	0.39	51.5
Approach		31	3.0	0.051	7.9	LOS A	0.2	1.3	0.39	0.62	0.39	51.9
East: Ramsay Street												
4	L2	17	3.0	0.033	5.6	LOS A	0.0	0.0	0.00	0.16	0.00	56.8
5	T1	44	3.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	58.5
6	R2	103	3.0	0.078	5.8	LOS A	0.3	2.3	0.18	0.57	0.18	52.5
Approach		164	3.0	0.078	4.2	NA	0.3	2.3	0.11	0.42	0.11	54.4
North: Sheaffe Street												
7	L2	98	3.0	0.143	5.8	LOS A	0.6	4.1	0.18	0.55	0.18	52.9
8	T1	25	3.0	0.143	7.2	LOS A	0.6	4.1	0.18	0.55	0.18	53.4
9	R2	16	3.0	0.143	8.5	LOS A	0.6	4.1	0.18	0.55	0.18	52.9
Approach		139	3.0	0.143	6.4	LOS A	0.6	4.1	0.18	0.55	0.18	53.0
West: Ramsay Street												
10	L2	14	3.0	0.008	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.5
11	T1	63	3.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	7	3.0	0.004	5.6	LOS A	0.0	0.1	0.15	0.55	0.15	52.6
Approach		84	3.0	0.033	1.4	NA	0.0	0.1	0.01	0.14	0.01	58.1
All Vehicles		418	3.0	0.143	4.6	NA	0.6	4.1	0.14	0.42	0.14	54.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: [Ramsay St/Sheaffe St 2021 bgd+dev pm]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Sheaffe Street												
1	L2	6	3.0	0.075	5.8	LOS A	0.3	2.0	0.33	0.60	0.33	52.1
2	T1	22	3.0	0.075	6.5	LOS A	0.3	2.0	0.33	0.60	0.33	52.5
3	R2	21	3.0	0.075	8.9	LOS A	0.3	2.0	0.33	0.60	0.33	51.9
Approach		49	3.0	0.075	7.4	LOS A	0.3	2.0	0.33	0.60	0.33	52.2
East: Ramsay Street												
4	L2	14	3.0	0.043	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	57.3
5	T1	66	3.0	0.043	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.1
6	R2	63	3.0	0.047	5.7	LOS A	0.2	1.4	0.15	0.56	0.15	52.6
Approach		143	3.0	0.047	3.1	NA	0.2	1.4	0.07	0.31	0.07	55.9
North: Sheaffe Street												
7	L2	94	3.0	0.131	5.8	LOS A	0.5	3.7	0.15	0.55	0.15	53.0
8	T1	19	3.0	0.131	6.6	LOS A	0.5	3.7	0.15	0.55	0.15	53.5
9	R2	19	3.0	0.131	8.0	LOS A	0.5	3.7	0.15	0.55	0.15	53.1
Approach		132	3.0	0.131	6.2	LOS A	0.5	3.7	0.15	0.55	0.15	53.1
West: Ramsay Street												
10	L2	15	3.0	0.008	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.5
11	T1	46	3.0	0.024	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	1	3.0	0.001	5.7	LOS A	0.0	0.0	0.18	0.54	0.18	52.5
Approach		62	3.0	0.024	1.4	NA	0.0	0.0	0.00	0.15	0.00	58.2
All Vehicles		386	3.0	0.131	4.4	NA	0.5	3.7	0.12	0.40	0.12	54.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: [Ramsay St/Sheaffe St 2031 bgd+dev am]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Sheaffe Street												
1	L2	1	3.0	0.070	5.8	LOS A	0.3	1.8	0.44	0.66	0.44	51.1
2	T1	21	3.0	0.070	7.4	LOS A	0.3	1.8	0.44	0.66	0.44	51.5
3	R2	16	3.0	0.070	10.8	LOS B	0.3	1.8	0.44	0.66	0.44	50.9
Approach		38	3.0	0.070	8.8	LOS A	0.3	1.8	0.44	0.66	0.44	51.2
East: Ramsay Street												
4	L2	20	3.0	0.039	5.6	LOS A	0.0	0.0	0.00	0.16	0.00	56.8
5	T1	54	3.0	0.039	0.0	LOS A	0.0	0.0	0.00	0.16	0.00	58.5
6	R2	125	3.0	0.097	5.9	LOS A	0.4	2.9	0.21	0.57	0.21	52.4
Approach		199	3.0	0.097	4.3	NA	0.4	2.9	0.13	0.42	0.13	54.4
North: Sheaffe Street												
7	L2	119	3.0	0.179	5.9	LOS A	0.7	5.2	0.22	0.56	0.22	52.7
8	T1	28	3.0	0.179	7.9	LOS A	0.7	5.2	0.22	0.56	0.22	53.1
9	R2	20	3.0	0.179	9.4	LOS A	0.7	5.2	0.22	0.56	0.22	52.7
Approach		167	3.0	0.179	6.7	LOS A	0.7	5.2	0.22	0.56	0.22	52.7
West: Ramsay Street												
10	L2	17	3.0	0.009	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.5
11	T1	77	3.0	0.040	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	7	3.0	0.004	5.7	LOS A	0.0	0.1	0.17	0.55	0.17	52.5
Approach		101	3.0	0.040	1.3	NA	0.0	0.1	0.01	0.14	0.01	58.2
All Vehicles		505	3.0	0.179	4.8	NA	0.7	5.2	0.16	0.43	0.16	54.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: [Ramsay St/Sheaffe St 2031 bgd+dev pm]

New Site
Site Category: (None)
Giveway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Sheaffe Street												
1	L2	6	3.0	0.094	5.9	LOS A	0.4	2.5	0.39	0.63	0.39	51.5
2	T1	25	3.0	0.094	6.9	LOS A	0.4	2.5	0.39	0.63	0.39	52.0
3	R2	25	3.0	0.094	9.9	LOS A	0.4	2.5	0.39	0.63	0.39	51.3
Approach		57	3.0	0.094	8.2	LOS A	0.4	2.5	0.39	0.63	0.39	51.6
East: Ramsay Street												
4	L2	17	3.0	0.052	5.6	LOS A	0.0	0.0	0.00	0.10	0.00	57.3
5	T1	81	3.0	0.052	0.0	LOS A	0.0	0.0	0.00	0.10	0.00	59.1
6	R2	77	3.0	0.058	5.8	LOS A	0.2	1.7	0.17	0.56	0.17	52.5
Approach		175	3.0	0.058	3.1	NA	0.2	1.7	0.08	0.31	0.08	55.8
North: Sheaffe Street												
7	L2	114	3.0	0.165	5.8	LOS A	0.7	4.8	0.17	0.56	0.17	52.8
8	T1	23	3.0	0.165	7.2	LOS A	0.7	4.8	0.17	0.56	0.17	53.3
9	R2	23	3.0	0.165	8.7	LOS A	0.7	4.8	0.17	0.56	0.17	52.9
Approach		160	3.0	0.165	6.4	LOS A	0.7	4.8	0.17	0.56	0.17	52.9
West: Ramsay Street												
10	L2	18	3.0	0.010	5.6	LOS A	0.0	0.0	0.00	0.58	0.00	53.5
11	T1	56	3.0	0.029	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
12	R2	1	3.0	0.001	5.7	LOS A	0.0	0.0	0.20	0.53	0.20	52.5
Approach		75	3.0	0.029	1.4	NA	0.0	0.0	0.00	0.15	0.00	58.2
All Vehicles		466	3.0	0.165	4.6	NA	0.7	4.8	0.13	0.41	0.13	54.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.
SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix E Council and DSDMIP code responses

Cloncurry Shire Council Planning Scheme Car parking and access code

Performance Outcomes	Acceptable Outcomes	Response
For assessable development and Accepted development subject to requirements		
Car parking		
PO1 On-site car parking must be provided at levels commensurate with the demand expected for the use of the site.	AO1.1 Car parking is provided in accordance with Table 8.3.2.3-2 – car parking requirements.	Complies with PO1. The proposed parking yield of 24 spaces is considered to be in excess of typical requirements and is deemed appropriate for the site. Refer to Section 6.3.2 of the Traffic Impact Assessment report for further detail.
PO2 Car parking areas must be suitable for the purpose	AO2.1 Car parks are marked with line work. AO2.2 Car parks are signed in accordance with AS 1742.11-1999 Manual of Uniform Traffic Control Devices - Parking Controls AO2.3 Car parks are sealed with a hard stand surface. AO2.4 Car parks are designed in accordance with AS 2890-2009 Parking Facilities Set. Note: AO2.4 above does not apply to building work.	The car park is expected to be constructed in accordance with relevant standards.
PO3 Car parking areas do not detract from the amenity of the surrounding locality.	AO3.1 Car parking areas are landscaped with a vegetated strip having a minimum width of 2m to a side or rear boundary and 3m to a road frontage.	Complies with AO3.1. Landscaping at the appropriate widths is included in the proposed layout.
Access		
PO4 Access and on-site manoeuvring must be provided for the use.	AO4.1 Access and internal manoeuvring is provided in accordance with AS1428-2003 Design for Access and Mobility Set.	Complies with PO4 and PO5. Parking and a shared space for persons with disabilities (PWD) is provided adjacent to the building entrance. The development provides for PWD car parking and access from the street, internal access design standards can be further investigated during the detailed design of the site.
PO5 Access must be provided for persons with disabilities or mobility difficulties.	AO5.1 Access and internal manoeuvring is provided for in accordance with AS1428-2003 Design for access and mobility set and AS/NZS 2890.6-2009 Offstreet Parking for People with Disabilities.	
PO6 Appropriate access for service vehicles must be provided.	AO6.1 Access for service vehicles is provided in accordance with Table 8.3.2.3-3 and AS 2890.2- 2009 Off-street Commercial Vehicle Facilities. AO6.2 Access provision allows for all service vehicles to enter and leave the site in a forward motion	Complies with AO6.1. Swept path assessment demonstrates that the internal and driveway geometry is suitable for the design vehicle (SRV) and RCV movements. Refer to Section 7.3 for further detail/

Department of State Development, Manufacturing, Infrastructure and Planning - State code 1: Development in a state-controlled road environment

Table 1.2.1 Development in a state-controlled road environment

Performance outcomes	Acceptable outcomes	Response
Vehicular access to a state-controlled road		
PO15 Vehicular access to a state-controlled road that is a limited access road is consistent with government policy for the management of limited access roads. Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	**AO15.1** Development does not require new or changed access to a limited access road. Note: Limited access roads are declared by the transport chief executive under section 54 of the *Transport Infrastructure Act 1994* and are identified in the DA mapping system. OR	Complies with AO15.1. The development is proposed to be accessed via a local road, with no direct access to any State-controlled roads
	AO15.2 A new or changed access to a limited access road is consistent with the limited access policy for the state-controlled road. Note: Limited access policies for limited access roads declared under the *Transport Infrastructure Act 1994* can be obtained by contacting the relevant Department of Transport and Main Roads regional office. AND	
	AO15.3 Where a new or changed access is for a service centre, access is consistent with the Service centre policy, Department of Transport and Main Roads, 2013 and the Access policy for roadside service centre facilities on limited access roads, Department of Transport and Main Roads, 2013, and the Service centre strategy for the state-controlled road. Note: The Service centre policy, Department of Transport and Main Roads, 2013, Access policy for roadside service centre facilities, Department of Transport and Main Roads, 2013 and the relevant Service centre strategy for a state-controlled road can be accessed by contacting the relevant Department of Transport and Main Roads regional office.	
PO16 The location and design of vehicular access to a state-controlled road (including access to a limited access	**AO16.1** Vehicular access is provided from a local road.	Complies with AO16.1.

Performance outcomes	Acceptable outcomes	Response
road) does not create a safety hazard for users of a state-controlled road or result in a worsening of operating conditions on a state-controlled road. Note: Where a new or changed access between the premises and a state-controlled road is proposed, the Department of Transport and Main Roads will need to assess the proposal to determine if the vehicular access for the development is safe. An assessment can be made by Department of Transport and Main Roads as part of the development assessment process and a decision under section 62 of *Transport Infrastructure Act 1994* issued. Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	OR all of the following acceptable outcomes apply: **AO16.2** Vehicular access for the development is consistent with the function and design of the state-controlled road. AND **AO16.3** Development does not require new or changed access between the premises and the state-controlled road. Note: A decision under section 62 of the *Transport Infrastructure Act 1994* outlines the approved conditions for use of an existing vehicular access to a **state-controlled road**. Current section 62 decisions can be obtained from the relevant Department of Transport and Main Roads regional office. AND **AO16.4** Use of any existing vehicular access to the development is consistent with a decision under section 62 of the *Transport Infrastructure Act 1994*. Note: The development which is the subject of the application must be of an equivalent use and intensity for which the section 62 approval was issued and the section 62 approval must have been granted no more than 5 years prior to the lodgement of the application. AND **AO16.5** On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in a road intersection or on the state-controlled road.	The proposed development is accessed via a local road (Sheaffe Street).
Vehicular access to local roads within 100 metres of an intersection with a state-controlled road		
PO17 The location and design of vehicular access to a local road within 100 metres of an intersection with a state-controlled road does not create a safety hazard for users of a state-controlled road. Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport	**AO17.1** Vehicular access is located as far as possible from the state-controlled road intersection. AND	Complies AO17.1. The proposed development access arrangement is recommended to incorporate separate entry and exit driveways, as shown in Section 6.1.1 of the Traffic Impact Assessment report. The closest site access driveway (entry) to the adjacent State-controlled intersection (Ramsay Street/Sheaffe Street) provides a distance of 10m from the driveway edge to the intersection tangent point,

Performance outcomes	Acceptable outcomes	Response
and Main Roads, 2017, for further guidance on how to comply with this performance outcome.		which is outside of the prohibited driveway locations specified in AS2890.1, as shown in Section 6.1.2 of the report. As the State-controlled road (Ramsay Street) is in an urban area with direct access and a 50km/h posted speed limit, the proximity of the access driveways to the State-controlled road is not considered to be an issue.
	AO17.2 Vehicular access is in accordance with parts, 3, 4 and 4A of the Road Planning and Design Manual, 2nd Edition: Volume 3, Department of Transport and Main Roads, 2016. AND	Complies AO17.2. Vehicular access is expected to be designed in accordance with relevant standards at the detailed design stage.
	AO17.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles do not queue in the intersection or on the state-controlled road.	Complies AO17.3. The proposed development access arrangement is recommended to incorporate separate entry and exit driveways, as shown in Section 6.1.1 of the Traffic Impact Assessment report. There is limited parking adjacent to the entry driveway and the width allows for passing of vehicles. Section 6.3.4 of the Traffic Impact Assessment report considers queuing and finds that it is unlikely to obstruct Sheaffe Street (and Ramsay Street) traffic due to the wide proposed entry driveway and distance from the road edge line. Therefore, the proposed development layout is considered to give priority to entering vehicles and to have little or no impact on the adjacent State-controlled road and intersection.
Public passenger transport infrastructure on state-controlled roads		
PO18 Development does not damage or interfere with public passenger transport infrastructure, public passenger services or pedestrian or cycle access to public passenger transport infrastructure and public passenger services. Note: Refer to the SDAP Supporting Information: Vehicular access to a state-controlled road, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	**AO18.1** Vehicular access and associated road access works are not located within 5 metres of existing public passenger transport infrastructure. AND	Not applicable. No known public transport services or infrastructure is located in the vicinity of the subject site.
	AO18.2 Development does not necessitate the relocation of existing public passenger transport infrastructure. AND	
	AO18.3 On-site vehicle circulation is designed to give priority to entering vehicles at all times so vehicles	

Performance outcomes	Acceptable outcomes	Response
	using a vehicular access do not obstruct public passenger transport infrastructure and public passenger services or obstruct pedestrian or cycle access to public passenger transport infrastructure and public passenger services. AND	
	AO18.4 The normal operation of public passenger transport infrastructure or public passenger services is not interrupted during construction of the development.	
Planned upgrades		
PO19 Development does not impede delivery of planned upgrades of state-controlled roads.	**AO19.1** Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road. Note: Land required for the planned upgrade of a state-controlled road is identified in the DA mapping system. OR	Complies with AO19.1. The subject site is not within land identified for planned upgrade.
	AO19.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road.	
	OR all of the following acceptable outcomes apply: **AO19.3** Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of a state-controlled road are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	AO19.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of the state-controlled road. AND	

Performance outcomes	Acceptable outcomes	Response
	AO19.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state-controlled road. AND	
	AO19.6 Land is able to be reinstated to the pre-development condition at the completion of the use.	
Network impacts		
PO20 Development does not result in a worsening of operating conditions on the state-controlled road **network.** Note: To demonstrate compliance with this performance outcome, it is recommended that an RPEQ certified traffic impact assessment is provided. Please refer to the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017, for further guidance on how to comply with this performance outcome.	No acceptable outcome is prescribed.	Complies with PO20. The maximum number of trips in the peak hour is minor and estimated at 15 vehicles, as discussed in Section 4.2 of the Traffic Impact Assessment report. Section 5.1 summarises SIDRA intersection analysis results for the adjacent State-controlled Ramsay Street/Sheaffe Street intersection. The results show the intersection operates within accepted performance thresholds at 2031 with background and development traffic, with negligible queuing (less than one vehicle) and delay. Development traffic is expected to disperse beyond this intersection and have negligible impact on traffic volumes Therefore, the development is not considered to worsen the operating conditions of the State-controlled road network.
PO21 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	**AO21.1** The layout and design of the development directs traffic generated by the development to the **local road** network.	Complies with PO21. Development traffic is expected to utilise the Ramsay Street/Sheaffe Street intersection to access the local road network. This is consistent with other residential and commercial properties in the area. Ramsay Street provides connectivity between the northern and southern Cloncurry areas.
PO22 Upgrade works on, or associated with, a **state-controlled road** are built in accordance with Queensland road design standards.	**AO22.1** Upgrade works required as a result of the development are designed and constructed in accordance with the *Road Planning and Design Manual*, 2nd edition, Department of Transport and Main Roads, 2016. Note: Road works in a state-controlled road require approval under section 33 of the *Transport Infrastructure Act 1994* before the works commence.	Not applicable. No upgrade works are proposed for State-controlled roads.

Department of State Development, Manufacturing, Infrastructure and Planning - State code 6: Protection of state transport networks

Table 6.2.2 All development

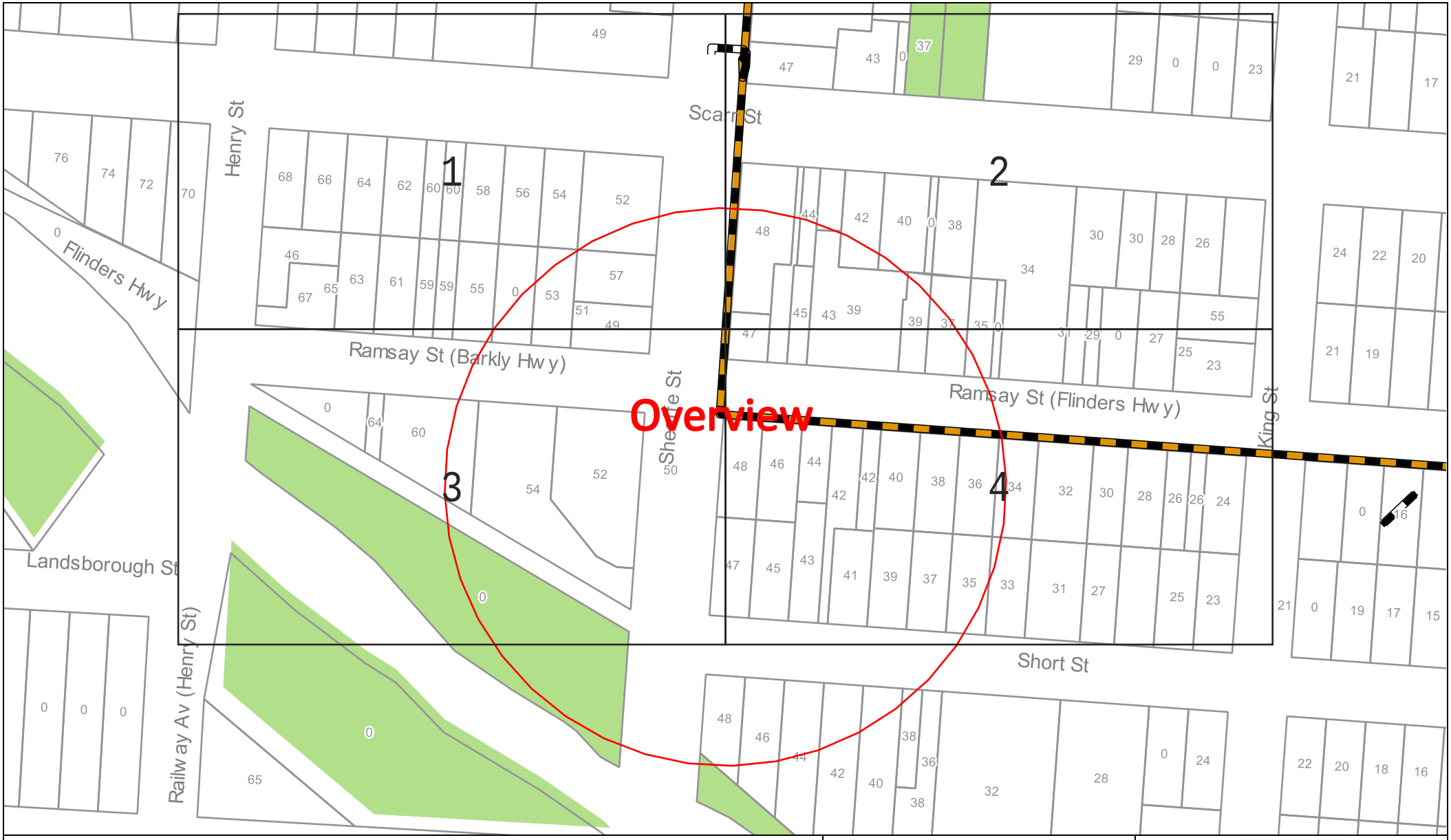
Performance outcomes	Acceptable outcomes	Response
Network impacts		
PO1 Development does not result in a worsening of the safety of a state-controlled road. Note: To demonstrate compliance with this performance outcome, it is recommended that a Registered Professional Engineer of Queensland (RPEQ) certified road safety audit or road safety assessment (as applicable) is provided. Further information on determining whether a road safety audit or road safety assessment is required is provided in section 9 of the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	Complies with PO1. The Traffic Impact Assessment report details a risk assessment relating to an increase in traffic at the Ramsay Street/Sheaffe Street intersection due to the development. The assessment shows no change in the risk score and no high risk items. The maximum number of trips in the peak hour is minor and estimated at 15 vehicles, as discussed in Section 4.2 of the report. Section 5.1 summarises SIDRA intersection analysis results for the Ramsay Street/Sheaffe Street intersection. The results show the intersection operates within accepted performance thresholds at 2031 with background and development traffic, with negligible queuing (less than one vehicle) and delay. Therefore, the development is not considered to worsen the safety of the State-controlled road network.
PO2 Development does not result in a worsening of the infrastructure condition of a state-controlled road or road transport infrastructure. Note: To demonstrate compliance with this performance outcome, it is recommended that a RPEQ certified traffic impact assessment and pavement impact assessment are provided. Further information on how to prepare a traffic impact assessment and pavement impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	No acceptable outcome is prescribed.	Complies with PO1. The Traffic Impact Assessment estimates a maximum of 15 development trips in the peak hour. This is considered minor and unlikely to result in a worsening of the infrastructure condition of the State-controlled or road transport infrastructure.
PO3 Development does not result in a worsening of operating conditions on a state-controlled road or the surrounding road network. Note: To demonstrate compliance with this performance outcome,	No acceptable outcome is prescribed.	Complies with PO3. The maximum number of trips in the peak hour is minor and estimated at 15 vehicles, as discussed in Section 4.2 of the Traffic Impact Assessment report. Section 5.1 summarises SIDRA intersection analysis results for the adjacent State-

Performance outcomes	Acceptable outcomes	Response
it is recommended that an RPEQ certified traffic impact assessment is provided. Further information on how to prepare a traffic impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.		controlled Ramsay Street/Sheaffe Street intersection. The results show the intersection operates within accepted performance thresholds at 2031 with background and development traffic, with negligible queuing (less than one vehicle) and delay. Development traffic is expected to disperse beyond this intersection and have negligible impact on traffic volumes Therefore, the development is not considered to worsen the operating conditions of the surrounding or State-controlled road network.
PO4 Development does not impose traffic loadings on a state-controlled road which could be accommodated on the local road network.	AO4.1 The layout and design of the development directs traffic generated by the development to the local road network.	Complies with PO4. Development traffic is expected to utilise the Ramsay Street/Sheaffe Street intersection to access the local road network. This is consistent with other residential and commercial properties in the area. Ramsay Street provides connectivity between the northern and southern Cloncurry areas.
PO5 Upgrade works on, or associated with, a state-controlled road are built in accordance with relevant design standards.	AO5.1 Upgrade works on a state-controlled road are designed and constructed in accordance with the Road Planning and Design Manual, 2nd edition, Department of Transport and Main Roads, 2016.	Not applicable. No upgrade works are proposed for State-controlled roads.
PO6 Development involving the haulage of fill, extracted material or excavated spoil material exceeding 10,000 tonnes per year does not damage the pavement of a state-controlled road. Note: It is recommended that a transport infrastructure impact assessment and pavement impact assessment are provided. Further information on how to prepare a traffic impact assessment is provided in the Guide to Traffic Impact Assessment, Department of Transport and Main Roads, 2017.	AO6.1 Fill, extracted material and spoil material is not transported to or from the development site on a state-controlled road.	Complies with PO6. The development is not expected to involve significant haulage exceeding 10,000 tonnes per year.
PO7 Development does not adversely impact on the safety of a railway crossing. Note: It is recommended that a traffic impact assessment be prepared to demonstrate compliance with this performance outcome. An impact on a level crossing may require an Australian Level Crossing	**AO7.1** Development does not require a new railway crossing. OR **AO7.2** A new railway crossing is grade separated. OR all of the following acceptable outcomes apply:	Not applicable. The proposed development is not located in the vicinity of a railway crossing.

Performance outcomes	Acceptable outcomes	Response
Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this performance outcome.	**AO7.3** Upgrades to a level crossing are designed and constructed in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings and applicable rail manager standard drawings. Note: It is recommended a traffic impact assessment be prepared to demonstrate compliance with this acceptable outcome. An impact on a level crossing may require an Australian Level Crossing Assessment Model (ALCAM) assessment to be undertaken. Section 2.2 – Railway crossing safety of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome AND	
	AO7.4 Access points achieve sufficient clearance from a level crossing in accordance with AS1742.7 – Manual of uniform traffic control devices, Part 7: Railway crossings by providing a minimum clearance of 5 metres from the edge running rail (outer rail) plus the length of the largest vehicle anticipated on-site. Note: Section 2.2 of the Guide to Development in a Transport Environment: Rail, Department of Transport and Main Roads, 2015, provides guidance on how to comply with this acceptable outcome. AND	
	AO7.5 On-site vehicle circulation is designed to give priority to entering vehicles at all times.	
PO8 Development does not result in a worsening of the infrastructure condition of a railway or rail transport infrastructure.	No acceptable outcome is prescribed.	Not applicable. The proposed development is not located in the vicinity of a railway.
PO9 Development does not result in a worsening of operating conditions of a railway	No acceptable outcome is prescribed.	Not applicable. The proposed development is not located in the vicinity of a railway.
Planned upgrades		

Performance outcomes	Acceptable outcomes	Response
PO13 Development does not impede delivery of planned upgrades of state transport infrastructure.	**AO13.1** Development is not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure. Note: Land required for the planned upgrade of state transport infrastructure is identified in the DA mapping system. OR	Complies with AO13.1. The subject site is not within land identified for planned upgrade.
	AO13.2 Development is sited and designed so that permanent buildings, structures, infrastructure, services or utilities are not located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure.	
	OR all of the following acceptable outcomes apply: AO13.3 Structures and infrastructure located on land identified by the Department of Transport and Main Roads as land required for the planned upgrade of state transport infrastructure are able to be readily relocated or removed without materially affecting the viability or functionality of the development. AND	
	AO13.4 Vehicular access for the development is consistent with the function and design of the planned upgrade of state transport infrastructure. AND	
	AO13.5 Development does not involve filling and excavation of, or material changes to, land required for a planned upgrade to a state transport infrastructure. AND	
	AO13.6 Land is able to be reinstated to the predevelopment condition at the completion of the use.	

APPENDIX 6—DIAL BEFORE YOU DIG DATA



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Date: 03/12/2020

DISCLAIMER: THIS DRAWING SHOULD NOT BE SCALED TO LOCATE CABLES. NO WARRANTY IS GIVEN THAT THE INFORMATION IS ACCURATE OR COMPLETE. IF YOU REQUIRE INFORMATION REGARDING LOCATING THE CABLE PLEASE CALL NEXTGEN. THIS DOCUMENT HAS BEEN PREPARED SOLELY FOR DIAL BEFORE YOU DIG USE. THIS PLAN CONTAINS COMMERCIALLY SENSITIVE INFORMATION AND IS TO BE TREATED ACCORDINGLY. NO SUCH INFORMATION IS TO BE PASSED ONTO OTHER PARTIES WITHOUT WRITTEN CONSENT FROM NEXTGEN PTY LTD.

nextgen GROUP

LEGEND

Digsite	Assets
Area	Cable
	3rd Party Duct
	Marker Post

Sequence Number: 104558092

Date: 03/12/2020

DISCLAIMER: THIS DRAWING SHOULD NOT BE SCALED TO LOCATE CABLES. NO WARRANTY IS GIVEN THAT THE INFORMATION IS ACCURATE OR COMPLETE. IF YOU REQUIRE INFORMATION REGARDING LOCATING THE CABLE PLEASE CALL NEXTGEN. THIS DOCUMENT HAS BEEN PREPARED SOLELY FOR DIAL BEFORE YOU DIG USE. THIS PLAN CONTAINS COMMERCIALLY SENSITIVE INFORMATION AND IS TO BE TREATED ACCORDINGLY. NO SUCH INFORMATION IS TO BE PASSED ONTO OTHER PARTIES WITHOUT WRITTEN CONSENT FROM NEXTGEN PTY LTD.

nextgen GROUP

LEGEND

Digsite

Area

Assets

Cable

3rd Party Duct

Marker Post

Sequence Number: 104558092

Date: 03/12/2020

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LEGEND

Digsite

Area

Assets

Cable

3rd Party Duct

Marker Post

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LEGEND

Digsite

Area

Assets

Cable

3rd Party Duct

Marker Post

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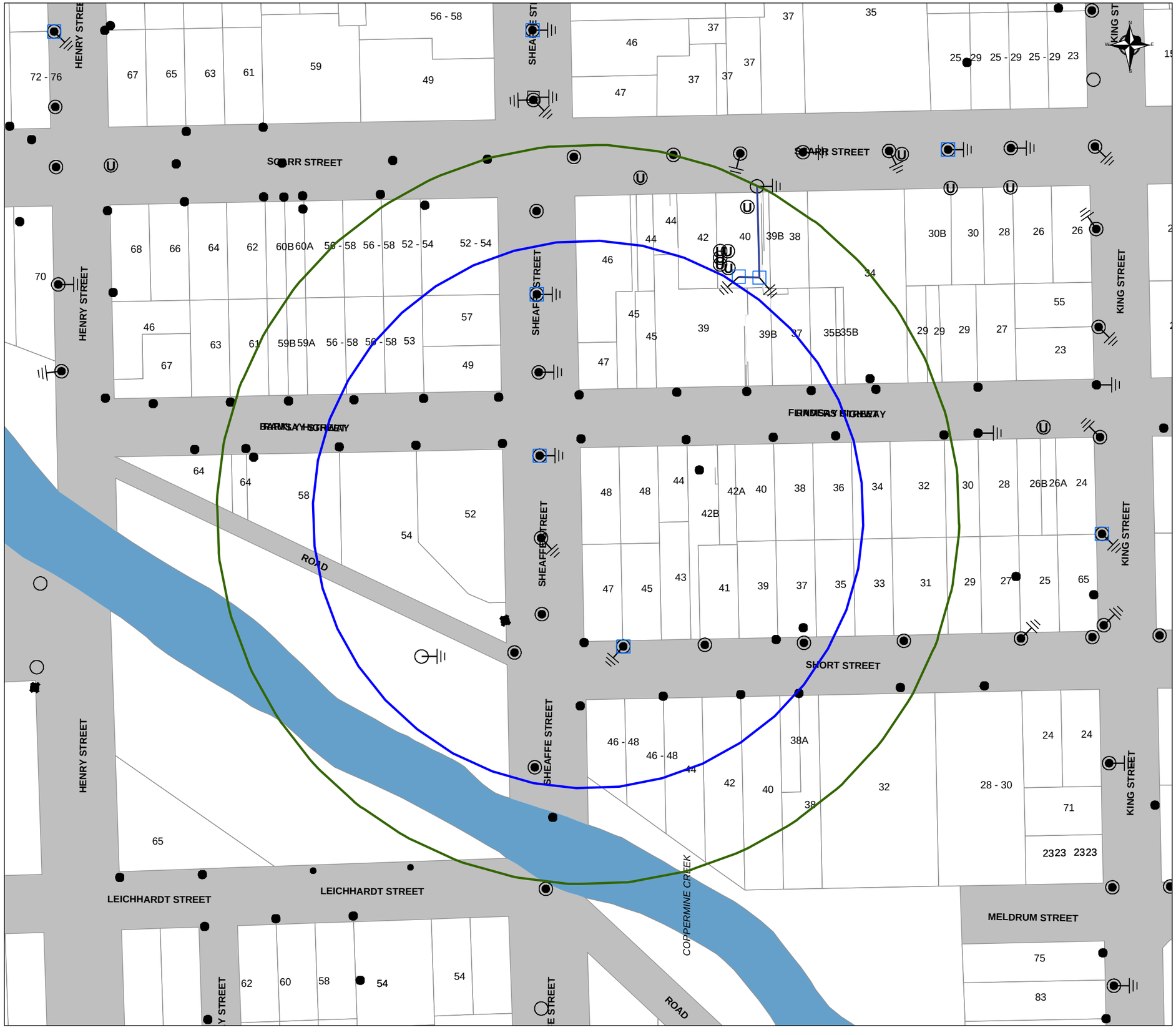
nextgen GROUP

LEGEND

Digsite	Assets
Area	Cable
	3rd Party Duct
	Marker Post



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Created By: svc-SmallworldEO_PRD

Created Date 03/12/2020 13:12:44

Scale: 1:2000

LEGEND

Segments [Electric]
- Cable Segment.HV Route - 11kV
- Cable Segment.LV Route - 415V
- Connector Point Installation.External Location - Earth Existing

Distribution Structures [Electric]
- Accurate Route.Route
- Pedestal.Existing Location - Normal Pillar
- Pole.Existing Location - Unknown
- Pole.Existing Location - HV
- Pole.Existing Location - HV/LV
- Pole.Existing Location - LV
- Pole.Existing Location - SL
- Pole.Existing Location - Bollard

Substation Site [Electric]
- Substation.Existing Location - Pole Mounted Distribution
- Substation.Existing Location - Padmount

DBYD [Misc_oracle]
- DBYD Request.Ergon Search Area
- DBYD Request.Area
- Abc Def Qvas.Label Geom

DCDB Text [Operational_cadastre]
- Abc Def Road Text.Name Annotation
- *Abc Def* Water Text.Name Annotation

DCDB [Operational_cadastre]
- Land Parcel.Area Geom
- Easement.Area Geom
- Road Coverage.Area Geom
- Water Coverage.Area Geom

Indicative Plans

Issue Date:	03/12/2020
Location:	48 Ramsay Street , Cloncurry , QLD , 4824

1

2

Email info@nbn.com.au Web nbn.com.au

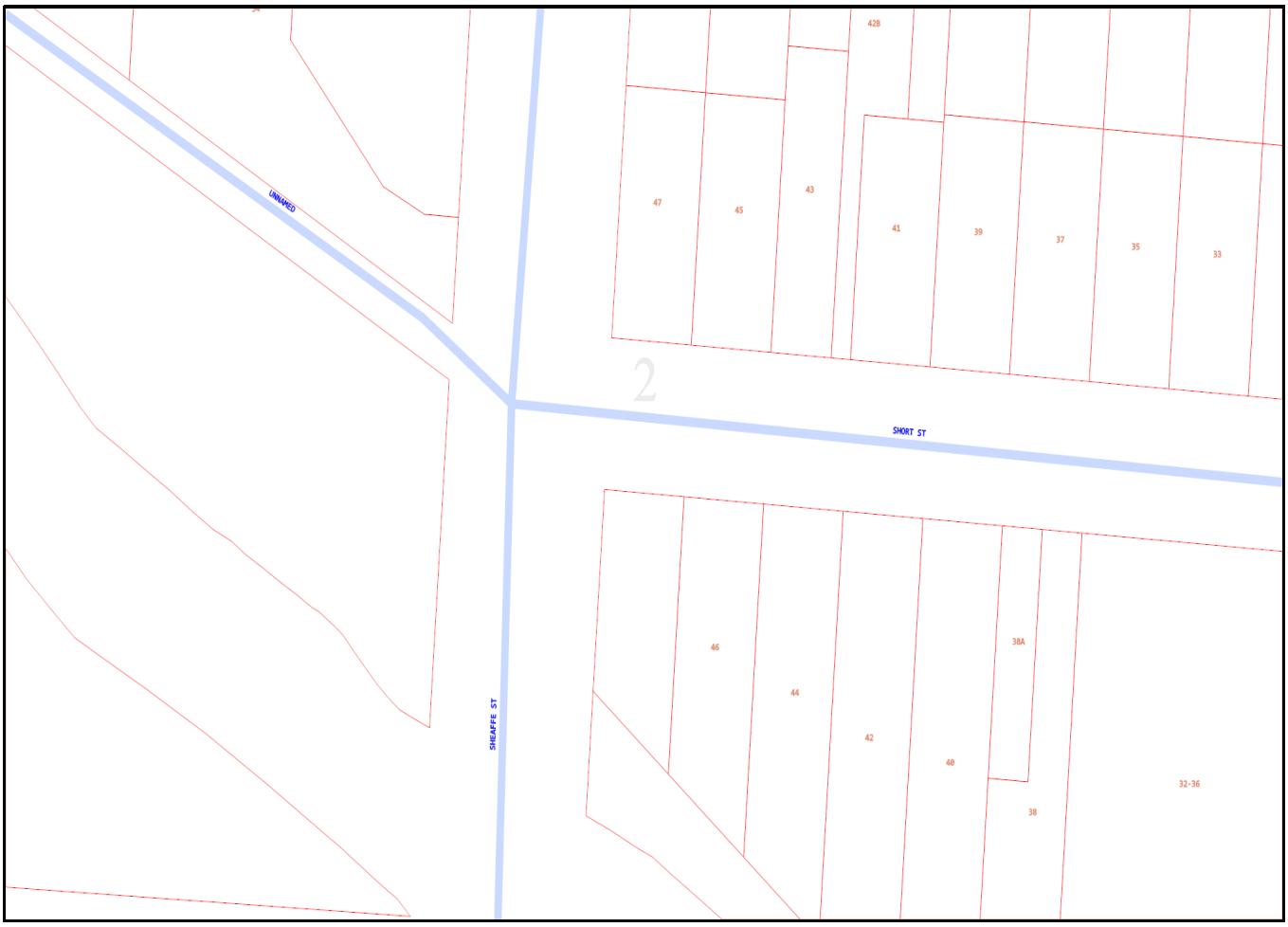
LEGEND

34	Parcel and the location
5	Pit with size "5"
2E	Power Pit with size "2E". Valid PIT Size: e.g. 2E, 5E, 6E, 8E, 9E, E, null.
	Manhole
	Pillar
2 PO – T- 25.0m P40 – 20.0m 5 9	Cable count of trench is 2. One "Other size" PVC conduit (PO) owned by Telstra (-T-), between pits of sizes, "5" and "9" are 25.0m apart. One 40mm PVC conduit (P40) owned by NBN, between pits of sizes, "5" and "9" are 20.0m apart.
2 10.0m 5 9	2 Direct buried cables between pits of sizes ,"5" and "9" are 10.0m apart.
5 9	Trench containing any INSERVICE/CONSTRUCTED (Copper/RF/Fibre) cables.
5 9	Trench containing only DESIGNED/PLANNED (Copper/RF/Fibre/Power) cables.
5 9	Trench containing any INSERVICE/CONSTRUCTED (Power) cables.
BROADWAY ST	Road and the street name "Broadway ST"
Scale	0 20 40 60 Meters 1:2000 1 cm equals 20 m

Email info@nbn.com.au Web nbn.com.au

Level 11, 100 Arthur Street, North Sydney NSW 2060

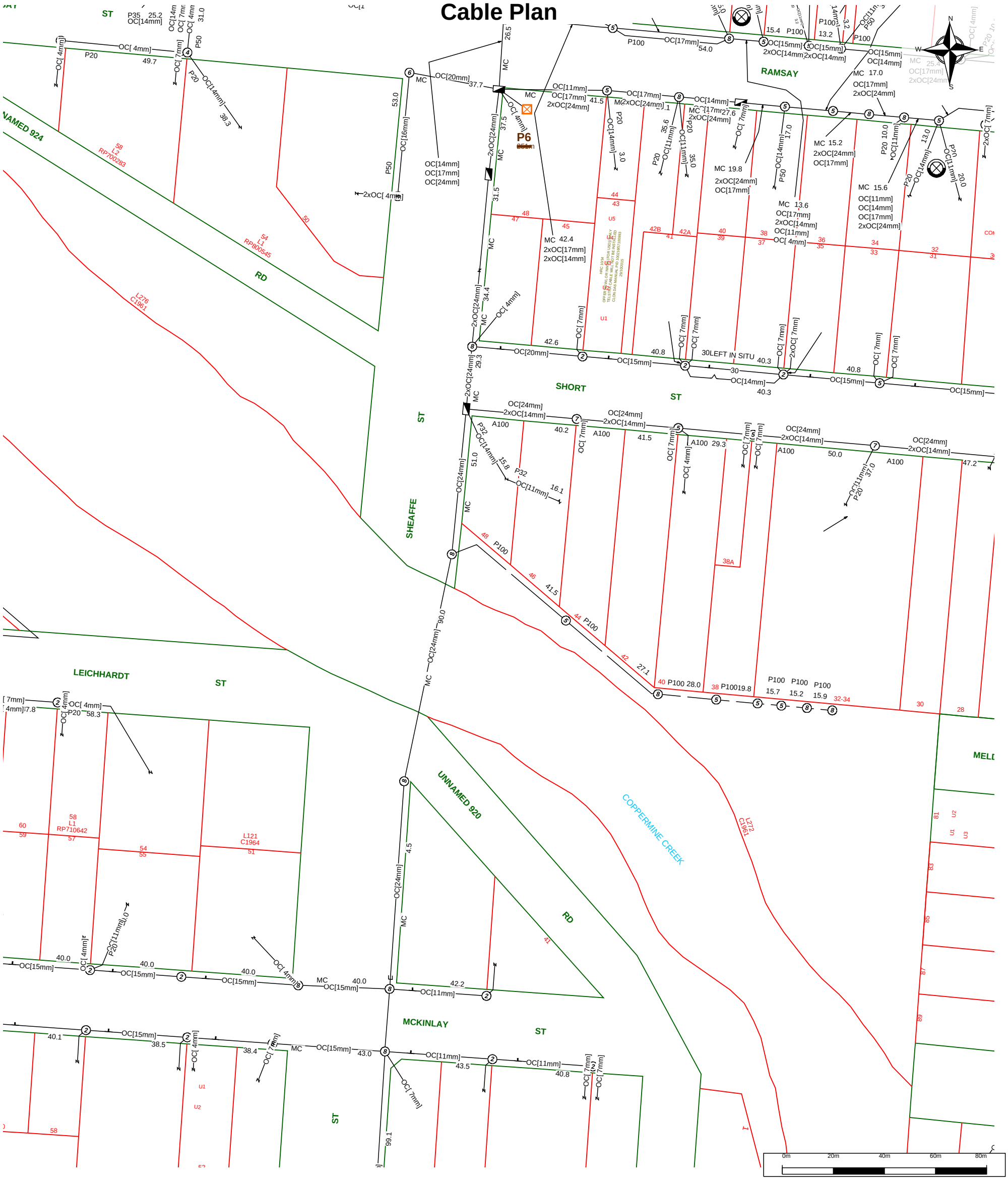
Email info@nbn.com.au Web nbn.com.au



Emergency Contacts

You must immediately report any damage to **nbn™** network that you are/become aware of. Notification may be by telephone - 1800 626 329.

Cable Plan



Telstra	For all Telstra DBYD plan enquiries - email - Telstra.Plans@team.telstra.com For urgent onsite contact only - ph 1800 653 935 (bus hrs)
TELSTRA CORPORATION LIMITED A.C.N. 051 775 556	
Generated On 03/12/2020 14:16:45	Sequence Number: 104558095
	CAUTION: Fibre optic and/ or major network present in plot area. Please read the Duty of Care and contact Telstra Plan Services should you require any assistance.

The above plan must be viewed in conjunction with the Mains Cable Plan on the following page

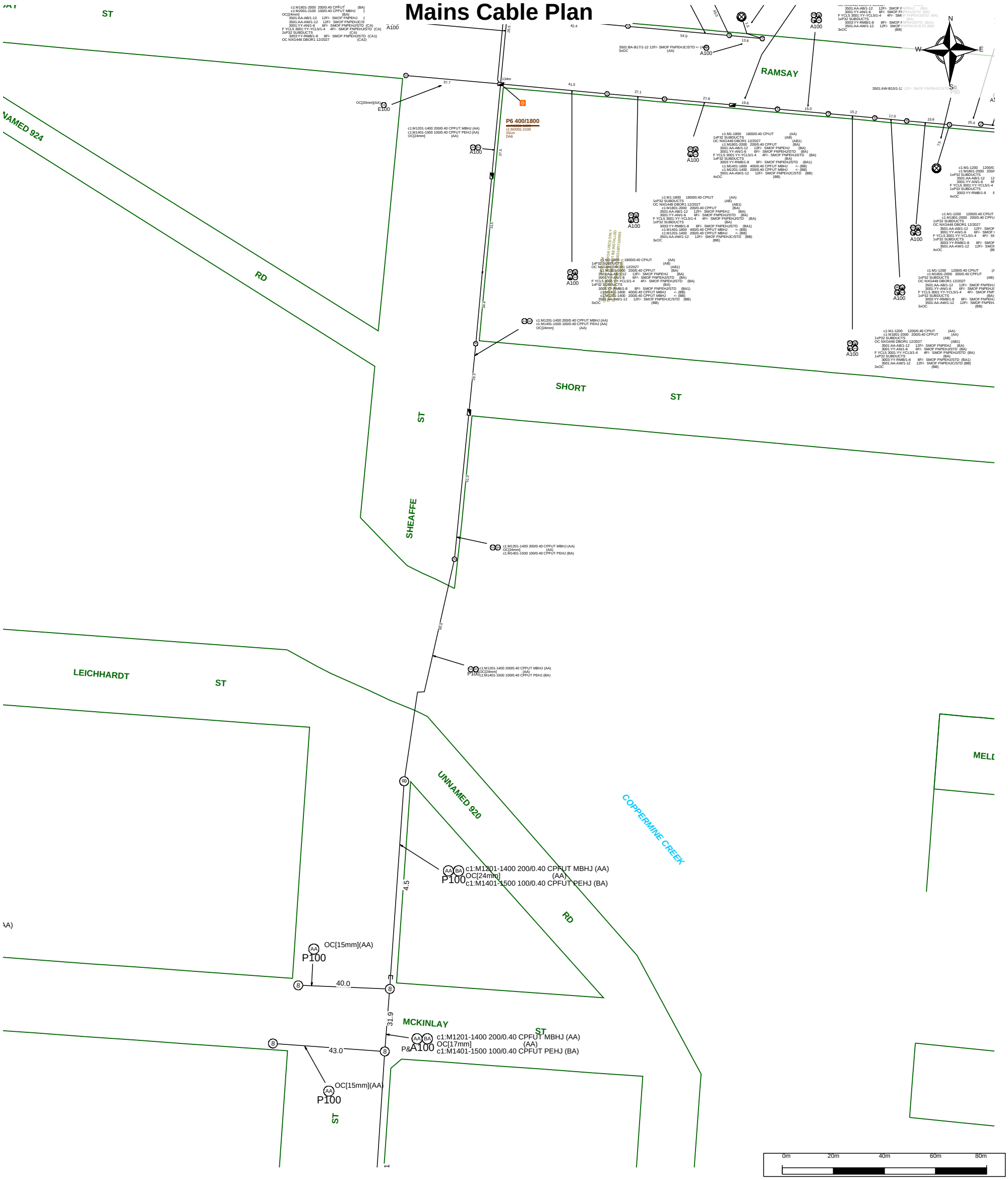
WARNING - Due to the nature of Telstra underground plant and the age of some cables and records, it is impossible to ascertain the precise location of all Telstra plant from Telstra's plans. The accuracy and/or completeness of the information supplied can not be guaranteed as property boundaries, depths and other natural landscape features may change over time, and accordingly the plans are indicative only. Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy shown on the plans.

It is your responsibility to locate Telstra's underground plant by careful hand pot-holing prior to any excavation in the vicinity and to exercise due care during that excavation.

Please read and understand the information supplied in the duty of care statement attached with the Telstra plans. TELSTRA WILL SEEK COMPENSATION FOR LOSS CAUSED BY DAMAGE TO ITS PLANT.

Telstra plans and information supplied are valid for 60 days from the date of issue. If this timeframe has elapsed, please reapply for plans.

Mains Cable Plan



Telstra	For all Telstra DBYD plan enquiries - email - Telstra.Plans@team.telstra.com For urgent onsite contact only - ph 1800 653 935 (bus hrs)
TELSTRA CORPORATION LIMITED A.C.N. 051 775 556	
Generated On 03/12/2020 14:16:47	Sequence Number: 104558095
	CAUTION: Fibre optic and/ or major network present in plot area. Please read the Duty of Care and contact Telstra Plan Services should you require any assistance.

WARNING - Due to the nature of Telstra underground plant and the age of some cables and records, it is impossible to ascertain the precise location of all Telstra plant from Telstra's plans. The accuracy and/or completeness of the information supplied can not be guaranteed as property boundaries, depths and other natural landscape features may change over time, and accordingly the plans are indicative only. Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy shown on the plans.

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Telstra plans and information supplied are valid for 60 days from the date of issue. If this timeframe has elapsed, please reapply for plans.

APPENDIX 7—DA FORM 1

DA Form 1 – Development application details

Approved form (version 1.3 effective 28 September 2020) 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*)	Brad Smith
Contact name *(only applicable for companies)*	c/-InsiteSJC, Shane Booth
Postal address *(P.O. Box or street address)*	PO Box 1688
Suburb	Bundaberg
State	QLD
Postcode	4670
Country	Australia
Contact number	07 4151 6677
Email address *(non-mandatory)*	shane@insitesjc.com.au
Mobile number *(non-mandatory)*	
Fax number *(non-mandatory)*	
Applicant's reference number(s) *(if applicable)*	GC20-337-T01

2) Owner's consent
2.1) Is written consent of the owner required for this development application?
☒ Yes – the written consent of the owner(s) is attached to this development application ☐ No – proceed to 3)

PART 2 – LOCATION DETAILS

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

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

3.1) Street address and lot on plan

☒ Street address **AND** lot on plan (*all lots must be listed*), ***or***

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

a)	Unit No.	Street No.	Street Name and Type	Suburb
		46 & 48	Ramsay St	Cloncurry
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)
		Lots 2 & 4	RP708248	Cloncurry Shire Council
b)	Unit No.	Street No.	Street Name and Type	Suburb
	Postcode	Lot No.	Plan Type and Number *(e.g. RP, SP)*	Local Government Area(s)

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

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

☐ Coordinates of premises by longitude and latitude

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

☐ Coordinates of premises by easting and northing

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

3.3) Additional premises

☐ Additional premises are relevant to this development application and the details of these premises have been attached in a schedule to this development application

☒ Not required

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

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

Name of water body, watercourse or aquifer:

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

Lot on plan description of strategic port land:

Name of port authority for the lot:

☐ In a tidal area

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

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

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

Name of airport:

☐ Listed on the Environmental Management Register (EMR) under the *Environmental Protection Act 1994*	
EMR site identification:	
☐ Listed on the Contaminated Land Register (CLR) under the *Environmental Protection Act 1994*	
CLR site identification:	

5) Are there any existing easements over the premises?

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

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

☒ No

PART 3 – DEVELOPMENT DETAILS

Section 1 – Aspects of development

6.1) Provide details about the first development aspect

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

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

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

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

c) What is the level of assessment?

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

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

Motor vehicle repair shop

e) Relevant plans

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

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

6.2) Provide details about the second development aspect

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

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

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

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

c) What is the level of assessment?

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

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

e) Relevant plans

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

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

6.3) Additional aspects of development

☐ Additional aspects of development are relevant to this development application and the details for these aspects that would be required under Part 3 Section 1 of this form have been attached to this development application

☒ Not required

Section 2 – Further development details

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

Division 1 – Material change of use

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

8.1) Describe the proposed material change of use			
Provide a general description of the proposed use	Provide the planning scheme definition *(include each definition in a new row)*	Number of dwelling units *(if applicable)*	Gross floor area (m^2) *(if applicable)*
Motor vehicle repairs	Low impact industry	NA	868.8

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

Division 2 – Reconfiguring a lot

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

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

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

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

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

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

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

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

Division 3 – Operational work

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

14.1) What is the nature of the operational work?		
☐ Road work	☐ Stormwater	☐ Water infrastructure
☐ Drainage work	☐ Earthworks	☐ Sewage infrastructure
☐ Landscaping	☐ Signage	☐ Clearing vegetation
☐ Other – please specify:		
14.2) Is the operational work necessary to facilitate the creation of new lots? *(e.g. subdivision)*		
☐ Yes – specify number of new lots:		
☐ No		
14.3) What is the monetary value of the proposed operational work? *(include GST, materials and labour)*		
$		

PART 4 – ASSESSMENT MANAGER DETAILS

15) Identify the assessment manager(s) who will be assessing this development application
Cloncurry 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
☐ SEQ regional landscape and rural production area or SEQ rural living area – combined use
☐ Tidal works or works in a coastal management district
☐ Reconfiguring a lot in a coastal management district or for a canal
☐ Erosion prone area in a coastal management district
☐ Urban design
☐ Water-related development – taking or interfering with water
☐ Water-related development – removing quarry material *(from a watercourse or lake)*
☐ Water-related development – referable dams
☐ Water-related development –levees *(category 3 levees only)*
☐ Wetland protection area

Matters requiring referral to the **local government:**

☐ Airport land
☐ Environmentally relevant activities (ERA) (*only if the ERA has been devolved to local government)*

☐ Heritage places – Local heritage places

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

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

☐ Infrastructure-related referrals – Oil and gas infrastructure

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

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

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

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

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

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

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

☒ Yes – referral response(s) received and listed below are attached to this development application
☐ No

Referral requirement	Referral agency	Date of referral response

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

PART 6 – INFORMATION REQUEST

19) Information request under Part 3 of the DA Rules

☒ I agree to receive an information request if determined necessary for this development application
☐ I do not agree to accept an information request for this development application

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

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

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

PART 7 – FURTHER DETAILS

20) Are there any associated development applications or current approvals? *(e.g. a preliminary approval)*			
☐ Yes – provide details below or include details in a schedule to this development application ☒ No			
List of approval/development application references	Reference number	Date	Assessment manager
☐ Approval ☐ Development application			
☐ Approval ☐ Development application			

21) Has the portable long service leave levy been paid? *(only applicable to development applications involving building work or operational work)*		
☐ Yes – a copy of the receipted QLeave form is attached to this development application ☐ No – I, the applicant will provide evidence that the portable long service leave levy has been paid before the assessment manager decides the development application. I acknowledge that the assessment manager may give a development approval only if I provide evidence that the portable long service leave levy has been paid ☒ Not applicable *(e.g. building and construction work is less than $150,000 excluding GST)*		
Amount paid	Date paid (dd/mm/yy)	QLeave levy number (A, B or E)
$		

22) Is this development application in response to a show cause notice or required as a result of an enforcement notice?
☐ Yes – show cause or enforcement notice is attached ☒ No

23) Further legislative requirements			
Environmentally relevant activities			
23.1) Is this development application also taken to be an application for an environmental authority for an **Environmentally Relevant Activity (ERA)** under section 115 of the *Environmental Protection Act 1994*?			
☐ Yes – the required attachment (form ESR/2015/1791) for an application for an environmental authority accompanies this development application, and details are provided in the table below ☒ No ***Note**: Application for an environmental authority can be found by searching "ESR/2015/1791" as a search term at www.qld.gov.au. An ERA requires an environmental authority to operate. See www.business.qld.gov.au for further information.*			
Proposed ERA number:		Proposed ERA threshold:	
Proposed ERA name:			
☐ Multiple ERAs are applicable to this development application and the details have been attached in a schedule to this development application.			
Hazardous chemical facilities			
23.2) Is this development application for a **hazardous chemical facility**?			
☐ Yes – *Form 69: Notification of a facility exceeding 10% of schedule 15 threshold* is attached to this development application ☒ No ***Note**: See www.business.qld.gov.au for further information about hazardous chemical notifications.*			

Clearing native vegetation

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

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

☒ No

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

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

Environmental offsets

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

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

☒ No

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

Koala habitat in SEQ Region

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

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

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

☒ No

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

Water resources

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

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

☒ No

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

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

- *Taking or interfering with underground water through an artesian or subartesian bore: complete DA Form 1 Template 1*
- *Taking or interfering with water in a watercourse, lake or spring: complete DA Form1 Template 2*
- *Taking overland flow water: complete DA Form 1 Template 3.*

Waterway barrier works

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

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

☒ No

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

Marine activities

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

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

☒ No

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

Quarry materials from a watercourse or lake

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

☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development
☒ No

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

Quarry materials from land under tidal waters

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

☐ Yes – I acknowledge that a quarry material allocation notice must be obtained prior to commencing development
☒ No

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

Referable dams

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

☐ Yes – the 'Notice Accepting a Failure Impact Assessment' from the chief executive administering the Water Supply Act is attached to this development application
☒ No

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

Tidal work or development within a coastal management district

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

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

☒ No

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

Queensland and local heritage places

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

☐ Yes – details of the heritage place are provided in the table below
☒ No

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

Name of the heritage place:		Place ID:	

Brothels

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

☐ Yes – this development application demonstrates how the proposal meets the code for a development application for a brothel under Schedule 3 of the *Prostitution Regulation 2014*
☒ No

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

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

☒ Yes – this application will be taken to be an application for a decision under section 62 of the *Transport Infrastructure Act 1994* (subject to the conditions in section 75 of the *Transport Infrastructure Act 1994* being satisfied)
☐ No

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

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

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

☒ No

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

PART 8 – CHECKLIST AND APPLICANT DECLARATION

24) Development application checklist	
I have identified the assessment manager in question 15 and all relevant referral requirement(s) in question 17 ***Note**: See the Planning Regulation 2017 for referral requirements*	☒ Yes
If building work is associated with the proposed development, Parts 4 to 6 of *DA Form 2 – Building work details* have been completed and attached to this development application	☐ Yes ☒ Not applicable
Supporting information addressing any applicable assessment benchmarks is with the development application ***Note**: This is a mandatory requirement and includes any relevant templates under question 23, a planning report and any technical reports required by the relevant categorising instruments (e.g. local government planning schemes, State Planning Policy, State Development Assessment Provisions). For further information, see DA Forms Guide: Planning Report Template.*	☒ Yes
Relevant plans of the development are attached to this development application ***Note**: Relevant plans are required to be submitted for all aspects of this development application. For further information, see DA Forms Guide: Relevant plans.*	☒ Yes
The portable long service leave levy for QLeave has been paid, or will be paid before a development permit is issued (*see 21*)	☐ Yes ☒ Not applicable

25) Applicant declaration

☒ By making this development application, I declare that all information in this development application is true and correct

☒ Where an email address is provided in Part 1 of this form, I consent to receive future electronic communications from the assessment manager and any referral agency for the development application where written information is required or permitted pursuant to sections 11 and 12 of the *Electronic Transactions Act 2001*

***Note**: It is unlawful to intentionally provide false or misleading information.*

Privacy – Personal information collected in this form will be used by the assessment manager and/or chosen assessment manager, any relevant referral agency and/or building certifier (including any professional advisers which may be engaged by those entities) while processing, assessing and deciding the development application. All information relating to this development application may be available for inspection and purchase, and/or published on the assessment manager's and/or referral agency's website.

Personal information will not be disclosed for a purpose unrelated to the *Planning Act 2016*, Planning Regulation 2017 and the DA Rules except where:

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

This information may be stored in relevant databases. The information collected will be retained as required by the *Public Records Act 2002.*

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

Date received: | Reference number(s):

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

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

APPENDIX 8—OWNERS CONSENT

Company owner's consent to the making of a development application under the *Planning Act 2016*

I,

[Insert name in full]

~~Sole Director~~/Secretary of the company mentioned below.

[Delete the above where company owner's consent must come from both director and director/secretary]

I,

BRADLEY SMITH - DIRECTOR / SECRETARY

[Insert name in full]

Director of the company mentioned below.

and I,

DAVID SMITH - DIRECTOR

[Insert name in full.

[Insert position in full—i.e. another director, or a company secretary.]

Delete the above two boxes where there is a sole director/secretary for the company giving the owner's consent

Of CLONCURRY CONSTRUCTIONS PTY LTD

ACN - 063 776 125

[Insert name of company and ACN]

the company being the owner of the premises identified as follows:

46 RAMSAY ST LOT 2 ON RP 708248 CLONCURRY 4824
48 RAMSAY ST LOT 4 ON RP 708248 CLONCURRY 4824

[Insert street address, lot on plan description or coordinates of the premises the subject of the application]

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

Insite SJC

[Insert name of applicant.]

The Planning Act 2016 is administered by the Department of Local Government, Infrastructure and Planning, Queensland Government.

on the premises described above for:

[insert details of the proposed development, e.g. material change of use for four-storey apartment building]
MATERIAL CHANGE OF USE FOR MECHANICAL WORKSHOP

Company seal *[if used]*

Company Name and ACN: .....
..... **Signature of Sole Director/Secretary**
..... **Date**

[Delete the above where company owner's consent must come from both director and director/secretary.]

Company Name and ACN: CLONCURRY CONSTRUCTIONS PTY LTD 063 776 125	
..... **Signature of Director**	..... **Signature of Director/Secretary**
25-11-20 **Date**	25/11/2020 **Date**

[Delete the above where there is a sole director/secretary for the company giving the owner's consent]